



ICAO

Doc 9587

Policy and Guidance Material on the Economic Regulation of International Air Transport

Fourth Edition, 2017



Approved by and published under the authority of the Secretary General

INTERNATIONAL CIVIL AVIATION ORGANIZATION



| ICAO

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FOREWORD

1. This is the fourth edition of Doc 9587, a compendium of the conclusions, decisions and guidance material developed by ICAO for its Member States concerning the economic regulation of international air transport. The origin of this compilation is Doc 9440 prepared pursuant to Assembly Resolution A23-17 and published in 1984, which was replaced by the first edition of Doc 9587 issued in 1992. The document was subsequently updated in 1999 (second edition) and in 2008 (third edition). The present edition incorporates new policy guidance developed by ICAO since 2008, and is made available in printed copy as well as in electronic format.

Content and structure

2. The material included in the main text are those conclusions, decisions and guidance dealing with economic aspects of international air transport regulation which have received the endorsement of either the Assembly or the Council. In light of the changing regulatory scene, efforts have been made to provide, in this single document, a comprehensive coverage of all the relevant ICAO policies and guidance material. To improve user-friendliness and for ease of reference, the main body of the present edition has been structured into eight parts, each under a broad regulatory topic. While it has incorporated some new policy guidance since the last edition, several parts of the last edition were removed as their contents have become outdated or have been incorporated into the updated material. These included the former parts on capacity and tariff regulation, as well as computer reservation systems.

3. This document also includes four appendices to provide additional guidance material, namely: Appendix 1 — ICAO Template Air Services Agreements (TASAs), Appendix 2 — Guidance material on the avoidance or resolution of conflicts over the application of competition laws to international air transport, Appendix 3 — Preferential measures for developing countries in the economic regulation of international air transport, and Appendix 4 — Guidelines for non-scheduled air services.

Sources and related publications

4. As reflected in this document, ICAO's policies in the air transport field stem from certain Articles of the *Convention on International Civil Aviation* (Chicago Convention), the International Air Services Transit Agreement, the International Air Transport Agreement, and various relevant Assembly resolutions and Council decisions. In October 1998, the Assembly adopted Resolution A32-17 to consolidate all earlier Assembly resolutions relating to air transport into a single one, which constitutes a consolidated statement of continuing ICAO policies in the air transport field. This consolidated statement has since been updated regularly by subsequent Assembly resolutions, the most recent one being Resolution A39-15.

5. In addition to the above, the present document also includes: relevant text from other Assembly resolutions (e.g. on environmental protection) and Council resolutions, statements and decisions; declarations of relevant ICAO conferences; conclusions and recommendations adopted by ICAO's worldwide Air Transport Conferences (1977, 1980, 1985, 1994, 2003 and 2013) that have been approved by the Council; and relevant recommendations developed by a panel of experts, such as the Air Transport Regulation Panel (ATRP) that have been endorsed by the Council.

6. The following publications provide background for the contents included in the present document, along with additional guidance material:

Convention on International Civil Aviation (Doc 7300)
Assembly Resolutions in Force (as of 6 October 2016) (Doc 10075)
Report of the Special Air Transport Conference (Doc 9199)
Report of the Second Air Transport Conference (Doc 9297)
Report of the Third Air Transport Conference (Doc 9470)
Report of the Fourth Worldwide Air Transport Conference (ATConf/4 – 1994) (Doc 9644)
Report of the Fifth Worldwide Air Transport Conference (ATConf/5 – 2003) (Doc 9819)
Report of the Sixth Worldwide Air Transport Conference (ATConf/6 – 2013) (Doc 10009)

7. Of particular relevance is the *Manual on the Regulation of International Air Transport* (Doc 9626), prepared by the Secretariat at the request of the Council, which is a basic reference document on the economic regulation of international air transport and which complements and supplements the present document. It contains descriptive and analytical material on existing regulatory processes and structures at the national, bilateral and multilateral levels, as well as regulatory content and key issues.

8. ICAO policies and guidance material concerning some other specific areas of international air transport regulation not included in this document can be found in the following publications:

Airport and air navigation services economics and management

ICAO's Policies on Charges for Airports and Air Navigation Services (Doc 9082)
Manual on Air Navigation Services Economics (Doc 9161)
Airport Economics Manual (Doc 9562)
Report on Financial and Related Organizational and Managerial Aspects of Global Navigation Satellite Systems (GNSS) Provision and Operation (Doc 9660)
Report of the Conference on the Economics of Airports and Air Navigation Services (ANSCONF 2000) (Doc 9764)
Report of the Conference on the Economics of Airports and Air Navigation Services (CEANS 2008) (Doc 9908)

Facilitation

Annex 9 — *Facilitation*
Machine Readable Travel Documents (Doc 9303)
International Signs to Provide Guidance to Persons at Airports and Marine Terminals (Doc 9636)
Manual on Access to Air Transport by Persons with Disabilities (Doc 9984)
Guidelines on Passenger Name Record (PNR) Data (Doc 9944)
The Facilitation Manual (Doc 9957)
Model National Air Transport Facilitation Programme (Doc 10042)

Taxation

ICAO's Policies on Taxation in the Field of International Air Transport (Doc 8632)

Environmental protection

Guidance on Aircraft Emissions Charges Related to Local Air Quality (Doc 9884)

Guidance on the Use of Emissions Trading for Aviation (Doc 9885)

Assembly Resolution A39-1: Consolidated statement of continuing ICAO policies and practices related to environmental protection — General provisions, noise and local air quality

Future revision

9. The present edition contains policies and guidance material adopted or endorsed by the Assembly and the Council as of October 2016. Pursuant to Assembly Resolution A39-15, which, inter alia, directs the Council to keep the ICAO policies and guidance material in the air transport field current and responsive to the requirements of the Member States, this publication will be updated or revised from time to time in light of future decisions of the Assembly and the Council.

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Part 1

CHICAGO CONVENTION AND RELEVANT AGREEMENTS

A. RELEVANT ARTICLES OF THE CHICAGO CONVENTION

1.1 Certain Articles of the *Convention on International Civil Aviation* (Chicago Convention) address fundamental issues concerning the exchange of rights between States in international air transport regulation. These Articles dealing with sovereignty, right of non-scheduled flights, scheduled air services, cabotage and the definition of “air service” are reproduced below. Articles 5, 6 and 96 a) of the Chicago Convention were reviewed by the Council in 1982, pursuant to Recommendation 3 of the Special Air Transport Conference (SATC, 1977). The Council concluded that amendment of these Articles was neither necessary nor appropriate.

Article 1

Sovereignty

The contracting States recognize that every State has complete and exclusive sovereignty over the airspace above its territory.

...

Article 5

Right of non-scheduled flight

Each contracting State agrees that all aircraft of the other contracting States, being aircraft not engaged in scheduled international air services shall have the right, subject to the observance of the terms of this Convention, to make flights into or in transit non-stop across its territory and to make stops for non-traffic purposes without the necessity of obtaining prior permission, and subject to the right of the State flown over to require landing. Each contracting State nevertheless reserves the right, for reasons of safety of flight, to require aircraft desiring to proceed over regions which are inaccessible or without adequate air navigation facilities to follow prescribed routes, or to obtain special permission for such flights.

Such aircraft, if engaged in the carriage of passengers, cargo, or mail for remuneration or hire on other than scheduled international air services, shall also, subject to the provisions of Article 7, have the privilege of taking on or discharging passengers, cargo, or mail, subject to the right of any State where such embarkation or discharge takes place to impose such regulations, conditions or limitations as it may consider desirable.

Article 6*Scheduled air services*

No scheduled international air service may be operated over or into the territory of a contracting State, except with the special permission or other authorization of that State, and in accordance with the terms of such permission or authorization.

Article 7*Cabotage*

Each contracting State shall have the right to refuse permission to the aircraft of other contracting States to take on in its territory passengers, mail and cargo carried for remuneration or hire and destined for another point within its territory. Each contracting State undertakes not to enter into any arrangements which specifically grant any such privilege on an exclusive basis to any other State or an airline of any other State, and not to obtain any such exclusive privilege from any other State.

...

Article 96

For the purpose of this Convention the expression:

- a) "Air service" means any scheduled air service performed by aircraft for the public transport of passengers, mail or cargo.
- b) "International air service" means an air service which passes through the air space over the territory of more than one State.
- c) "Airline" means any air transport enterprise offering or operating an international air service.
- d) "Stop for non-traffic purposes" means a landing for any purpose other than taking on or discharging passengers, cargo or mail.

1.2 Article 44 of the Convention sets out the aims and objectives of the International Civil Aviation Organization (ICAO), some covering the economic aspects of international air transport regulation. The text of the Article is reproduced below.

Article 44*Objectives*

The aims and objectives of the Organization are to develop the principles and techniques of international air navigation and to foster the planning and development of international air transport so as to:

- a) Insure the safe and orderly growth of international civil aviation throughout the world;

- b) Encourage the arts of aircraft design and operation for peaceful purposes;
- c) Encourage the development of airways, airports, and air navigation facilities for international civil aviation;
- d) Meet the needs of the peoples of the world for safe, regular, efficient and economical air transport;
- e) Prevent economic waste caused by unreasonable competition;
- f) Insure that the rights of contracting States are fully respected and that every contracting State has a fair opportunity to operate international airlines;
- g) Avoid discrimination between contracting States;
- h) Promote safety of flight in international air navigation;
- i) Promote generally the development of all aspects of international civil aeronautics.

1.3 Articles 81 and 83 of the Convention deal with the registration by Contracting States of agreements and arrangements, the text of which are reproduced below. The ICAO Assembly, through its resolutions, has repeatedly urged States to comply with Article 83 by registering their agreements with ICAO. Relevant clauses can be found in Assembly Resolution A39-15 under Part 2, ICAO Policies in the Air Transport Field of this publication.

Article 81

Registration of existing agreements

All aeronautical agreements which are in existence on the coming into force of this Convention, and which are between a contracting State and any other State or between an airline of a contracting State and any other State or the airline of any other State, shall be forthwith registered with the Council.

Article 82

Abrogation of inconsistent arrangements

The contracting States accept this Convention as abrogating all obligations and understandings between them which are inconsistent with its terms, and undertake not to enter into any such obligations and understandings. A contracting State which, before becoming a member of the Organization has undertaken any obligations toward a non-contracting State or a national of a contracting State or of a non-contracting State inconsistent with the terms of this Convention, shall take immediate steps to procure its release from the obligations. If an airline of any contracting State has entered into any such inconsistent obligations, the State of which it is a national shall use its best efforts to secure their termination forthwith and shall in any event cause them to be terminated as soon as such action can lawfully be taken after the coming into force of this Convention.

Article 83*Registration of new arrangements*

Subject to the provisions of the preceding Article, any contracting State may make arrangements not inconsistent with the provisions of this Convention. Any such arrangement shall be forthwith registered with the Council, which shall make it public as soon as possible.

B. INTERNATIONAL AIR SERVICES TRANSIT AGREEMENT

1.4 The Final Act of the International Civil Aviation Conference (Chicago, 1944) includes, inter alia, the International Air Services Transit Agreement by which non-traffic rights for scheduled services are exchanged multilaterally. The full text of the Agreement is reproduced below. As at 1 June 2017, 131 Contracting States are parties to this Agreement.

The States which sign and accept this International Air Services Transit Agreement, being members of the International Civil Aviation Organization, declare as follows:

Article I*Section 1*

Each Contracting State grants to the other Contracting States the following Freedoms of the air in respect of scheduled international air services:

- 1) the privilege to fly across its territory without landing;
- 2) the privilege to land for non-traffic purposes.

The privileges of this section shall not be applicable with respect to airports utilized for military purposes to the exclusion of any scheduled international air services. In areas of active hostilities or of military occupation, and in time of war along the supply routes leading to such areas, the exercise of such privileges shall be subject to the approval of the competent military authorities.

Section 2

The exercise of the foregoing privileges shall be in accordance with the provisions of the Interim Agreement on International Civil Aviation and, when it comes into force, with the provisions of the *Convention on International Civil Aviation*, both drawn up at Chicago on December 7, 1944.

Section 3

A Contracting State granting to the airlines of another Contracting State the privilege to stop for non-traffic purposes may require such airlines to offer reasonable commercial service at the points at which such stops are made.

Such requirement shall not involve any discrimination between airlines operating on the same route, shall take into account the capacity of the aircraft, and shall be exercised in such a manner as not to prejudice the normal operations of the international air services concerned or the rights and obligations of a Contracting State.

Section 4

Each Contracting State may, subject to the provisions of this Agreement,

- 1) designate the route to be followed within its territory by any international air service and the airports which any such service may use;
- 2) impose or permit to be imposed on any such service just and reasonable charges for the use of such airports and other facilities; these charges shall not be higher than would be paid for the use of such airports and facilities by its national aircraft engaged in similar international services: provided that, upon representation by an interested Contracting State, the charges imposed for the use of airports and other facilities shall be subject to review by the Council of the International Civil Aviation Organization established under the above-mentioned Convention, which shall report and make recommendations thereon for the consideration of the State or States concerned.

Section 5

Each Contracting State reserves the right to withhold or revoke a certificate or permit to an air transport enterprise of another State in any case where it is not satisfied that substantial ownership and effective control are vested in nationals of a Contracting State, or in case of failure of such air transport enterprise to comply with the laws of the State over which it operates, or to perform its obligations under this Agreement.

Article II

Section 1

A Contracting State which deems that action by another Contracting State under this Agreement is causing injustice or hardship to it, may request the Council to examine the situation. The Council shall thereupon inquire into the matter, and shall call the States concerned into consultation. Should such consultation fail to resolve the difficulty, the Council may make appropriate findings and recommendations to the Contracting States concerned. If thereafter a Contracting State concerned shall in the opinion of the Council unreasonably fail to take suitable corrective action, the Council may recommend to the Assembly of the above-mentioned Organization that such Contracting State be suspended from its rights and privileges under this Agreement until such action has been taken. The Assembly by a two-thirds vote may so suspend such Contracting State for such period of time as it may deem proper or until the Council shall find that corrective action has been taken by such State.

Section 2

If any disagreement between two or more Contracting States relating to the interpretation or application of this Agreement cannot be settled by negotiation, the provisions of Chapter XVIII of the above-mentioned Convention shall be applicable in the same manner as provided therein with reference to any disagreement relating to the interpretation or application of the above-mentioned Convention.

Article III

This Agreement shall remain in force as long as the above-mentioned Convention; provided, however, that any Contracting State, a party to the present Agreement, may denounce it on one year's notice given by it to the Government of the United States of America, which shall at once inform all other Contracting States of such notice and withdrawal.

Article IV

Pending the coming into force of the above-mentioned Convention, all references to it herein, other than those contained in Article II, Section 2, and Article V, shall be deemed to be references to the Interim Agreement on International Civil Aviation drawn up at Chicago on December 7, 1944; and references to the International Civil Aviation Organization, the Assembly, and the Council shall be deemed to be references to the Provisional International Civil Aviation Organization, the Interim Assembly, and Interim Council respectively.

Article V

For the purposes of this Agreement, "territory" shall be defined as in Article 2 of the above-mentioned Convention.

Article VI

The undersigned delegates to the International Civil Aviation Conference, convened in Chicago on November 1, 1944, have affixed their signatures to this Agreement with the understanding that the Government of the United States of America shall be informed at the earliest possible date by each of the governments on whose behalf the Agreement has been signed whether signature on its behalf shall constitute an acceptance of the Agreement by that government and an obligation binding upon it.

Any State a member of the International Civil Aviation Organization may accept the present Agreement as an obligation binding upon it by notification of its acceptance to the Government of the United States, and such acceptance shall become effective upon the date of the receipt of such notification by that Government.

This Agreement shall come into force as between Contracting States upon its acceptance by each of them. Thereafter it shall become binding as to each other State indicating its acceptance to the Government of the United States on the date of the receipt of the acceptance by that Government. The Government of the United States shall inform all signatory and accepting States of the date of all acceptances of the Agreement, and of the date on which it comes into force for each accepting State.

IN WITNESS WHEREOF, the undersigned, having been duly authorized, sign this Agreement on behalf of their respective governments on the dates appearing opposite their respective signatures.

DONE at Chicago the seventh day of December, 1944, in the English language. A text drawn up in the English, French and Spanish languages, each of which shall be of equal authenticity, shall be opened for signature at Washington, D.C. Both texts shall be deposited in the archives of the Government of the United States of America, and certified copies shall be transmitted by that Government to the governments of all the States which may sign or accept this Agreement.

1.5 The Assembly has urged States to ratify the Transit Agreement now as part of continuing ICAO policies in the air transport field contained in Resolution A39-15. The 1994 Fourth Worldwide Air Transport Conference (ATConf/4) and the 2003 Fifth Worldwide Air Transport Conference (ATConf/5) also called for universal adherence to and implementation of the Agreement.

Assembly Resolution

A39-15: Appendix A, Section I
(excerpts)

...

Whereas the compliance of Member States with provisions of the Convention and the universal adherence to the *International Air Services Transit Agreement* (IASTA) and other ICAO instruments governing international air transport can facilitate and contribute to the achievement of the objectives of the Organization;

...

The Assembly:

...

4. *Urges* Member States that have not yet become parties to the *International Air Services Transit Agreement* (IASTA), the Montréal Convention of 1999 and other ICAO instruments governing international air transport to give urgent consideration to so doing;

...

ATConf/4 Recommendation
(excerpts)

The Conference:

1. Recognizes,

...

m) that the *International Air Services Transit Agreement* has made an important contribution to the development of civil aviation in the last 50 years.

...

3. Recommends,

...

a) that States pursue, and ICAO promote, universal adherence to and implementation of the *International Air Services Transit Agreement*;

...

ATConf/5 Recommendation
(excerpts)

The Conference concluded that:

...

c) the International Air Services Transit Agreement (IASTA) is important for liberalization and the operation of international air services. States should therefore be urged to pursue, and ICAO continue to promote, universal adherence to and implementation of the IASTA;

...

1.6 The Third Air Transport Conference (ATConf/3, 1985) adopted two recommendations concerning overflight, one relating to the International Air Services Transit Agreement and the other relating to impediments to overflight by civil aircraft to and from land-locked countries.

ATConf/3 Recommendation 7

RECOMMENDS that Contracting States ensure that overflight of their territories be permitted on a non-discriminatory basis consistent with obligations assumed by adherence to the Chicago Convention and the International Air Services Transit Agreement.

ATConf/3 Recommendation 8

1. RECOMMENDS that the Council study appropriate measures for resolving special problems brought to the Council's attention regarding impediments to overflight by civil aircraft to and from land-locked countries.
2. RECOMMENDS that Contracting States not impose unnecessary impediments to overflight of their territories by civil aircraft en route to or from land-locked countries, considering the special hardships faced by such countries.

C. INTERNATIONAL AIR TRANSPORT AGREEMENT

1.7 The Final Act of the International Civil Aviation Conference (Chicago, 1944) also included the International Air Transport Agreement. This agreement for the multilateral exchange of rights came into force in 1945 for 19 States, 8 of which subsequently denounced it. As at 1 July 2016, 11 States remain parties to the Agreement. The text was drawn up in the English language and no translation has been formally adopted. The French, Spanish and Russian versions have been translated by the ICAO Secretariat.

In 1946 and 1947, ICAO's provisional body (PICAO) attempted to develop a multilateral agreement intended to exchange traffic rights and to address the regulation of capacity, tariffs and unfair practices. Such an agreement would have supplemented the International Air Transport Agreement. These efforts were, however, unsuccessful. Since then, international air transport has been regulated mostly through bilateral agreements between pairs of States, although multilateralism in commercial rights continues to be an objective of ICAO. (More description of multilateral regulation can be found in Part 3 of Doc 9626 — *Manual on the Regulation of International Air Transport*.)

The States which sign and accept this International Air Transport Agreement, being members of the International Civil Aviation Organization, declare as follows:

Article I

Section 1

Each Contracting State grants to the other Contracting States the following Freedoms of the air in respect of scheduled international air services:

- 1) The privilege to fly across its territory without landing;
- 2) The privilege to land for non-traffic purposes;
- 3) The privilege to put down passengers, mail and cargo taken on in the territory of the State whose nationality the aircraft possesses;
- 4) The privilege to take on passengers, mail and cargo destined for the territory of the State whose nationality the aircraft possesses;
- 5) The privilege to take on passengers, mail and cargo destined for the territory of any other Contracting State and the privilege to put down passengers, mail and cargo coming from any such territory.

With respect to the privileges specified under paragraphs (3), (4), and (5) of this section, the undertaking of each Contracting State relates only to through services on a route constituting a reasonably, direct line out from and back to the homeland of the State whose nationality the aircraft possesses.

The privileges of this section shall not be applicable with respect to airports utilized for military purposes to the exclusion of any scheduled international air services. In areas of active hostilities or of military occupation, and in time of war along the supply routes leading to such areas, the exercise of such privileges shall be subject to the approval of the competent military authorities.

Section 2

The exercise of the foregoing privileges shall be in accordance with the provisions of the Interim Agreement on International Civil Aviation and, when it comes into force, with the provisions of the *Convention on International Civil Aviation*, both drawn up at Chicago on December 7, 1944.

Section 3

A Contracting State granting to the airlines of another Contracting State the privilege to stop for non-traffic purposes may require such airlines to offer reasonable commercial service at the points at which such stops are made.

Such requirement shall not involve any discrimination between airlines operating on the same route, shall take into account the capacity of the aircraft, and shall be exercised in such a manner as not to prejudice the normal operations of the international air services concerned or the rights and obligations of any Contracting State.

Section 4

Each Contracting State shall have the right to refuse permission to the aircraft of other Contracting States to take on in its territory passengers, mail and cargo carried for remuneration or hire and destined for another point within its territory. Each Contracting State undertakes not to enter into any arrangements which specifically grant any such privilege on an exclusive basis to any other State or an airline of any other State, and not to obtain any such exclusive privilege from any other State.

Section 5

Each Contracting State may, subject to the provisions of this Agreement,

- 1) Designate the route to be followed within its territory by any international air service and the airports which any such service may use;
- 2) Impose or permit to be imposed on any such service just and reasonable charges for the use of such airports and other facilities; these charges shall not be higher than would be paid for the use of such airports and facilities by its national aircraft engaged in similar international services: provided that, upon representation by an interested Contracting State, the charges imposed for the use of airports and other facilities shall be subject to review by the Council of the International Civil Aviation Organization established under the above-mentioned Convention, which shall report and make recommendations thereon for the consideration of the State or States concerned.

Section 6

Each Contracting State reserves the right to withhold or revoke a certificate or permit to an air transport enterprise of another State in any case where it is not satisfied that substantial ownership and effective control are vested in nationals of a Contracting State, or in case of failure of such air transport enterprise to comply with the laws of the State over which it operates, or to perform its obligations under this Agreement.

Article II*Section 1*

The Contracting States accept this Agreement as abrogating all obligations and understandings between them which are inconsistent with its terms, and undertake not to enter into any such obligations and understandings. A Contracting State which has undertaken any other obligations inconsistent with this Agreement shall take immediate steps to procure its release from the obligations. If an airline of any Contracting State has entered into any such inconsistent obligations, the State of which it is a national shall use its best efforts to secure their termination forthwith and shall in any event cause them to be terminated as soon as such action can lawfully be taken after the coming into force of this Agreement.

Section 2

Subject to the provisions of the preceding section, any Contracting State may make arrangements concerning international air services not inconsistent with this Agreement. Any such arrangement shall be forthwith registered with the Council, which shall make it public as soon as possible.

Article III

Each Contracting State undertakes that in the establishment and operation of through services due consideration shall be given to the interests of the other Contracting States so as not to interfere unduly with their regional services or to hamper the development of their through services.

Article IV

Section 1

Any Contracting State may by reservation attached to this Agreement at the time of signature or acceptance elect not to grant and receive the rights and obligations of Article 1, Section 1, paragraph (5), and may at any time after acceptance, on six months' notice given by it to the Council, withdraw itself from such rights and obligations. Such Contracting State may on six months' notice to the Council assume or resume, as the case may be, such rights and obligations. No Contracting State shall be obliged to grant any rights under the said paragraph to any Contracting State not bound thereby.

Section 2

A Contracting State which deems that action by another Contracting State under this Agreement is causing injustice or hardship to it, may request the Council to examine the situation. The Council shall thereupon inquire into the matter, and shall call the States concerned into consultation. Should such consultation fail to resolve the difficulty, the Council may make appropriate findings and recommendations to the Contracting States concerned. If thereafter a Contracting State concerned shall, in the opinion of the Council, unreasonably fail to take suitable corrective action, the Council may recommend to the Assembly of the above-mentioned Organization that such Contracting State be suspended from its rights and privileges under this Agreement until such action has been taken. The Assembly by a two-thirds vote may so suspend such Contracting State for such period of time as it may deem proper or until the Council shall find that corrective action has been taken by such State.

Section 3

If any disagreement between two or more Contracting States relating to the interpretation or application of this Agreement cannot be settled by negotiation, the provisions of Chapter XVIII of the above-mentioned Convention shall be applicable in the same manner as provided therein with reference to any disagreement relating to the interpretation or application of the above-mentioned Convention.

Article V

This Agreement shall remain in force as long as the above-mentioned Convention; provided, however, that any Contracting State, a party to the present Agreement, may denounce it on one year's notice given by it to the Government of the United States of America, which shall at once inform all other Contracting States of such notice and withdrawal.

Article VI

Pending the coming into force of the above-mentioned Convention, all references to it herein other than those contained in Article IV, Section 3, and Article VII shall be deemed to be references to the Interim Agreement on International Civil

Aviation drawn up at Chicago on December 7, 1944; and references to the International Civil Aviation Organization, the Assembly, and the Council shall be deemed to be references to the Provisional International Civil Aviation Organization, the Interim Assembly, and the Interim Council, respectively.

Article VII

For the purposes of this Agreement, "territory" shall be defined as in Article 2 of the above-mentioned Convention.

Article VIII

Signatures and Acceptances of Agreement

The undersigned Delegates to the International Civil Aviation Conference, convened in Chicago on November 1, 1944, have affixed their signatures to this Agreement with the understanding that the Government of the United States of America shall be informed at the earliest possible date of each of the governments on whose behalf the Agreement has been signed whether signature on its behalf shall constitute an acceptance of the Agreement by that government and an obligation binding upon it.

Any State a member of the International Civil Aviation Organization may accept the present Agreement as an obligation binding upon it by notification of its acceptance to the Government of the United States, and such acceptance shall become effective upon the date of the receipt of such notification by that Government.

This Agreement shall come into force as between Contracting States upon its acceptance by each of them. Thereafter it shall become binding as to each other State indicating its acceptance to the Government of the United States on the date of the receipt of the acceptance by that Government. The Government of the United States shall inform all signatory and accepting States of the date of all acceptances of the Agreement, and of the date on which it comes into force for each accepting State.

D. DEFINITION OF A SCHEDULED INTERNATIONAL AIR SERVICE

1.8 In 1952, the Council adopted a definition of the term "scheduled international air service" for the guidance of States in interpretation or application of Articles 5 and 6 of the Convention. The Definition also included some Notes on the Application of the Definition and an Analysis of the Rights Conferred by Article 5 of the Convention. Recommendation 3 of the Special Air Transport Conference (1977) proposed that the Council examine the feasibility of revising the Definition. The matter was taken up by the Panel on Regulation of Air Transport Services which concluded that the Definition did not require revision. Nevertheless, to emphasize the flexibility of the Definition the Panel proposed that the Notes on the Application of the Definition be modified. The Second Air Transport Conference accepted the Panel's conclusions and the Conference Recommendation on this was later endorsed by the Council. The Definition, revised Notes and Analysis of Rights are reproduced below.

With the evolution of the airline industry and the introduction of liberal air policies in some States and regions, the distinction between scheduled and non-scheduled air services has become increasingly blurred. In the case of operations between States within the European Union, the "third package" of air transport liberalization measures, approved in 1992, has effectively eliminated the regulatory distinction between the two (by allowing non-scheduled air carriers to operate scheduled service and sell their product directly to the public).

Definition of a Scheduled International Air Service

A scheduled international air service is a series of flights that possesses all the following characteristics:

- a) it passes through the airspace over the territory of more than one State;
- b) it is performed by aircraft for the transport of passengers, mail or cargo for remuneration, in such a manner that each flight is open to use by members of the public;
- c) it is operated, so as to serve traffic between the same two or more points, either
 - i) according to a published timetable, or
 - ii) with flights so regular or frequent that they constitute a recognizably systematic series.

Notes on the Application of the Definition

General

1. This Definition typically encompasses a service:

- a) which is part of an international network of services, operating according to a published timetable;
- b) where the on-demand passenger has a reasonable chance of securing accommodation;
- c) which normally operates irrespective of short-term fluctuations in payload;
- d) where stopover and interlining facilities are offered to the user with the appropriate ticket or air waybill, subject to the relevant international agreement, if any.

2. Because of the operational characteristics expressed by the Definition and subject to the considerations in Note 6 below, States may, at their discretion classify as scheduled a service which operates, for example:

- a) pursuant to a charter contract with one or more charterers with the intention of covering the entire capacity of the aircraft; and
- b) frequently and with regularity.

Cumulative nature of the elements of the Definition

3. It is emphasized that the main elements of the Definition are cumulative in their effect. If, for a series of flights, any one of the characteristics a), b) or c) is missing, the series cannot be classified as a scheduled international air service, subject to the provisions of Note 6 below.

The meaning of a "series" of flights

4. A scheduled international air service must in the first place consist of a series of flights. A single flight by itself could thus not constitute a scheduled international air service, although it might form part of such a service. The Definition does not state how many flights are necessary as a minimum to constitute a "series" in this sense. For the

purpose of considering whether any series of flights constitutes a scheduled international air service, any flight or flights fulfilling the conditions specified in the Definition can be included and any flight or flights not fulfilling those conditions can be excluded.

5. Where the existence of a scheduled international service, as defined, has been established, all extra flights associated with that particular service and open to use by members of the public are part of the same service. The “non-revenue” flights of commercial operators are, however, classified by the Definition as non-scheduled even if operated in close association with a scheduled international air service.

6. The Definition does not state that all the flights of a series constituting a scheduled international air service must be operated by a single operator, since it is possible for more than one operator to participate in the operation of such a service. In sub-paragraph c), however, the Definition states that a scheduled international air service is a series of flights that “is operated” in a certain way so that a number of unrelated flights, not operated as a series, cannot be classified as a scheduled international air service.

The concept of being a “transport” service

7. A series of flights must be performed by aircraft “for the transport of passengers, cargo or mail” in order to constitute a scheduled international air service according to the Definition. Thus, a series of flights performed for other purposes, such as training or crop spraying, could not be regarded as a scheduled international air service, even if it fulfilled the other elements of the Definition.

Each flight “open to use by members of the public”

8. In order to constitute a scheduled international air service according to the Definition, a series of flights must be performed in such a manner that “each flight” is open to use by members of the public. This does not mean that all the flights of a series can be classified as non-scheduled if one of them is not open to the public, since that one could be excluded from consideration and the remainder might then form a series that could be classified as scheduled (see Note 2). A service may be regarded as open to the public, notwithstanding certain restrictions, which relate, for example, to the time of reservation, the minimum length of stay, or the obligation to deal with an intermediary. It will be incumbent on each Contracting State, in respect of each air service having such characteristics, to assess the scope of these restrictions and decide whether the restrictions are so substantial that the service should be considered as non-scheduled (see “General” note above).

9. The refusal on the part of the operator of an air service to carry special and limited categories of traffic would not of itself prevent that service from being considered open to use by members of the public in the sense intended in this element of the Definition. Restrictions placed by governments on the classes of traffic permitted to be carried by international air services would also not of themselves prevent such services from being so considered.

Analysis of the Rights Conferred by Article 5 of The Convention

Grantors of right in first paragraph

1. “Each Contracting State”

Analysis: Each Contracting State acts here on behalf of all its territory as defined in Article 2.

Recipients of right in first paragraph

2. "all aircraft of the other Contracting States, being aircraft not engaged in scheduled international air services"

Analysis:

- a) Article 3 excludes State aircraft from this category.
- b) The expression "aircraft of the other Contracting States" refers to aircraft registered in and therefore, pursuant to Article 17, having the nationality of other Contracting States. The responsibility of States under the Convention with respect to aircraft registered in their territory (e.g. the responsibility for enforcing compliance with Article 12) remains the same regardless of the nationality of the owner or operator of the aircraft. In the case of aircraft engaged in commercial air transport operations, certain powers of limitation rest, by virtue of the last paragraph of Article 5, with the State within whose territory traffic is picked up or discharged, and these powers can, if a State desires, be applied so as to lay down conditions concerning the nationality of the owner or operator of the aircraft in question.
- c) The phrase "not engaged" means "not engaged at the time the right is to be exercised". This means that aircraft used at times for scheduled services can claim any rights conferred by Article 5 if they are not engaged on scheduled services at the moment.
- d) The definition of the expression "scheduled international air service" adopted by Council and set forth in this Report indicates under what circumstances an aircraft should in the opinion of Council be regarded as being "not engaged in scheduled international air services" and therefore entitled to the right here described.

Substance of right

3. "the right ... to make flights into or in transit non-stop across its territory and to make stops for non-traffic purposes ..."

Analysis:

- a) Three types of flight are included in this right:
 - i) entry into and flight over a State's territory without a stop;
 - ii) entry into and flight over a State's territory with a stop for non-traffic purposes;
 - iii) entry into a State's territory and final stop there for non-traffic purposes.
- b) The term "stop for non-traffic purposes" should be taken to include stops where passengers, or goods not carried for remuneration or hire are embarked or disembarked. The term "stop for non-traffic purposes" as defined in Article 96 is "a landing for any purpose other than taking on or discharging passengers, cargo or mail" without distinguishing between those passengers, cargo or mail carried for remuneration and those not so carried. From the internal evidence in the Article itself, however, it appears that the intention was that the taking on or discharging of passengers or goods not carried for remuneration should be covered by the expression "flights into" in the first paragraph, since the only exception from the generality of the provisions of the Article in this respect is related to the taking on or discharging of passengers, cargo or mail carried for remuneration or hire in the second paragraph.

- c) A stop for non-traffic purposes should not be regarded as a traffic stop by reason of the temporary unloading of passengers, mail or goods in transit, if the stop is made for reasons of technical necessity or convenience of operation of the flight.

Permission

4. "... without the necessity of obtaining prior permission ..."

Analysis:

- a) This provision means that generally aircraft are entitled to operate on flights of the type described under Item 3) a) without applying for a permit that may be granted or refused at the election of the State to be entered. Indeed, no instrument designated a "permit" should normally be required, even if it were automatically forthcoming upon application. Advance notice of intended arrival for traffic control, public health and similar purposes could, however, be required.
- b) A general requirement for prior negotiation over the use of routes or landing places would be in contravention of this clause. The only general right to designate routes and airports conferred by the Convention relates to scheduled services (Article 68). The absence of any such general reservation under Article 5, coupled with the special reservation relating to the case of flights over regions that are inaccessible or without adequate air navigation facilities, is therefore significant.

Qualifications of the right to enter, fly over and make non-traffic stops

5. "... subject to the observance of the terms of this Convention ..."

Analysis:

- a) This qualification refers to observance of the terms of the Convention by the aircraft whose rights are under consideration on the flights when they desire to exercise those rights. A failure to observe some provision of the Convention by these aircraft at other times, or by other aircraft of the same nationality, or by the governments of these aircraft, would not bring this qualification into effect.
- b) Important relevant parts of the Convention appear to be:
- Article 4 — Misuse of civil aviation
 - Article 8 — Pilotless aircraft
 - Article 10 — Landing at customs airport
 - Article 11 — Applicability of air regulations (last clause referring to compliance of aircraft)
 - Article 12 — Rules of the air
 - Article 13 — Entry and clearance regulations
 - Article 16 — Search of aircraft
 - Article 18 — Dual registration
 - Article 20 — Display or marks
 - Chapter V in general — Conditions to be fulfilled with respect to aircraft
 - Chapter VI in general — International Standards and recommended practices

6. "... subject to the right of the State flown over to require landing ..."

Analysis. This qualification retains for each Contracting State the specific right to require landing of any non-scheduled aircraft flying across any part of its territory. The right is unqualified, but is one to be held in reserve with understanding that it will not be exercised in such a general way as to amount to a cancellation of the right granted to non-scheduled aircraft of other Contracting States to make flights non-stop across the territory of a Contracting State.

7. “Each Contracting State nevertheless reserves the right, for reasons of safety of flight, to require aircraft desiring to proceed over regions which are inaccessible or without adequate air navigation facilities to follow prescribed routes, or to obtain special permission for such flights.”

Analysis. Each Government should decide which regions in its territory are “inaccessible or without adequate air navigation facilities”. Such regions should be publicly described, as in the case of prohibited areas under Article 9, and the nature of the restrictions to be imposed should be stated. Thus, the description should be explicit as to whether the requirement is i) merely that a particular route be followed, or ii) that permission be required, or iii) both, since the requirements thereby seem to be cumulative, notwithstanding the use of the disjunctive “or”.

Recipients of additional privilege in paragraph 2

8. “Such aircraft, if engaged in the carriage of passengers, cargo or mail for remuneration or hire on other than scheduled international air services ...”

Analysis. The expression “remuneration or hire” means any kind of remuneration, whether monetary or other, which the operator receives from someone else for the act of transportation.

Substance of additional privilege in paragraph 2

9. “... shall also ... have the privilege of taking on or discharging passengers, cargo or mail ...”

Analysis. The word “also” indicates that these aircraft should have the right given by the first paragraph of Article 5 as well as the privilege given by this paragraph. That is to say, they have first the right to enter, fly over and stop for non-traffic purposes without the necessity of obtaining prior permission and not subject to the “regulations, conditions or limitations” mentioned in the second paragraph. Then, in addition, with certain qualifications they have the privilege of taking on or discharging passengers, cargo or mail at a stop. Here again, the expression “passengers, cargo or mail” is clearly intended to refer to passengers, cargo or mail carried for remuneration.

Qualification of the privilege of taking on or discharging passengers, cargo or mail

10. “subject to the provisions of Article 7”

Analysis. This qualification means that there is no intention in Article 5 to interfere with the rules concerning cabotage in Article 7.

11. "subject to the right of any State where such embarkation or discharge takes place to impose such regulations, conditions or limitations as it may consider desirable"

Analysis

- a) "Regulations, conditions or limitations" may be such as are promulgated and constitute standing requirements, or they may be such as are formulated in relation to the circumstances of each case.
 - b) The right of the State includes the right to require its special permission for the operation of taking on or discharging passengers, cargo or mail in its territory or for any specified category of such operations.
 - c) The right of the State to impose regulations, conditions and limitations on the taking on or discharging of passengers, cargo or mail by non-scheduled commercial air transport, is unqualified. It should be understood, however, that the right would not be exercised in such a way as to render the operation of this important form of air transport impossible or non-effective.
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Part 2

ICAO POLICIES IN THE AIR TRANSPORT FIELD

A. ASSEMBLY RESOLUTIONS

2.1 In addition to the relevant Articles of the Chicago Convention which Contracting States have an obligation to comply with, the ICAO Assembly over the years also adopted various resolutions addressing air transport related matters. These resolutions were incorporated into one single resolution adopted by the 32nd Session of the Assembly (Resolution A32-17) in 1998, which constitutes the consolidated statement of continuing ICAO policies in the air transport field. Since then, the resolution is reviewed and updated by each session of the Assembly. The latest version is Assembly Resolution A39-15, which is reproduced below. The full text of the Resolution may also be found in Doc 10075 — *Assembly Resolutions in Force (as of 6 October 2016)*.

A39-15: Consolidated statement of continuing ICAO policies in the air transport field

Whereas the *Convention on International Civil Aviation* establishes the basic principles to be followed by governments to ensure that international air transport services may be developed in an orderly, regular, efficient, economical, harmonious and sustainable manner and it is therefore one of the purposes of ICAO to support principles and arrangements in order that international air transport services may be established on the basis of equality of opportunity, sound and economic operation, mutual respect of the rights of States and taking into account the general interest;

Whereas air transport is a major factor in promoting and fostering sustainable economic development at national as well as international levels;

Whereas it is increasingly difficult, particularly for developing countries, to secure the necessary resources required to optimize the opportunities and meet the challenges inherent in the development of air transport, and to keep pace with the challenges posed by demands on air transport;

Whereas the Organization prepares guidance, studies and statistics on the development of air transport for Member States on a continuing basis and these should be kept current, focused and relevant and should be disseminated to Member States through the most effective means;

Whereas Member States are required to provide accurate and factual statistical data and other information in order that the Organization may prepare relevant guidance and studies;

Whereas the Organization is moving toward management by objective with more focus on implementation over standard setting of policies, in line with the *No Country Left Behind* (NCLB) initiative;

Whereas guidance developed by the Organization, and action taken by the Organization in implementing its Strategic Objectives, should assist Member States in developing policies and practices that facilitate the globalization, commercialization and liberalization, as well as the creation of a favourable environment for the sustainable development of, international air transport; and

Whereas it is important for Member States to participate in the work of the Organization in the air transport field;

The Assembly:

1. *Resolves* that the Appendices attached to this resolution and listed below constitute the consolidated statement of continuing ICAO policies in the air transport field, as these policies exist at the close of the 39th Session of the Assembly:

Appendix A — Economic regulation of international air transport

Appendix B — Taxation

Appendix C — Airports and air navigation services

Appendix D — Aviation data and statistics

Appendix E — Forecasting, planning and economic analyses

2. *Urges* Member States to have regard to these policies and their continuing elaboration by the Council and by the Secretary General in the relevant ICAO documents;

3. *Urges* Member States to make every effort to fulfil their obligations, arising from the Convention and Assembly resolutions, to support the work of the Organization in the air transport field, and, in particular, to provide complete and prompt statistical and other information requested by the Organization for its air transport work;

4. *Urges* Member States in their regulatory functions to have regard to the policies and guidance material developed by ICAO on economic regulation of international air transport, such as those contained in Doc 9587, *Policy and Guidance Material on Economic Regulation of International Air Transport*;

5. *Requests* the Council to attach particular importance to the challenge of financing the development of the human and technical resources necessary to ensure the best possible contribution of air transport to the economic and social well-being of Member States, especially developing countries;

6. *Requests* the Council, when it considers it of benefit to the work on any air transport issue, to consult expert representatives from Member States by the most appropriate means, including the establishment of panels or Secretariat study groups of such qualified experts, who would meet or work by correspondence and subsequently report to the Air Transport Committee;

7. *Requests* the Council to convene Conferences or Divisional meetings, in which all Member States may participate, as the principal means of progressing the resolution of issues of worldwide importance in the air transport field, when such meetings are justified by the number and importance of the issues to be dealt with and where there is the likelihood of constructive action upon them;

8. *Requests* the Council and the Secretary General to disseminate and promote ICAO's air transport policies and associated guidance to and amongst Member States;

9. *Requests* the Council and the Secretary General to take necessary action to implement Assembly resolutions and decisions concerning the Organization's air transport activities, and to monitor and assist the implementation by States of ICAO's policies in the air transport field;
10. *Requests* the Council to keep the consolidated statement of ICAO's air transport policies under review and advise the Assembly when changes are required to the statement;
11. *Requests* the Council to keep ICAO's policies and guidance material in the air transport field current and responsive to changes and the needs of Member States while preserving the core principles on which they are based; and
12. *Declares* that this resolution supersedes Resolution A38-14.

APPENDIX A

Economic regulation of international air transport

Section I. Basic principles and long-term vision

Whereas the basic principles of sovereignty, fair and equal opportunity, non-discrimination, interdependence, harmonization and cooperation set out in the Convention have served international air transport well and continue to provide the basis for and contribute to its future development;

Whereas multilateralism in commercial rights to the greatest possible extent continues to be an objective of the Organization;

Whereas within the framework of the Convention, Member States have many differing regulatory goals and policies but share a fundamental objective of participation through reliable and sustained involvement in the international air transport system;

Whereas there is a need to adapt to the changing regulatory and operating environment in the air transport field and the Organization has accordingly developed policy guidance for the regulation of international air transport, including model clauses and template air services agreements;

Whereas the provision of regular and reliable air transport services is of fundamental importance to the development of the economies of States, especially the developing States, including those dependent on tourism;

Whereas the Organization has adopted the long-term vision for international air transport liberalization which states: *We, the Member States of the International Civil Aviation Organization, resolve to actively pursue the continuous liberalization of international air transport to the benefit of all stakeholders and the economy at large. We will be guided by the need to ensure respect for the highest levels of safety and security and the principle of fair and equal opportunity for all States and their stakeholders;*

Whereas the compliance of Member States with provisions of the Convention and the universal adherence to the *International Air Services Transit Agreement* (IASTA) and other ICAO instruments governing international air transport can facilitate and contribute to the achievement of the objectives of the Organization; and

Whereas consumer interest should be given due regard in the development of policy and regulation of international air transport;

The Assembly:

1. *Urges* all Member States to give regard to, and apply, the ICAO long-term vision for international air transport liberalization in policy-making and regulatory practices;
2. *Encourages* Member States to pursue liberalization of market access at a pace and in a manner appropriate to needs and circumstances, giving due regard to the interests of all stakeholders, the changing business environment and infrastructure requirements, as well as to the principles pertaining to safeguard measures designed to ensure the sustained and effective participation of all States, including the principle of giving special consideration to the interests and needs of developing countries;
3. *Urges* Member States to avoid adopting unilateral and extraterritorial measures that may affect the orderly, sustainable and harmonious development of international air transport and to ensure that domestic policies and legislation are not applied to international air transport without taking due account of its special characteristics;
4. *Urges* Member States that have not yet become parties to the *International Air Services Transit Agreement* (IATA), the Montréal Convention of 1999 and other ICAO instruments governing international air transport to give urgent consideration to so doing;
5. *Urges* all Member States to register all agreements and arrangements relating to international civil aviation with ICAO in accordance with Article 83 of the Convention and the *Rules for Registration with ICAO of Aeronautical Agreements and Arrangements*, to enhance transparency;
6. *Urges* Member States to keep the Council fully informed of serious problems arising from the application of air services agreements or arrangements and of any significant developments in the liberalization process;
7. *Urges* Member States to give due regard to the distinct features of air cargo services when exchanging market access rights in the framework of air service agreements and grant appropriate rights and operational flexibility so as to promote the development of these services;
8. *Urges* Member States, in dealing with the issues related to slot allocation and night flight restrictions, to give due consideration to the needs and concerns of other States and make every effort to resolve any concerns through consultation between the parties concerned, in a transparent and non-discriminatory manner, and to respect and follow the ICAO Balanced Approach principle in regulatory action on aircraft noise management at airports;
9. *Urges* Member States and concerned stakeholders to give regard to, and apply, the ICAO high-level, non-binding, non-prescriptive core principles on consumer protection in policy-making and regulatory and operational practices, and to keep ICAO informed of the experiences gained or issues encountered in their application;
10. *Encourages* Member States to make use of and benefit from the ICAO Air Services Negotiation (ICAN) facility, which facilitates and improves the efficiency of their air services negotiations and consultations;
11. *Requests* the Council to complete the examination of an international agreement by which States could liberalize market access, and continue the development of an international agreement to liberalize air carrier ownership and control and a specific international agreement to facilitate further liberalization of air cargo services, taking into account the goals of the ICAO long-term vision for international air transport liberalization, and the past experience and achievements of States, including existing market access liberalization agreements concluded at bilateral, regional and multilateral levels, as well as the various proposals presented during the Sixth Worldwide Air Transport Conference (ATConf/6);
12. *Requests* the Council to continue to cooperate with regional and subregional bodies in the examination and development of measures of cooperation, including liberalized arrangements, and the results of these measures, in

order to see whether similar or other measures should at the appropriate time be recommended to Member States for application on a wider basis; and

13. *Requests* the Council to continue the comparative and analytical study of the policies and practices of Member States in the regulation of international air transport, including the provisions of air services agreements, and to share such information with Member States.

Section II. Air carrier ownership and control

Whereas the strict application of the criterion of substantial ownership and effective control for the authorization of an airline to exercise route and other air transport rights could deny many States a fair and equal opportunity to operate international air services and to optimize the benefits to be derived therefrom;

Whereas airline designation and authorization for market access should be liberalized at each State's pace and discretion progressively, flexibly and with effective regulatory control in particular regarding safety and security;

Whereas the broadening or the flexible application of the criteria for airline designation and authorization could help create an operating environment in which international air transport may develop and flourish in a stable, efficient and economical manner, and contribute to the participation objectives of States in the liberalization process, without prejudice to States' obligations for aviation safety and security; and

Whereas the realization of developmental objectives among States is increasingly being promoted by cooperative arrangements in the form of regional economic groupings and functional cooperation symbolic of the affinity and community of interest;

The Assembly:

1. *Urges* Member States to continue to liberalize air carrier ownership and control, according to needs and circumstances, through various existing measures such as waivers of ownership and control restrictions in bilateral air services agreements or designation provisions recognizing the concept of community of interest within regional or subregional economic groupings, and those recommended by ICAO;

2. *Urges* Member States to accept such designations and allow such airlines to exercise the route rights and other air transport rights of a State or States, in particular developing States, within the same grouping, under mutually acceptable terms and conditions including air transport agreements negotiated or to be negotiated by the parties concerned;

3. *Urges* Member States to recognize the concept of community of interest within regional or subregional economic groupings as a valid basis for the designation by one State or States of an airline of another State or States within the same regional economic grouping where such airline is substantially owned and effectively controlled by such other State or States or its or their nationals;

4. *Urges* Member States to give consideration to the use of alternative criteria for airline designation and authorization, including those developed by ICAO, and to adopt a flexible and positive approach to accommodate other States in efforts to liberalize air carrier ownership and control without compromising safety and security;

5. *Invites* Member States with experience in various forms of joint operation of international air services to submit to the Council, on a continuing basis, information concerning their experience, so that the Organization may have information that might be of assistance to Member States;

6. *Requests* the Council, when approached, to render all feasible assistance to Member States wishing to enter regional or subregional economic groupings with respect to the operation of international air services; and

7. *Requests* the Council to give assistance, when approached, to Member States that take the initiative in developing cooperative arrangements for the joint ownership and operation of international air services, directly among themselves or whose airlines develop such arrangements, and to promptly circulate to States information concerning such cooperative arrangements.

Section III. Cooperation in regulatory arrangements and competition

Whereas certain economic, financial and operational constraints unilaterally introduced at the national level affect the stability of, and tend to create unfair discriminatory trading practices in, international air transport and might be incompatible with the basic principles of the Convention and the orderly and harmonious development of international air transport; and

Whereas the Organization has developed policy guidance for States to foster harmonization and compatibility of regulatory approaches and practices for international air transport, including on competition matters;

The Assembly:

1. *Urges* Member States to take into consideration that fair competition is an important general principle in the operation of international air transport services;
2. *Urges* Member States to develop competition laws and policies that apply to air transport, taking into account national sovereignty and to consider ICAO guidance on competition;
3. *Urges* Member States to encourage cooperation among regional and/or national competition authorities when dealing with matters relating to international air transport, including in the context of approval of alliances and mergers;
4. *Encourages* Member States to incorporate the basic principles of fair and equal opportunity to compete, non-discrimination, transparency, harmonization, compatibility and cooperation set out in the Convention and embodied in ICAO's policies and guidance in national legislation, rules and regulations, and in air services agreements;
5. *Requests* the Council to develop tools such as an exchange forum to enhance cooperation, dialogue and exchange of information on fair competition between States with a view to promoting compatible regulatory approaches towards international air transport; and
6. *Requests* the Council to continue to monitor developments in the area of competition in international air transport and update, as necessary, its policies and guidance on fair competition.

Section IV. Trade in services

Whereas the General Agreement on Trade in Services (GATS) adopted by the World Trade Organization (WTO) has included certain aspects of international air transport; and

Whereas ICAO has actively promoted an understanding by all parties concerned of the provisions of the *Convention on International Civil Aviation* and of the particular mandate and role of ICAO in international air transport;

The Assembly:

1. *Reaffirms* the need for ICAO to continue to explore future regulatory arrangements and develop recommendations and proposals to meet the challenges facing international air transport, responding to the internal and external changes affecting it;

2. *Recognizes* that such arrangements should create an environment in which international air transport may develop and continue to flourish in an orderly, efficient and economical manner without compromising safety and security, while ensuring the interests of all Member States and their effective and sustained participation in international air transport;
3. *Reaffirms* the primary role of ICAO in developing policy guidance on the regulation of international air transport;
4. *Urges* Member States that participate in trade negotiations, agreements and arrangements relating to international air transport to:
 - a) ensure internal coordination in national administrations and, in particular, the direct involvement of aeronautical authorities and the aviation industry in the negotiations;
 - b) ensure that representatives are fully aware of the provisions of the *Convention on International Civil Aviation*, the particular characteristics of international air transport and its regulatory structures, agreements and arrangements;
 - c) take into account rights and obligations vis-à-vis those of ICAO Member States which are not members of the WTO;
 - d) examine carefully the implications of any proposed inclusion of an additional air transport service or activity in the GATS bearing in mind, in particular, the close linkage between economic, environmental, safety and security aspects of international air transport;
 - e) promote a full understanding of the role and mandate of ICAO in developing policy guidance on economic regulation, including liberalization of international air transport, and consider using this guidance; and
 - f) file with ICAO under Article 83 of the Convention copies of any exemptions and specific commitments pertaining to international air transport made under the GATS;
5. *Requests* the WTO, its Member States and Observers to accord due consideration to:
 - a) the particular regulatory structures and arrangements of international air transport and the liberalization taking place at the bilateral, subregional and regional levels;
 - b) ICAO's constitutional responsibility for international air transport and, in particular, for its safety and security; and
 - c) ICAO's existing policy and guidance material on the economic regulation of international air transport and its continued work in the field; and
6. *Requests* the Council to:
 - a) continue to exert a global leadership role in facilitating and coordinating the process of economic liberalization while ensuring safety, security and environmental protection in international air transport;
 - b) pursue in a proactive manner developments in trade in services that might impinge on international air transport and inform Member States accordingly; and
 - c) promote continued effective communication, cooperation and coordination between ICAO, the WTO, and other intergovernmental and non-governmental organizations dealing with trade in services.

APPENDIX B**Taxation**

Whereas the imposition of taxes on international air transport, such as on aircraft, fuel, and consumable technical supplies, on the income of international air transport enterprises, and on the sale or use of such services, may have an adverse economic and competitive impact on international air transport operations;

Whereas ICAO's Policies on Taxation in the Field of International Air Transport as contained in Doc 8632 make a conceptual distinction between a charge and a tax in that "a charge is a levy that is designed and applied specifically to recover the costs of providing facilities and services for civil aviation, and a tax is a levy that is designed to raise national or local government revenues which are generally not applied to civil aviation in their entirety or on a cost-specific basis";

Whereas it is a matter of great concern that taxes are increasingly being imposed by some Member States in respect of certain aspects of international air transport and that levies imposed on air traffic, several of which can be categorized as taxes on the sale or use of international air transport, are proliferating;

Whereas the matter of aircraft engine emission-related levies is addressed in Assembly Resolution A39-1, *Consolidated statement of continuing ICAO policies and practices related to environmental protection — General provisions, noise and local air quality* (Appendix H, *Aviation impact on local air quality*); and

Whereas the ICAO policies on taxation in Doc 8632 supplement Article 24 of the Convention and are designed to recognize the nature of international civil aviation and the need to accord tax-exempt status to certain aspects of the operations of international air transport;

The Assembly:

1. *Urges* Member States to follow the *ICAO's Policies on Taxation in the Field of International Air Transport* as contained in Doc 8632, and to avoid imposing discriminatory taxes on international aviation;
2. *Urges* Member States to avoid double taxation in the field of air transport; and
3. *Requests* the Council to continue to promote ICAO's policies on taxation, monitor developments, and update its policies as required.

APPENDIX C**Airports and air navigation services****Section I. Charging policy**

Whereas Article 15 of the Convention establishes the basis for the application and disclosure of charges for airports and air navigation services;

Whereas ICAO's Policies on Charges for Airports and Air Navigation Services as contained in Doc 9082 make a conceptual distinction between a charge and a tax in that "a charge is a levy that is designed and applied specifically to recover the costs of providing facilities and services for civil aviation, and a tax is a levy that is designed to raise national or local government revenues which are generally not applied to civil aviation in their entirety or on a cost-specific basis";

Whereas the matter of aircraft engine emission-related levies and market-based measures is addressed separately in Assembly Resolution A39-1, *Consolidated statement of continuing ICAO policies and practices related to environmental protection — General provisions, noise and local air quality* (Appendix H, *Aviation impact on local air quality*), and in Assembly Resolution A39-2, *Consolidated statement of continuing ICAO policies and practices related to environmental protection — Climate change*;

Whereas the Council has been directed to formulate recommendations for the guidance of Member States with regard to the principles on which providers of airports and air navigation services for international civil aviation may charge to recover the costs of their provision and derive other reasonable revenue therefrom, and with regard to the methods that may be employed to that effect; and

Whereas the development of air transport infrastructure and the global plan for Aviation System Block Upgrades (ASBUs) requires necessary business case justification to secure funding and financing to support implementation;

The Assembly:

1. *Urges* Member States to ensure that Article 15 of the Convention is fully respected;
2. *Urges* Member States to base the recovery of the costs of the airports and air navigation services they provide or share in providing for international civil aviation on the principles set forth in Article 15 of the Convention and in Doc 9082, *ICAO's Policies on Charges for Airports and Air Navigation Services*, regardless of the organizational structure under which the airports and air navigation services are operated;
3. *Urges* Member States to ensure that airport and air navigation services charges are applied towards defraying the costs of providing facilities and services for civil aviation;
4. *Urges* Member States to make every effort pursuant to Article 15 of the Convention to publish and communicate to the Organization any charges that may be imposed or permitted to be imposed by a Member State for the use of air navigation facilities and airports by the aircraft of any other Member State;
5. *Urges* Member States to adopt the principles of non-discrimination, cost-relatedness, transparency and consultation, as set out in Doc 9082, in national legislation, regulation or policies, as well as in air services agreements, to ensure compliance by airports and air navigation services providers;
6. *Urges* Member States to ensure that the current ICAO policies for cost recovery of security measures and functions at airports and by air navigation services providers, as set out in Doc 9082, are implemented so that security user charges are reasonable, cost-effective and foster harmonization worldwide; and
7. *Requests* the Council to continue to develop or refine, as required, guidance on funding of air transport infrastructure, appropriate oversight functions and financing of the air transport system, including mechanisms to support operational improvements as described in the ASBU modules.

Section II. Economics and management of aviation infrastructure

Whereas the global costs of providing airports and air navigation services may continue to rise in order to handle growing volumes of traffic;

Whereas Member States are placing increased emphasis on improving efficiency and cost-effectiveness in the provision of airports and air navigation services;

Whereas a balance should be maintained between the respective financial interests of providers of airports and air navigation services on the one hand and air carriers and other users on the other and which should be based on promoting cooperation between providers and users;

Whereas Member States have called on the Organization to provide advice and guidance aimed at promoting equitable recovery of airport and air navigation services costs;

Whereas Member States are increasingly assigning the operation of airports and air navigation services to commercialized and privatized entities, which may have less awareness and knowledge of States' obligations specified in the Convention and its Annexes and of ICAO's policies and guidance material in the economic field, and are using multinational facilities and services to meet the commitments they have assumed under Article 28 of the Convention; and

Whereas the Council has adopted policy guidance on the allocation of Global Navigation Satellite System (GNSS) costs to ensure an equitable treatment of all users;

The Assembly:

1. *Reminds* Member States that with regard to airports and air navigation services they remain responsible for the commitments they have assumed under Article 28 of the Convention, regardless of what entity or entities operate the airports or air navigation services concerned;
2. *Encourages* Member States to consider the establishment of autonomous entities to operate airports and air navigation services providers, taking into account economic viability as well as the interests of the users and other interested parties;
3. *Urges* Member States to promote quality air navigation services performance through good governance;
4. *Urges* Member States to cooperate in the recovery of costs of multinational air navigation facilities and services and to consider the use of the ICAO policy guidance on the allocation of GNSS costs;
5. *Requests* the Council to continue to develop ICAO's policy and guidance material with a view to contributing to increased efficiency and improved cost-effectiveness in the provision and operation of airports and air navigation services, including the foundation for a sound cooperation between providers and users;
6. *Requests* the Council to continue, as required, refinement of its policy guidance on the allocation of GNSS costs and the coordination of technical, legal and economic aspects, including cost-efficient interoperability; and
7. *Requests* the Council to promote ICAO's policies on user charges and related guidance material in order to increase the awareness of, and implementation by, Member States and their airports and air navigation services entities.

APPENDIX D

Aviation data and statistics

Whereas ICAO's Aviation Data and Statistics Programme provides an independent and global foundation for the purpose of fostering the planning and sustainable development of international air transport;

Whereas each Member State has undertaken that its international airlines shall file the data and statistics requested by the Council in accordance with Article 67 of the Convention;

Whereas the Council has also laid down requirements for data and statistics on domestic airline operations, international airports, and international route facilities, pursuant to Articles 54 and 55 of the Convention;

Whereas the Council has laid down requirements for data and statistics collection on civil aircraft on register pursuant to Article 21 of the Convention;

Whereas there is a need for the Organization to collect data and statistics from States on annual aviation fuel consumption to monitor and report the potential impact of economic measures linked to the operational aspects of the international aviation services and related infrastructure;

Whereas the Council has adopted a policy of management by objective which requires collection of pertinent data, statistics and analysis to measure the performance of the Organization as a whole and of its constituent parts in meeting the Strategic Objectives of the Organization;

Whereas cooperation amongst international organizations active in the area of collection and distribution of aviation data and statistics may enable expansion of scope, coverage and quality of data, avoidance of duplication of efforts and reduction in the burden on States;

Whereas ICAO's role in processing and disseminating aviation data and statistics allows States to use it as a significant tool for the safe and orderly growth of international civil aviation services that are operated soundly and economically; and

Whereas ICAO has continued its effort to make the processes involving aviation data and statistics efficient and effective through the development of a set of electronic tools in order to answer to the evolving needs of Member States;

The Assembly:

1. *Urges* Member States to nominate focal points for aviation data and statistics, and to make every effort to provide it to ICAO on time and electronically whenever possible;
2. *Encourages* Member States to use the available electronic tools when providing and accessing aviation data and statistics and actively participate in the development of such tools by providing support and by sharing relevant knowledge and experience;
3. *Requests* the Council, calling on national experts in the relevant disciplines as required, to examine on a regular basis the data and statistics collected by ICAO in order to meet more effectively the needs of the Organization and its Member States, and to establish the necessary metrics to monitor the performance of the Organization in meeting its Strategic Objectives, to improve the uniformity of the data and statistics, the completeness and timeliness of reporting by Member States, and the form and content of analyses; and
4. *Requests* the Council to:
 - a) continue to explore ways of closer cooperation with the United Nations (UN), its agencies and other international organizations in the collection and distribution of aviation data, statistics and analysis;
 - b) make arrangements, on an appropriate basis, for assistance to be given upon request to Member States by ICAO for the improvement of aviation data, statistics and analysis and statistical reporting to the Organization;

- c) develop a process by which to enable harmonization of aviation data and statistics from different sources in order to facilitate the provision of accurate, reliable and consistent data required for informed decision-making by States; and
- d) create, host, and manage a platform where the aviation community can share and promote its data, statistics and electronic tools in accordance with the principles and provisions as contained in the Convention and relevant decisions of the Organization.

APPENDIX E

Forecasting, planning and economic analyses

Section I. Forecasting and planning

Whereas Member States require global and regional forecasts of future civil aviation developments for various planning and implementation purposes;

Whereas the Council, in carrying out its continuing functions in the air transport economic field, must foresee future developments likely to require action by the Organization and must initiate such action in good time;

Whereas the Organization has to regularly assess its performance against its Strategic Objectives with particular focus on safety, air navigation capacity and efficiency, security and facilitation, economic development of air transport and environmental protection; and

Whereas the Organization requires specific forecasts for airports and air navigation systems planning and environmental monitoring and planning purposes;

The Assembly:

1. *Requests* the Council to develop and update forecasts of future trends and developments in civil aviation, and to make these available to Member States;
2. *Requests* the Council to develop and update one single set of long-term traffic forecast, from which customized or more detailed forecasts can be produced for various purposes, such as air navigation systems planning and environmental analysis; and
3. *Requests* the Council to keep forecasting methodologies and procedures reviewed and improved.

Section II. Economic analysis

Whereas there is a continuing interest among Member States, international organizations, financial institutions, as well as aviation, tourism, and trade industries, in the economic analysis of air transport, including aviation's contribution to global, regional and national economies;

Whereas there is an acute shortage of information on the increasingly important role of aviation in national economies worldwide;

Whereas the economic studies conducted by ICAO on international air transport costs and revenues have promoted neutrality and have resulted in a more equitable system of revenue sharing of airlines; and

Whereas ICAO requires economic analyses to assist the Council in assessment of the effectiveness of measures proposed for the implementation of the Strategic Objectives of the Organization, and for environmental planning, investment studies and other purposes;

The Assembly:

1. *Requests* the Council to instruct the Secretary General to develop a methodological framework for the economic measurement of aviation activity, including aviation's contribution to Gross Domestic Product (GDP), the number of jobs created by aviation, aviation consumption, and the impact of aviation on balance of payments;
2. *Requests* the Council to instruct the Secretary General to issue periodically a study on regional differences in the level of international air transport operating costs, analysing how differences in operations and input prices may affect their levels and the impact that changes in costs may have on air transport tariffs;
3. *Requests* the Council to develop methodologies and procedures for the assessment of economic impact of new measures, the analyses of cost-benefit or cost-effectiveness, and the development of business cases to meet the needs of the Organization, the regional air navigation planning groups, and other activities of the Organization; and
4. *Requests* the Council to monitor developments, conduct studies on major issues of global importance, and share its analyses with States, international organizations and the industry.

Section III. Air mail

Whereas air mail is an integral component of international air transport, which is increasingly affected by e-commerce;

The Assembly:

1. *Urges* Member States to take into account the effects on international civil aviation whenever policy is being formulated in the field of international air mail, and particularly at meetings of the Universal Postal Union (UPU); and
2. *Directs* the Secretary General to furnish to the UPU, on request and as stipulated in relevant cooperation arrangements between UPU and ICAO, information of a factual character which may be readily available.

B. CONCLUSIONS, RECOMMENDATIONS AND DECLARATION OF AIR TRANSPORT CONFERENCES

2.2 In 1994, the Fourth Worldwide Air Transport Conference (ATConf/4) on "International Air Transport Regulation: Present and Future" considered and reached conclusions on a range of proposed regulatory arrangements prepared by the ICAO Secretariat with the assistance of a special Study Group of Experts on Future Regulatory Arrangements (GEFRA). The Conference adopted the following single, comprehensive Recommendation which was subsequently approved by the Council in March 1995. Excerpts from this Recommendation dealing with specific subject matters are also to be found elsewhere in the present document.

Recommendation of the 1994 Worldwide Air Transport Conference*The Conference:*1. *Recognizes*

- a) that, 50 years after the signing of the *Convention on International Civil Aviation* (the Convention), international air transport is going through a period of dynamic change as a consequence of increasing competition, transnationalization of business, globalization of the world economy and the emergence of regional economic groupings, privatization and liberalization of service industries, and the introduction of new global trading arrangements for service sectors;
- b) that the principles of sovereignty, non-discrimination, interdependence, harmonization and cooperation at the global level, espoused in the Convention, have served international air transport well for 50 years;
- c) that these principles provide the basis for the evolution of new approaches to regulatory arrangements between and amongst contracting States to respond to the internal and external changes affecting international air transport;
- d) that safety is and must always be of paramount importance in the operation and development of air transport and there is a need to continuously update and implement safety standards and practices;
- e) that, irrespective of any future arrangements for the economic regulation of international air transport, the Convention imposes responsibility for compliance with standards and practices related to safety and security on contracting States;
- f) that within the framework of the Convention contracting States have many differing regulatory goals and policies but share a fundamental objective of participation through reliable and sustained involvement in the international air transport system;
- g) that any change in approach to international air transport regulation should have due regard to the objective of participation and to:
 - 1) continued safe, secure and economical air carrier and airport operations;
 - 2) efficient and economical trade and communication links amongst States;
 - 3) the broader economic and social benefits of air transport;
 - 4) the restraints of airport infrastructure, airspace capacity and environmental considerations;
 - 5) the disparate levels of economic development amongst States;
 - 6) the need for appropriate training; and
 - 7) the interests of all stakeholders in international air transport, including air carriers, users, airports, distribution intermediaries and labour;
- h) that the interests and needs of developing countries require special consideration in any future arrangement for international air transport regulation, including access to financial resources and technology;

- i) that pursuant to the principle of sovereignty each State will determine its own path and own pace of change in international air transport regulation, on the basis of equality of opportunity and using bilateral, sub-regional, regional and/or global avenues according to circumstances;
 - j) that liberalized arrangements at the sub-regional or regional level provide valuable experience as regards the content, process and structure of regulatory change, and this experience should be disseminated to States for their information;
 - k) that bilateralism and multilateralism can and do co-exist, and can each accommodate different approaches to international air transport regulation;
 - l) that in view of the disparities in economic and competitive situations there is no prospect in the near future for a global multilateral agreement for the exchange of traffic rights; and
 - m) that the International Air Services Transit Agreement has made an important contribution to the development of civil aviation during the past 50 years.
2. *Further recognizes*
- a) that within the above framework and against the above maxims, in particular in sub-paragraphs b) and f) above, a general goal is the gradual, progressive, orderly and safeguarded change towards market access in international air transport regulation;
 - b) that an integral part of the general process of liberalization would be adequate safeguard mechanisms, using as a starting point the code of conduct and the associated dispute resolution mechanism considered by the Conference, but including preventative measures and designed to protect the interests of all States in ensuring their effective and sustained participation in international air transport; and
 - c) that existing rights should be respected in the evolution of future regulatory arrangements, although this "primacy principle" does not preclude re-negotiation and, if necessary, "re-balancing" of air services agreements where the parties so agree.
3. *Recommends*
- a) that States pursue, and ICAO promote, universal adherence to and implementation of the International Air Services Transit Agreement;
 - b) that States give due consideration in their economic regulatory responsibilities and international air transport relationships to the conclusions reached by the Conference on the following topics:
 - 1) air carrier ownership and control;
 - 2) State aids/subsidies;
 - 3) competition laws;
 - 4) environmental protection;
 - 5) taxation;
 - 6) ground handling;
 - 7) currency conversion and remittance of earnings;

- 8) employment of non-national personnel;
 - 9) sale and marketing of air service products; and
 - 10) computer reservation systems;
- c) that ICAO, in accordance with the aims and objectives of Article 44 of the Convention and in line with its global responsibilities, take, and be seen to take, effective action to exert a leadership role in the development of economic regulation of international civil aviation;
 - d) that ICAO develop effective communication and cooperation with the new World Trade Organization, as well as with other intergovernmental and non-governmental organizations involved in trade matters impinging on international air transport, to ensure that the special needs of international air transport are adequately safeguarded;
 - e) that ICAO continue to attach high priority to addressing environmental issues related to international civil aviation;
 - f) that ICAO continue to promote appropriate training in the regulation of international air transport, notably in the fields of aviation law, economics and management;
 - g) that ICAO continue to play its role in facilitating the evolution of future regulatory arrangements for international air transport on a bilateral, regional and global basis, taking into account at all times the interests of all stakeholders and the importance to States of effective participation in international air transport, and proceed with studies and develop recommendations on a number of important issues, including:
 - 1) development and refinement of the safeguard mechanism and “safety net” arrangement presented to the Conference, along with appropriate preventative measures to ensure safe and orderly development of international air transport and fair and effective competition;
 - 2) review of the traditional air carrier ownership and control criteria with a view to their broadening;
 - 3) the implications of air carrier code-sharing arrangements for international air transport regulation;
 - 4) review of the ICAO Code of Conduct on the Regulation and Operation of Computer Reservation Systems (CRSs) and development of a model CRS clause for use in bilateral air services agreements or multilateral arrangements, to ensure fair and non-discriminatory access to these systems including their supply and fair, transparent and non-discriminatory distribution of air carrier products;
 - 5) development, whether on a bilateral or multilateral basis, of some regulatory arrangements on “doing business” matters into more formalized structures;
 - 6) possible development into more formalized structures of some regulatory arrangements on “hard” rights of international air transport on a bilateral or multilateral basis;
 - 7) an analytical model for evaluating net national benefits of international air transport and, to the extent possible, of associated regulatory approaches; and
 - 8) preferential measures in the economic regulation of international air transport to ensure the effective participation of developing countries in such transport, a progress report on which should be presented to the next ordinary Session of the Assembly; and
 - h) that States provide assistance to ICAO in the undertaking of these studies.

2.3 The Fifth Worldwide Air Transport Conference (ATConf/5), held in Montréal from 24 to 28 March 2003, on the theme of “Challenges and Opportunities of Liberalization” considered a range of regulatory issues in the liberalization process. The essence of the Conference results is reflected in a package of Conclusions, Model Clauses, Recommendations and a Declaration of Global Principles for the Liberalization of International Air Transport, which were all adopted by consensus. These results provide a broad policy framework and practical guidance for safeguarded economic liberalization, which States may use at their discretion and in a flexible manner. The Council reviewed the results of the ATConf/5 in June 2003 and decided that they be disseminated to States for guidance and appropriate action (State Letter SC 5/1-03/71 dated 25 July 2003).

The Declaration adopted by ATConf/5 is reproduced below.

ATConf/5 Declaration of Global Principles for the Liberalization of International Air Transport

The Worldwide Air Transport Conference on Challenges and Opportunities of Liberalization, convened by the International Civil Aviation Organization (ICAO) at its Headquarters in Montreal from 24 to 28 March 2003 and attended by 145 States and 26 organizations:

Recalling the noble goals in the *Preamble* to the *Convention on International Civil Aviation* (the Chicago Convention);

Conscious of the important role of international air transport and its contribution to national development and the world economy;

Emphasizing the critical importance of safety and security in international air transport;

Noting the changes since the fourth Worldwide Air Transport Conference in 1994 in the regulatory and operating environment of international air transport brought about by economic development, globalization, liberalization and privatization; and the desirability for ongoing regulatory evolution to facilitate commercial change in the air transport industry while ensuring the continued safe, secure and orderly growth of civil aviation worldwide;

Reaffirming that the basic principles of sovereignty, fair and equal opportunity, non-discrimination, interdependence, harmonization and cooperation set out in the Chicago Convention have served international air transport well and continue to provide the basis for future development of international civil aviation;

DECLARES that:

1. Overall principles

1.1 ICAO and its Contracting States, together with the air transport industry and other stakeholders in civil aviation, will work to ensure that international air transport continues to develop in a way that:

- a) ensures high and improving levels of safety and security;
- b) promotes the effective and sustainable participation in and benefit from international air transport by all States, respecting national sovereignty and equality of opportunity;
- c) takes into consideration the differing levels of economic development amongst States through maintenance of the principle of “community of interest” and the fostering of preferential measures for developing countries;

- d) provides adequate supporting infrastructure at reasonable cost;
- e) facilitates the provision of resources, particularly for developing countries;
- f) allows for growth on a basis that is economically sustainable, supported by adaptation of the regulatory and operating environment;
- g) strives to limit its environmental impact;
- h) meets reasonable expectations of customers and public service needs, particularly for low traffic or otherwise uneconomical routes;
- i) promotes efficiency and minimizes market distortions;
- j) safeguards fair competition adequately and effectively;
- k) promotes cooperation and harmonization at the sub-regional, regional and global levels; and
- l) has due regard for the interests of all stakeholders, including air carriers and other operators, users, airports, communities, labour, and tourism and travel services providers;

with the ultimate purpose of giving international air transport as much economic freedom as possible while respecting its specific characteristics and in particular the need to ensure high standards of safety, security and environmental protection.

2. Safety and security

2.1 Safety and security must remain of paramount importance in the operation and development of international air transport and States must accept their primary responsibility for ensuring regulatory oversight of safety and security, irrespective of any change in economic regulatory arrangements.

2.2 States should work in cooperation to ensure safety and security oversight worldwide consistent with their obligations under the Chicago Convention.

2.3 States should consider the safety and security implications of transborder operations involving aircraft leasing, airline code-sharing and similar arrangements.

2.4 Safety and security measures should be implemented in a cost-effective way in order to avoid imposing an undue burden on civil aviation.

2.5 Security measures should to the extent possible not disrupt or impede the flow of passengers, freight, mail or aircraft.

2.6 Further economic liberalization must be implemented in a way so as to ensure that there is a clear point of responsibility for each of safety and security in a clearly identified State or other regulatory authority designated by that State for any given aircraft operation.

3. Participation and sustainability

3.1 All States share a fundamental objective of effective and sustained participation in and benefit from international air transportation, respecting national sovereignty and equality of opportunity.

3.2 States should develop and maintain safeguards to ensure safety, security, economic stability and fair competition.

3.3 States should ensure that the necessary infrastructure of airports and air navigation services is provided worldwide at reasonable cost and on a non-discriminatory basis.

3.4 Airport and air navigation services charges should only be applied towards defraying the costs of providing facilities and services for civil aviation.

3.5 The interests and needs of developing countries should receive special consideration, and preferential measures and financial support may be granted.

3.6 The global aviation community should continue to work to promote the development of air transport in an environmentally responsible way, limiting the impact of air transport so as to achieve maximum compatibility between safe and orderly development of civil aviation and the quality of the environment.

4. Liberalization

4.1 The objective of ongoing regulatory evolution is to create an environment in which international air transport may develop and flourish in a stable, efficient and economical manner without compromising safety and security and while respecting social and labour standards.

4.2 States which have not yet become parties to the International Air Services Transit Agreement (IASTA) should give urgent consideration to so doing.

4.3 Liberalization should be underpinned by the worldwide application of a modern uniform air carrier liability regime, namely the Montreal Convention of 1999.

4.4 Each State will determine its own path and own pace of change in international air transport regulation, in a flexible way and using bilateral, sub-regional, regional, plurilateral or global avenues according to circumstances.

4.5 States should to the extent feasible liberalize international air transport market access, air carrier access to international capital and air carrier freedom to conduct commercial activities.

4.6 States should give consideration to accommodating other States in their efforts to move towards expanded transborder ownership and control of air carriers, and/or towards designation of air carriers based on principal place of business, provided that clear responsibility and control of regulatory safety and security oversight is maintained.

4.7 States should give consideration to liberalizing the regulatory treatment of international air cargo services on an accelerated basis, provided that clear responsibility and control of regulatory safety and security oversight is maintained.

4.8 Transparency is an important element in promoting economic growth, competitiveness and financial stability at the domestic, regional and international levels, and enhances the benefits of liberalization.

4.9 The air transport industry should continue to be encouraged to improve services to passenger and freight customers, and to develop and implement appropriate measures to protect consumer interests.

5. Competition and cooperation

5.1 The establishment and application of competition law represents an important safeguard of fair competition as States progress towards a liberalized marketplace.

5.2 Cooperation between and among States facilitates liberalization and avoids conflicts, especially in dealing with competition law/policy issues and labour conditions involving international air transport.

5.3 States should avoid adopting unilateral measures which may affect the orderly and harmonious development of international air transport and should ensure that domestic policies and legislation are not applied to international air transport without taking due account of its special characteristics.

5.4 Where State aids provided for the air transport sector are justified, States should take transparent and effective measures to ensure that such aids do not adversely impact on competition in the marketplace or lead to unsustainable outcomes, and that they are to the extent possible temporary.

5.5 Subject to compliance with applicable competition law, States should continue to accept the availability of multilateral interline systems that enable States, air carriers, passengers and shippers to access the global air transport network on a non-discriminatory basis.

6. Role of ICAO

6.1 ICAO should continue to exert the global leadership role in facilitating and coordinating the process of economic liberalization and ensuring the safety, security and environmental protection of international air transport.

6.2 ICAO should continue to promote effective communication and cooperation with other intergovernmental and non-governmental organizations with an interest in international air transport, to harmonize and avoid duplication of effort at the global level.

6.3 States should consider using the regulatory options provided through ICAO for the liberalization of international air transport.

6.4 States should continue to keep ICAO informed of developments in international air transport, including liberalized arrangements introduced at various levels; and to promote, in other fora, a full understanding of the mandate and role of ICAO.

2.4 Presented below are the Conclusions, Model clauses and Recommendations produced by ATConf/5 under their respective agenda items. The context in which they were adopted can be found in Doc 9819, *Report of the Worldwide Air Transport Conference*. The model clauses have been incorporated in the Template Air Services Agreements (presented in Appendix 1).

Conclusions, Model clauses and Recommendations of ATConf/5

Agenda Item 1.1: Background to and experience of liberalization

CONCLUSIONS

From the documentation and ensuing discussion on background to and experience of liberalization under Agenda Item 1.1, the Conference concluded that:

- a) a case study approach to liberalization experiences, while of necessity limited in scope, provides a suitable vehicle for the analysis and dissemination of information on such experiences of States at national,

sub-regional, regional or plurilateral level. Case studies on liberalization may assist States to further develop their liberalization approaches and policy options;

- b) ICAO should continue to develop and disseminate by appropriate means case studies and information on liberalization experiences. States should be urged to submit such information to ICAO for general dissemination;
- c) for more than a decade, airlines, airports and air navigation service providers have become more commercialized in an increasingly competitive environment. The dynamic development of commercialization and the spread of liberalization will continue to interact and have implications on each other;
- d) while airlines and providers of airport and air navigation services are interdependent, their commercialization and privatization in a liberalized environment has a number of competitive consequences and financial implications for both sides. Long-term cooperation between airlines and service providers is one means to bring stability in that environment. Furthermore, the use of consultation should be an essential part of their relationship;
- e) States should evaluate in advance and anticipate, to the extent possible, certain effects of the increase in traffic on the infrastructure and the environment that may result from the air transport liberalization process; and
- f) liberalization may have various implications for labour, which should continue to participate as an important stakeholder for the development of the air transport industry. States should observe and respect the ILO *Declaration on Fundamental Principles and Rights at Work*¹, and take the necessary measures to promote social dialogue with the active participation of labour as a way to find innovative and socially responsible solutions.

Agenda Item 1.2: Safety and security aspects of liberalization

CONCLUSIONS

From the documentation and ensuing discussion on safety and security aspects of liberalization under Agenda Item 1.2, the Conference concluded that:

- a) economic liberalization has implications for safety and security regulation, which need to be properly addressed at the national, bilateral, regional and global levels, as appropriate, in order to ensure continued safe, secure and orderly development of civil aviation;
- b) the Chicago Convention imposes responsibility on Contracting States for compliance with standards and practices related to safety and security. Irrespective of any change in economic regulation, safety and security must remain of paramount importance in the operation and development of air transport. In a liberalized economic environment, safety and security regulation must not only be maintained but should also be strengthened. Measures to ensure compliance with applicable safety and security standards and enhance regulatory oversight should form an integral part of the safeguards for liberalization;
- c) when introducing economic liberalization, States should ensure that safety and security not be compromised by commercial considerations, and that clear lines of responsibility and accountability for safety and security be established for the parties involved in any liberalized arrangements. Regardless of

¹. Secretariat note.— The texts of the ILO *Declaration on Fundamental Principles and Rights at Work* are available on the ILO website at: <http://www.ilo.org/public/english/standards/decl/declaration/index.htm>

the form of economic regulatory arrangements, there should be a clear point of contact for the safety and security oversight responsibility in a clearly identified Contracting State or other regulatory authority designated by that State for any given aircraft operation;

- d) ICAO should continue to play a leading role in developing global strategies for the regulation and oversight of aviation safety and security, both definitively and in the context of facilitating economic regulatory reform. The changing regulatory and operating environment in international air transport calls for the development of new regulatory devices capable of adapting to the changes and addressing related concerns. Pending such new regulatory arrangements, measures must be taken in the interim to ensure that the existing safety and security regulatory system continues to function effectively. Meeting this challenge requires seamless international cooperation and concerted efforts from all Contracting States, regional aviation bodies, the industry and all other stakeholders in civil aviation;
- e) bearing in mind the limited human and financial resources available in many developing countries required to ensure safety and security when liberalizing, all avenues, including contributions to the ICAO aviation security mechanism, the ICAO technical cooperation programme, the International Financial Facility for Aviation Safety (IFFAS) and the support of other complementary regional and international arrangements (including COSCAP and similar cooperative development projects), should be utilized to assist these States to improve safety and security oversight and rectify deficiencies identified by the ICAO safety and security audits; and
- f) ICAO should conduct a study with a view to clarifying the definition of the State or States responsible for safety and security oversight, and possibly to recommend amendments to the existing ICAO regulatory provisions in this area.

Agenda Item 2.1: Air Carrier ownership and control

CONCLUSIONS

From the documentation and ensuing discussion on air carrier ownership and control under Agenda Item 2.1, the Conference concluded that:

- a) growing and widespread liberalization, privatization and globalization call for regulatory modernization in respect of conditions for air carrier designation and authorization in order to enable carriers to adapt to the dynamic environment. While there are concerns to be addressed, there could also be benefits in liberalizing air carrier ownership and control provisions. Past experience of liberalization in ownership and control has demonstrated that it can take place without conflicting with the obligations of the parties under the Chicago Convention and without undermining the nature of international air transport;
- b) there is widespread support by States for liberalization, in some form, of provisions governing air carrier designation and authorization. Particular approaches vary widely from substantial broadening of provisions beyond national ownership and control in the near term, through gradual reduction of specified proportions of national ownership, to limited change for the time being regarding certain types of operations (for example non-scheduled or cargo), application within certain geographic regions, or simply case by-case consideration;
- c) there is a consequential need for flexibility in associated regulatory arrangements to enable all States to follow the approach of their own choice at their own pace while accommodating the approaches chosen by others;

- d) whatever the form and pace of liberalization, conditions for air carrier designation and authorization should ensure that safety and security remain paramount, and that clear lines of responsibility and accountability for safety and security are established for the parties involved in liberalized arrangements;
- e) in liberalizing the conditions for air carrier designation and authorization, States should ensure that the economic and social impact, including the concerns of labour, are properly addressed, and that other potential risks associated with foreign investments (such as flight of capital, uncertainty for assurance of service) are fully taken into account;
- f) the regulatory arrangement in paragraph 2.1.3.2 below provides a practical option for States wishing to liberalize provisions regarding air carrier designation and authorization in their air services agreements. Complementing other options already developed by ICAO (including that of “community of interest”), it would facilitate and contribute to the pursuit by States of the general goal of progressive regulatory liberalization. While it is up to each State to choose its liberalization approach and direction based on national interest, the use of the arrangement could be a catalyst for broader liberalization. However, use of the arrangement by a State would not necessitate that State changing its existing laws or regulations pertaining to national ownership and control for its own carriers;
- g) given the flexibility already existing in the framework of air services agreements, States may, in the short term and at their discretion, take more positive approaches (including coordinated action) to facilitating liberalization by accepting designated foreign air carriers that might not meet the traditional national ownership and control criteria or the criteria of principle place of business and effective regulatory control;
- h) States may choose to liberalize air carrier ownership and control on a unilateral, bilateral, regional, plurilateral or multilateral basis; and
- i) ICAO has played, and should continue to play, a leading role in facilitating liberalization in this area, should promote the Organization’s guidance, keep developments under review and study further, as necessary, the underlying issues in the broader context of progressive liberalization.

Without prejudice to the specificities of regional agreements, the Conference agreed that States should give consideration to the following model clause as an option for use at their discretion in air services agreements.

“Article X: Designation and Authorization

1. *Each Party shall have the right to designate in writing to the other Party [an airline] [one or more airlines] [as many airlines as it wishes] to operate the agreed services [in accordance with this Agreement] and to withdraw or alter such designation.*
2. *On receipt of such a designation, and of application from the designated airline, in the form and manner prescribed for operating authorization [and technical permission,] each Party shall grant the appropriate operating authorization with minimum procedural delay, provided that:*
 - a) *the designated airline has its principal place of business* [and permanent residence] in the territory of the designating Party;*
 - b) *the Party designating the airline has and maintains effective regulatory control** of the airline;*
 - c) *the Party designating the airline is in compliance with the provisions set forth in Article __ (Safety) and Article __ (Aviation security); and*

- d) *the designated airline is qualified to meet other conditions prescribed under the laws and regulations normally applied to the operation of international air transport services by the Party receiving the designation.*
3. *On receipt of the operating authorization of paragraph 2, a designated airline may at any time begin to operate the agreed services for which it is so designated, provided that the airline complies with the applicable provisions of this Agreement.*

Integral Notes:

- (i) **evidence of principal place of business is predicated upon: the airline is established and incorporated in the territory of the designating Party in accordance with relevant national laws and regulations, has a substantial amount of its operations and capital investment in physical facilities in the territory of the designating Party, pays income tax, registers and bases its aircraft there, and employs a significant number of nationals in managerial, technical and operational positions.*
- **evidence of effective regulatory control is predicated upon but is not limited to: the airline holds a valid operating licence or permit issued by the licensing authority such as an Air Operator Certificate (AOC), meets the criteria of the designating Party for the operation of international air services, such as proof of financial health, ability to meet public interest requirement, obligations for assurance of service; and the designating Party has and maintains safety and security oversight programmes in compliance with ICAO standards.”*
- (ii) *The conditions set forth in paragraph 2 of this Article should also be used in the Article __ (Revocation of authorization).”*

RECOMMENDATION**RECOMMENDATION 1 — LIBERALIZATION OF AIR CARRIER OWNERSHIP AND CONTROL****THE CONFERENCE RECOMMENDS THAT:**

- a) *air carrier designation and authorization for market access should be liberalized at each State’s pace and discretion progressively, flexibly and with effective regulatory control in particular regarding safety and security;*
- b) *States, when dealing with air carrier designation and authorization in their international air transport relationships, use as an option at their discretion and in a flexible manner, the alternative criterion in the model clause;*
- c) *States may at their discretion take positive approaches (including coordinated action) to facilitate liberalization by accepting designated foreign air carriers that might not meet the traditional national ownership and control criteria or the criteria of principle place of business and effective regulatory control. States that wish to liberalize the conditions under which they accept designation of a foreign air carrier in cases where that air carrier does not meet the ownership and control provisions of the relevant air services agreements, may do so by:*
- i) *issuing individual statements of their policies for accepting designations of foreign air carriers;*
 - ii) *issuing joint statements of common policy; and/or*
 - iii) *developing a binding legal instrument;*

- while assuring whenever possible that these policies are developed in accordance with the principles of non-discrimination and non-exclusive participation;
- d) the State designating the air carrier provides or ensures the provision of adequate oversight of safety and security for the designated air carrier, in accordance with standards established by ICAO;
 - e) States notify ICAO of their policies, positions and practices including retention of the traditional criteria, and individual or joint statements of common policy, on the conditions under which they accept the designation of an air carrier pursuant to an air services agreement;
 - f) ICAO maintain and make public information on States' policies, positions or practices on air carrier ownership and control;
 - g) ICAO assist States or groups of States requesting development and further refinement of the option in paragraph c); and
 - h) ICAO continue to monitor developments in the liberalization of air carrier ownership and control, and address related issues as required.

Agenda Item 2.2: Market access**PART 1. LIBERALIZATION OF MARKET ACCESS****CONCLUSIONS**

From the documentation and ensuing discussion on the liberalization of market access under Agenda Item 2.2, the Conference concluded that:

- a) since the Worldwide Air Transport Conference (ATConf/4) in 1994, considerable progress has been made in liberalization of market access, particularly at the bilateral, subregional and regional levels. More importantly, States have generally become more open and receptive towards liberalization, with many adjusting their policies and practices to meet the challenges of liberalization;
- b) experience in the past decade has confirmed that the existing bilateral, regional and multilateral regulatory regimes based on the Chicago Convention can and do coexist, and can each accommodate different approaches to air transport regulation. These regimes continue to provide a viable and flexible platform for States in pursuing liberalization according to their specific needs, objectives and circumstances. The number of "open skies" and other liberal agreements are evidence that these regimes have been very effective in increasing liberalization, and the momentum should be maintained;
- c) the International Air Services Transit Agreement (IATA) is important for liberalization and the operation of international air services. States should therefore be urged to pursue, and ICAO continue to promote, universal adherence to and implementation of the IATA;
- d) applying the basic GATS principle of most favoured nation (MFN) treatment to traffic rights remains a complex and difficult issue. While there is some support to extend the GATS Annex on Air Transport Services to include some so called "soft rights" as well as some aspects of "hard rights", there is no global consensus on whether or how this would be pursued. It is also inconclusive at this stage as to whether the GATS is an effective option for air transport liberalization;

- e) while multilateralism in commercial rights to the greatest extent possible continues to be an objective of ICAO, conditions are not ripe at this stage for a global multilateral agreement for the exchange of traffic rights. States should continue to pursue liberalization in this regard at their own choice and own pace, using bilateral, regional and/or multilateral avenues as appropriate. The ICAO Template Air Services Agreements (TASAs) provide detailed guidance on liberalization options and approaches;
- f) airport congestion has not thus far been a significant constraint on the conclusion by States of liberalized air services agreements. However, in liberalizing market access, due consideration should be given to airport capacity constraints and long-term infrastructure needs. Problems involving air carriers which are unable to exercise their entitled traffic rights at a capacity constrained airport may, if necessary, be addressed in the context of discussions on the relevant air services agreements. In this regard, sympathetic consideration should be given to the request for preferential treatment from those States whose airports are not slot constrained but whose air carriers are unsuccessful in obtaining slots at slot constrained airports, consistent with relevant national legislation and international obligations;
- g) any slot allocation system should be fair, non-discriminatory and transparent, and should take into account the interests of all stakeholders. It should also be globally compatible, aimed at maximizing effective use of airport capacity, simple, practicable and economically sustainable; and
- h) ICAO should continue to monitor closely regulatory and industry developments, develop an inventory of States' practical experience with liberalization and disseminate relevant information to Contracting States. ICAO should also continue to keep current the existing guidance material on the economic regulation of international air transport and develop new guidance, as necessary, to facilitate liberalization and improve harmonization, for example, through the TASAs.

PART 2. AIRCRAFT LEASING

CONCLUSIONS

From the documentation and ensuing discussion on aircraft leasing under Agenda Item 2.2, the Conference concluded that:

- a) leasing (both wet and dry) offers considerable benefits to air carriers, enables expanded and more flexible air services and provides opportunities for the establishment of new carriers. However, it also raises economic and safety regulatory issues which need to be addressed;
- b) States should, where necessary, review their regulatory responses to the use of leased aircraft in international services to and from their territory, and should ensure clear responsibility for safety oversight and compliance with minimum safety standards, whether through the inclusion of appropriate provisions in their air services arrangements or by the establishment of agreements pursuant to Article 83 bis of the Chicago Convention. In this regard, ICAO *Guidance on the Implementation of Article 83 bis of the Convention on International Civil Aviation* (Circular 295, 2003) may be used; and
- c) ICAO should make available to Contracting States, as an option for use at their discretion, the model clause on leasing proposed by the Secretariat after amendment and the addition of explanatory notes to:
 - i) clarify the meaning of "appropriate authority";
 - ii) make a clear distinction with respect to "wet" leased and "dry" leased aircraft; and
 - iii) take into account short-term, *ad hoc* wet-leases.

PART 3. AIR CARGO

CONCLUSIONS

From the documentation and ensuing discussion on air cargo under Agenda Item 2.2, the Conference concluded that:

- a) air cargo, and in particular all cargo operations, should be considered for accelerated liberalization and regulatory reform in view of its distinct features, the nature of the air cargo industry and the potential trade and economic development benefits possible from such reform;
- b) States should consider the possibility of liberalizing all cargo services using one or more of the following:
 - i) unilateral liberalization of market access for all cargo services without bilateral reciprocity or negotiation;
 - ii) liberalizing all cargo services through bilateral agreements and negotiations to ensure reciprocity; and
 - iii) using a multilateral/plurilateral approach for the liberalization of all cargo services.

The Conference agreed that States should give consideration to the following model clause as an option for use at their discretion in air services agreements:

ANNEX ON AIR CARGO SERVICES

The Parties agree that:

1. *Every designated airline when engaged in the international transport of air cargo:*
 - a) *shall be accorded non-discriminatory treatment with respect to access to facilities for cargo clearance, handling, storage, and facilitation;*
 - b) *subject to local laws and regulations may use and/or operate directly other modes of transport;*
 - c) *may use leased aircraft, provided that such operation complies with the equivalent safety and security standards applied to other aircraft of designated airlines;*
 - d) *may enter into cooperative arrangements with other air carriers including, but not limited to, code-sharing, blocked spaced, and interlining; and*
 - e) *may determine its own cargo tariffs which may be required to be filed with the aeronautical authorities of either (any) Party.*
2. *In addition to the rights in paragraph 1 above, every designated airline when engaged in all cargo transportation as scheduled or non-scheduled services may provide such services to and from the territory of each (any) Party, without restriction as to frequency, capacity, routing, type of aircraft, and origin or destination of cargo.*

Agenda Item 2.3: Fair competition and safeguards**PART 1. SAFEGUARDS TO ENSURE FAIR COMPETITION****CONCLUSIONS**

From the documentation and the ensuing discussion on safeguards to ensure fair competition under Agenda Item 2.3, the Conference concluded that:

- a) liberalization must be accompanied by appropriate safeguard measures to ensure fair competition, and effective and sustained participation of all States. Such measures should be an integral part of the liberalization process and a living tool corresponding to the needs and stages of liberalization. Such measures may include progressive introduction of liberalization, general competition laws, and/or aviation-specific safeguards;
- b) while general competition laws may be an effective tool in many cases, given the differences in competition regimes, the differing stages of liberalization among States and the distinct regulatory framework for international air transport, there may be a need for aviation-specific safeguards to prevent and eliminate unfair competition in international air transport. This may be done by means of an agreed set of anti-competitive practices which can be used, and if necessary modified or added to, by States as indications to trigger necessary regulatory action;
- c) in cases where national competition laws are applied to international air transport, care should be taken to avoid unilateral action. In dealing with competition issues involving foreign air carriers, States should give due consideration to the concerns of other States involved. In this context, cooperation between or among States, especially between or among competition authorities, and between such authorities and aviation authorities, has proved useful in facilitating liberalization and avoiding conflicts;
- d) harmonization of different competition regimes continues to be a major challenge. In cases where disputes arise from the use of aviation-specific safeguards or the application of competition laws, States should seek to resolve their disputes through the consultation and dispute settlement mechanisms available under relevant air services agreements, and in the case of the latter, by making use of the existing ICAO guidance on competition laws contained in *Policy and Guidance Material on the Economic Regulation of International Air Transport* (Doc 9587);
- e) the extraterritorial application of national competition laws can affect cooperative arrangements regarded by many as essential for the efficiency, regularity and viability of international air transport, certain forms of which benefit both users and air carriers alike. Consequently, where antitrust or competition laws apply to such arrangements, decisions should take into account the need for inter-carrier cooperation, including interlining, to continue where they benefit users and air carriers; and
- f) ICAO should continue to monitor developments in this area, and update its guidance material on competition and safeguards, where necessary and in light of the evolution of liberalization.

The Conference agreed that States should give consideration to the following model clause as an option for use at their discretion in air services agreements:

“Safeguards against anti-competitive practices

1. *The Parties agree that the following airline practices may be regarded as possible unfair competitive practices which may merit closer examination:*

- a) *charging fares and rates on routes at levels which are, in the aggregate, insufficient to cover the costs of providing the services to which they relate;*
 - b) *the addition of excessive capacity or frequency of service;*
 - c) *the practices in question are sustained rather than temporary;*
 - d) *the practices in question have a serious negative economic effect on, or cause significant damage to, another airline;*
 - e) *the practices in question reflect an apparent intent or have the probable effect, of crippling, excluding or driving another airline from the market; and*
 - f) *behaviour indicating an abuse of dominant position on the route.*
2. *If the aeronautical authorities of one Party consider that an operation or operations intended or conducted by the designated airline of the other Party may constitute unfair competitive behaviour in accordance with the indicators listed in paragraph 1, they may request consultation in accordance with Article ___ (Consultation) with a view to resolving the problem. Any such request shall be accompanied by notice of the reasons for the request, and the consultation shall begin within 15 days of the request.*
 3. *If the Parties fail to reach a resolution of the problem through consultations, either Party may invoke the dispute resolution mechanism under Article ___ (Settlement of disputes) to resolve the dispute."*

PART 2. SUSTAINABILITY AND PARTICIPATION

CONCLUSIONS

From the documentation and ensuing discussion on sustainability and participation under Agenda Item 2.3, the Conference concluded that:

- a) *in a situation of transition to liberalization or even in an already-liberalized market, States may wish to continue providing some form of assistance to their airlines in order to ensure sustainability of the air transport industry and to address their legitimate concerns relating to assurance of services. However, States should bear in mind that provision of State aids/subsidies which confer benefits on national air carriers but are not available to competitors in the same market may distort trade in international air services and may constitute unfair competitive practices;*
- b) *because of the lack of an acceptable quantification method and the existence of various non-monetary measures, it is very difficult to estimate accurately the full scale of State assistance and the impact of specific State assistance on competition. Given this difficulty, States should recognize that any actions against foreign airlines which receive State aids/subsidies might lead to retaliatory action by the affected State and hamper the ongoing liberalization of international air transport;*
- c) *there may be some instances where State assistance can produce economic and/or social benefits in terms of restructuring of air carriers and assurance of services. Even in such special cases, however, States should take transparent and effective measures accompanied by clear criteria and methodology to ensure that aids/subsidies do not adversely impact on competition in the marketplace;*

- d) States should consider the possibility of identifying and permitting assistance for essential service on specified routes of a public service nature in their air transport relationships; and
- e) to ensure the effective and sustained participation of developing countries and to facilitate the liberalization process, States should take into consideration in their air transport relationships the interests and needs of States with less-competitive air carriers and, wherever appropriate, grant preferential and participation measures. Such measures may be incorporated in the "Transition Annex" in their air services agreements.

The Conference agreed that States should give consideration to the following regulatory arrangement, in the form of a framework for a "Transition Annex" together with explanatory notes as an option for use at their discretion in air services agreements:

TRANSITION ANNEX*

The following transitional measures shall expire on (date), or such earlier date, as is agreed upon by the Parties:

1. *Notwithstanding the provisions of Article __ (or Annex __), the designated airline (or airlines) of Party A (or each Party) may (shall)*
2. *Notwithstanding the provisions of Article __ (or Annex __), the designated airline (or airlines) of Party A (or each Party) may (shall) ... as follows:*
 - a) *From (date) through (date), ...; and*
 - b) *From (date) through (date),*
3. *Notwithstanding the provisions of Article __ (or Annex __), the following provisions shall govern*

***Explanatory Notes**

- a) The first clause would be used when a particular Article (or Annex) would not take effect immediately but be implemented in a limited way during the transition period. The second clause would be similar to the first clause but with phase-in periods. The third clause would be used when an Article (or Annex) would not take effect immediately and a different scheme would be applied during the transition period; and
- b) The following is an indicative list in the form of a framework for a Transition Annex, for States to use at their discretion in bilateral, regional or plurilateral air services agreements: the number of designated airlines, ownership and control criteria, capacity and frequency, routes and traffic rights, code-sharing, charter operations, intermodal services, tariffs, slot allocation and "doing business" matters such as ground handling. The language in the Annex is a framework, into which the Parties would need to agree on the terms and wording. ICAO Doc 9587 contains material on possible participation and preferential measures.

Agenda Item 2.4: Consumer interests

CONCLUSIONS

From the documentation and ensuing discussion on consumer interests under Agenda Item 2.4, the Conference concluded that:

- a) as a premise in addressing consumer interests issues, States need to carefully examine what elements of consumer interests in service quality have adequately been dealt with by the current commercial practices of airlines (and service providers if applicable) and what elements need to be handled by the regulatory and/or voluntary commitment approaches²;
- b) States need to strike the right balance between voluntary commitments and regulatory measures, whenever the government intervention is considered necessary to improve service quality. States should rely generally and initially on voluntary commitments undertaken by airlines (and service providers), and when voluntary commitments are not sufficient, consider regulatory measures;
- c) in implementing new regulatory measures, States should minimize the unnecessary differences in the content and application of regulations. Efforts to minimize differences would avoid any potential legal uncertainty that could arise from the extra-territorial application of national laws, without diminishing the scope for competition and hampering the operating standards and procedures for interlining; and
- d) ICAO should continue to monitor developments regarding voluntary commitments to and government regulation of consumer interests with a view to providing useful information to States to assist in the harmonization process. Such monitoring should, in due course, enable ICAO to decide whether some form of action at multilateral level, such as the eventual development of a global code of conduct, is feasible or necessary to ensure harmonization of regulatory measures.

Agenda Item 2.5: Product distribution

CONCLUSIONS

From the documentation and ensuing discussion on product distribution under Agenda Item 2.5, the Conference concluded that:

- a) the principles of ICAO Code of Conduct for the Regulation and Operation of Computer Reservation Systems (CRSs) should be considered as the reference framework for the regulation of CRSs in Contracting States or any other code of conduct of a regional nature. States should bear in mind that amendments of such regulations or codes of conduct do not undermine the principles of transparency, accessibility and non-discrimination;
- b) while there exist several instances where the ICAO CRS Code has no applicable provisions as a result of industry or regulatory changes, the scope of application of the ICAO CRS Code already potentially applies to the Internet, and States may take this up at their discretion according to their particular circumstances;
- c) States should consider the need to ensure that Internet-based systems provide consumers with comprehensive and non-deceptive information and airlines with a comparable opportunity to use these new systems as they have with conventional global CRSs, where necessary; and

². Secretariat note.— The following indicative lists, together with airlines' conditions of contract/carriage, could serve as checklists of many of the consumer interest subjects States may wish to monitor: 1) availabilities of lower fares including fares at Web site; 2) reservation, ticketing and refund rules; 3) advertisements; 4) airline's commercial and operational conditions; 5) check-in procedures; 6) handling of and compensation for flight delays, cancellation and denied boarding; 7) baggage handling and liability; 8) operational performance disclosure such as on-time performance and complaints; and 9) assistance for the disabled and special-needs passengers (i.e. people with reduced mobility). The revised ICAO Doc 9626 will refer to these subjects.

- d) although it is not yet clear whether new regulations covering airline product distribution through the Internet should be adopted, some States have been actively examining this issue under the existing CRS rules/regulations, consumer protection laws and competition laws. ICAO should continue monitoring developments closely and disseminating information on this issue, and keep the effectiveness of the ICAO CRS Code under review.

Agenda Item 2.6: Dispute resolution

CONCLUSIONS

From the documentation and ensuing discussion on dispute resolution under Agenda Item 2.6, the Conference concluded that:

- a) in a liberalized environment, different kinds of disputes may arise as a result of increased competition and new market forces and, therefore, there is a need for States to resolve such disputes in a more efficient and expeditious manner; and
- b) States and the air transport industry need a dispute mechanism that:
- i) instills trust and is supportive of safeguarded liberalization and participation by developing States;
 - ii) is customized to the particular circumstances of international air transport operations and competitive activity;
 - iii) ensures that the interests of third parties directly affected by a dispute can be taken into account; and
 - iv) as regards interested parties directly affected by the dispute, is transparent and provides access to relevant information in a timely and efficient manner.

The Conference agreed that States should give consideration to the following model clause as an option for use at their discretion in air services agreements:

“Article X: Settlement of disputes

...

x. Any dispute which cannot be resolved by consultations, may at the request of either [any] Party to the agreement be submitted to a mediator or a dispute settlement panel. Such a mediator or panel may be used for mediation, determination of the substance of the dispute or to recommend a remedy or resolution of the dispute.

x. The Parties shall agree in advance on the terms of reference of the mediator or of the panel, the guiding principles or criteria and the terms of access to the mediator or the panel. They shall also consider, if necessary, providing for an interim relief and the possibility for the participation of any Party that may be directly affected by the dispute, bearing in mind the objective and need for a simple, responsive and expeditious process.

x. A mediator or the members of a panel may be appointed from a roster of suitably qualified aviation experts maintained by ICAO. The selection of the expert or experts shall be completed within fifteen (15) days of receipt of the request for submission to a mediator or to a panel. If the Parties fail to agree on the selection of an expert or experts, the selection may be referred to the President of the Council of ICAO. Any expert used for this mechanism should be adequately qualified in the general subject matter of the dispute.

x. A mediation should be completed within sixty (60) days of engagement of the mediator or the panel and any determination including, if applicable, any recommendations, should be rendered within sixty (60) days of engagement of the expert or experts. The Parties may agree in advance that the mediator or the panel may grant interim relief to the complainant, if requested, in which case a determination shall be made initially.

x. The Parties shall cooperate in good faith to advance the mediation and be bound by any decision or determination of the mediator or the panel, unless otherwise agreed. If the Parties agree in advance to request only a determination of the facts, they shall use those facts for resolution of the dispute.

x. The costs of this mechanism shall be estimated upon initiation and apportioned equally, but with the possibility of reapportionment under the final decision.

x. The mechanism is without prejudice to the continuing use of the consultation process, the subsequent use of arbitration, or Termination under Article ___"

Agenda Item 2.7: Transparency

CONCLUSIONS

From the documentation and ensuing discussion on transparency under Agenda Item 2.7, the Conference concluded that:

- a) transparency should be regarded as an objective to be pursued within the regulatory framework and as an essential element in the liberalization process. States and interested parties in the regulatory system benefit from improved transparency;
- b) in view of the ongoing liberalization in international air transport and the need to enable ICAO to fulfill its primary role in developing policy guidance, a number of approaches involving States can be used to render the regulatory regime more transparent, including the following:
 - i) States should register with ICAO any unregistered air services agreement in accordance with their obligation under Article 83 of the Chicago Convention;
 - ii) States should, as a matter of priority, review their internal procedures and, pursuant to their obligations under Article 83, should develop practical means to improve their registration process. States may consider attributing the responsibility of registering the agreements with ICAO to an official or department where this has not already been done; and
 - iii) States should consider making better use of electronic means of disseminating information, such as government websites for publicly available information on the status of their air transport liberalization as well as for posting information on the texts of relevant air services arrangements;
- c) ICAO should further encourage States to comply with their obligation to register all agreements and arrangements, ensure the effectiveness of the system of registration and make the database of registered agreements more accessible and useful for States and the public; and
- d) transparency should also be pursued within national and regional regulatory frameworks and States should be invited to adopt and apply transparency principles, such as those laid out in the APEC Transparency Standards³, for national and regional regulatory actions relating to international civil aviation.

³. Secretariat note.— The text of the APEC Transparency Standards are available on the APEC website at: http://www.apecsec.org.sg/virtualib/econlead/10th__Leaders__Dec__ImplTranspStand.html

The Conference agreed that States should give consideration to the following model clause as an option for use at their discretion in air services agreements:

"Article X: Registration with the International Civil Aviation Organization

This Agreement and any amendment thereto shall be registered upon its entry into force with the International Civil Aviation Organization by [name of the Registering Party]."

Agenda Item 3.1: Review of template air services agreement

CONCLUSIONS

From the documentation and ensuing discussion on review of template air services agreement under Agenda Item 3.1, the Conference concluded that:

- a) in actively promoting its role in developing policy guidance for States on the economic regulation of international air transport, ICAO's development of the Template Air Services Agreements (TASAs) is intended to facilitate the liberalization process;
- b) the TASAs provide practical source documents for liberalization for States to use at their discretion in their air services relationships as well as in the development of their approaches and options in liberalization, serving as a useful tool in the liberalization process. The TASAs are "living documents" that should continue to be developed, particularly regarding additional material as to their application, in order to provide comprehensive guidance to States to facilitate liberalization and improve the harmonization of air services agreements in terms of language and approach;
- c) States should be encouraged to use the TASAs in their bilateral, regional or plurilateral relationships and to provide feedback to ICAO on the use of the TASAs; and
- d) ICAO should continue to monitor closely the regulatory experiences of States and regions in liberalization and in the use of the TASAs. It should disseminate to States relevant information on these developments and provide assistance on the use and application of the TASAs.

Agenda Item 4.1: Mechanisms to facilitate further liberalization

CONCLUSIONS

From the documentation and ensuing discussion on mechanisms to facilitate further liberalization under Agenda Item 4.1, the Conference concluded that:

- a) over the years ICAO's work on economic regulation has intensified as States have turned to the Organization for policy guidance and assistance, particularly in response to a rapidly evolving globalized and liberalized air transport marketplace;
- b) ICAO's role on economic regulation needs to be refocussed in order to give a global impetus to regulatory reform and liberalization. ICAO's policy guidance, on which States have come to rely, should focus in particular on liberalization and the Organization should facilitate and promote the liberalization process through its work and in its assistance to States;

- c) looking to the long term ICAO should explore the feasibility and possible benefits of serving as a global marketplace, where ICAO provides the facilities and any expertise that may be required, for States to discuss and exchange market access at the bilateral and/or plurilateral levels; and
- d) in its relations with all organizations having an interest or involvement in global regulatory matters ICAO should cooperate to ensure that ICAO's mandate and role and the broader interests of the aviation community are taken into account by such bodies. Furthermore, ICAO and its Contracting States should ensure coordination with such organizations to harmonize and avoid duplication of effort at the global level. As a paramount objective in its relations with other organizations involved in economic regulation of international air transport, ICAO should ensure that safety and security are not compromised.

RECOMMENDATION

RECOMMENDATION 2 — ICAO'S FUTURE ROLE INCLUDING RELATIONS WITH THE WORLD TRADE ORGANIZATION

THE CONFERENCE RECOMMENDS THAT:

- a) ICAO's future role on economic regulation should focus on the development of policy guidance for economic liberalization which permits States to choose their own path and pace and ensures the safety and security of international air transport. This role should also include the facilitation, promotion and provision of assistance to States in harnessing liberalization for their broader benefit; and
- b) in its relations with the WTO-OMC, ICAO should continue to draw attention to the Organization's policy on trade in services, as currently reflected in A33-19, while emphasizing the linkage and interrelationship between safety, security and economic regulation and the Organization's focus on facilitating, promoting and assisting States in the liberalization process.

2.5 The Sixth Worldwide Air Transport Conference (ATConf/6), held in Montréal from 18 to 22 March 2013, examined a wide range of key regulatory issues in the liberalization process of international air transport, and adopted a package of recommendations for action both by ICAO Member States and by ICAO. The recommendations were approved by the Council in June 2013, which are reproduced below. The Council also adopted an action plan to implement the recommendations directed for action by ICAO, which was endorsed subsequently by the 38th Session of the Assembly.

Recommendations of the Sixth Worldwide Air Transport Conference

No.	Recommendation for States action
	Recommendation 1.1/1 — Industry and regulatory developments
1	a) States should recognize the importance of national and regional regulatory frameworks in ensuring compliance of alliances with competition standards and in preventing monopolies; States should also give due consideration to the benefits that alliances create.
2	b) States should consider the creation of mechanisms that allow for closer co-operation and co-ordination between their tourism and air transport authorities; States should also support increased co-operation between

No.	Recommendation for States action
	ICAO and UNWTO on key issues of common interest; States should support and encourage the universal adoption of the Montreal Convention 1999 (MC99).
	Recommendation 1.2/1 — Other areas of ICAO's work that may have economic implications
3	a) States should ensure that the current ICAO policies for cost recovery of security measures and functions at airports and ANSPs are implemented so that security user charges are reasonable, cost-effective, and foster harmonization worldwide.
4	b) States are encouraged to incorporate the four key charging principles of non-discrimination, cost-relatedness, transparency and consultation with users in national legislation, regulation or policies, as well as in air services agreements, in order to ensure compliance by airport operators and ANSPs.
5	c) States should increase participation in their respective safety regional groups.
6	d) States are invited to note the cost-effectiveness that can be achieved through regional cooperation and are encouraged to establish management and economic targets and indicators, as the Latin American States have done.
	Recommendation 2.1/1 — Market Access Liberalization
7	a) States should continue to pursue liberalization of market access at a pace and in a manner appropriate to needs and circumstances, giving due regard to the interests of all stakeholders, the changing business environment and infrastructure requirements.
	Recommendation 2.1/2 — Air cargo services
8	a) States should give due regard to the distinct features of air cargo services when exchanging market access rights in the framework of air service agreements and grant appropriate rights and operational flexibility so as to promote the development of these services.
9	b) States should continue to liberalize air cargo services through all available avenues, and to share experiences with other States.
	Recommendation 2.1/3 — Other market access issues
10	a) In dealing with the issues related to slot allocation and night flight restrictions, States should give due consideration to the needs and concerns of other States and make every effort to resolve any concerns through consultation in a spirit of sympathy, transparency, mutual understanding, and cooperation.
11	b) With respect to night flight restrictions, States should respect and follow the ICAO Balanced Approach principle in regulatory action on aircraft noise management at airports.
12	c) States should give due consideration to long-term capacity demands of air transport in planning the development of aviation infrastructure.
	Recommendation 2.2/1 — Air carrier ownership and control
13	a) States should continue to liberalize air carrier ownership and control, according to needs and circumstances, through various existing measures, such as waiver of ownership and control restrictions in bilateral air services agreements, and those recommended by ICAO. Regional organizations should, in cooperation with ICAO, play a role in facilitating and assisting States in the liberalization process.
	Recommendation 2.3/1 — Consumer protection
14	a) States should foster the adoption and implementation of consumer protection measures aimed at increasing the connectivity provided by air transport.

No.	Recommendation for States action
Recommendation 2.4/1 — Fair Competition	
15	a) States should take into consideration that fair competition is an important general principle in the operation of international air services.
16	b) States, taking into account national sovereignty, should develop competition laws and policies that apply to air transport. In doing so, States should consider ICAO guidance on competition.
17	c) States should give due consideration to the concerns of other States in the application of national and/or regional competition laws or policies to international air transport.
18	d) States should give due regard to ICAO guidance in Air Services Agreements (ASAs) and national or regional competition rules.
19	e) States should encourage cooperation among national and/or regional competition authorities, including in the context of approval of alliances and mergers.
Recommendation 2.5/1 — Safeguard Measures	
20	a) In the liberalization process, States should give due regard to the principles agreed upon by the aviation community at the various ICAO fora pertaining to safeguard measures designed to ensure the sustained and effective participation of all States in international air transport, including the principle of giving special consideration to the interests and needs of developing countries.
21	b) In regulatory practices, States should refrain from taking unilateral action that would negatively affect the common interest of the aviation community and the efficient and sustainable development of international air transport.
Recommendation 2.6/1 — Taxation of International Air Transport	
22	a) States should apply ICAO policies on taxation in regulatory practices, in accordance with Assembly Resolution A37-20, Appendix E. Since ICAO has clear policies on taxation, which remain valid, States should ensure that the policies are followed by relevant authorities in charge of taxation so as to avoid imposing discriminatory taxes on international aviation which may have a negative effect on the competitiveness of the aviation industry and impact States' national economies.
23	b) States should avoid double taxation in the field of air transport.
Recommendation 2.7/1 — Modernization of the air transport system	
24	a) States should continue to implement ICAO policies and guidance that can be applied to funding air transport infrastructure through airport and air navigation services charges.
Recommendation 2.7/3 — Infrastructure Management	
25	a) States should consider the establishment of autonomous entities to operate airports and ANSPs, taking into account economic viability as well as the interests of the users and other interested parties, and ensure that the recommendations made at Conference on the Economics of Airports and Air Navigation Services (CEANS) are implemented.
26	b) States should promote quality air navigation services performance through good governance.
Recommendation 2.8/1 — Implementation of ICAO policies and guidance	
27	a) States should recognize the importance and relevance of ICAO policies and guidance and give due regard to them in regulatory practices.

No.	Recommendation for States action
28	b) States should exert all efforts to ensure adherence to commitments relating to provisions of Assembly Resolutions in the air transport field.
29	c) States are encouraged to incorporate ICAO principles, policies and guidance in national legislations, rules and regulations, and in air services agreements.

No.	Recommendation for ICAO action
Recommendation 1.1/1 — Industry and regulatory developments	
1	a) ICAO should continue to monitor developments, conduct studies on major issues of global importance, provide a set of basic principles to States and share its analyses on the development of the air transport industry with States, international organizations and the industry.
2	b) ICAO should update and advance its guidance material on the regulation of international air transport. In particular, it should continue to update the Template Air Services Agreement (TASAs) to keep pace with regulatory evolution and to update liberalization indicators. ICAO should also continue to develop relevant databases such as the <i>Database of the World's Air Services Agreements</i> (Doc 9511), as well as case studies of liberalization experiences.
3	c) ICAO should continue to assist States with air transport liberalization efforts; this could be undertaken, inter alia, through the development of additional training courses, regional seminars or similar activities for the benefit of States, in accordance with available resources.
4	d) ICAO should be the only forum for initiating global solutions for the development of a sustainable air transport system for all interested parties; ICAO should continue to cooperate with international and regional organizations and with the industry in order to monitor impediments to a sustainable air transport system and define, in a cooperative manner, key strategies to overcome impediments.
5	e) ICAO should establish an air transport fund in order to seek voluntary contributions from Member States with a view to enhancing the work of the Organization in this field. This fund should be administered transparently in accordance with relevant ICAO rules of governance and policies.
6	f) ICAO should provide assistance with the ratification of MC99, if so requested by a State.
Recommendation 1.2/1 — Other areas of ICAO's work that may have economic implications	
7	a) ICAO should take all relevant measures to ensure widespread awareness and knowledge of its policies and encourage use of its guidance material on aviation security costs and related charges.
Recommendation 2.1/1 — Market Access Liberalization	
8	a) ICAO should develop and adopt a long-term vision for international air transport liberalization, including examination of an international agreement by which States could liberalize market access, taking into account the past experience and achievements of States, including existing market access liberalization agreements concluded at bilateral, regional and multilateral levels, as well as the various proposals presented during the Conference.
9	b) ICAO should work with all parties concerned, undertaking consultation with experts, States, the industry, interested organizations and other stakeholders to build a common understanding and obtain consensus for the development of the long-term vision and related regulatory arrangements.

No.	Recommendation for ICAO action
10	c) ICAO should continue to provide guidance and assistance to States in facilitating market access liberalization, using facilities such as the ICAO Air Services Negotiation Conference (ICAN).
11	d) ICAO should keep its policy guidance on air transport regulation and liberalization current and responsive to changes and to the needs of States, and consider additional means by which to facilitate liberalization.
Recommendation 2.1/2 — Air cargo services	
12	a) ICAO should take the lead in the development of a specific international agreement to facilitate further liberalization of air cargo services, taking into account past experiences and achievements, views of States on existing arrangements, and suggestions made during the Conference.
13	b) in the development of new regulatory arrangements on air cargo, ICAO should engage all parties concerned, and should undertake consultation with experts, States, the industry and interested stakeholders.
Recommendation 2.1/3 — Other market access issues	
14	a) ICAO should continue to monitor both the situation and States' practices in handling the issues of slot allocation and night flight restrictions, raise awareness of the relevant ICAO policy guidance, and encourage its use by States and concerned parties.
15	b) ICAO should continue to develop policy guidance for States on economic regulation of air transport and develop guidance on emerging issues of global importance, including business aviation.
Recommendation 2.2/1 — Air carrier ownership and control	
16	a) ICAO should continue to promote its policy guidance on air carrier ownership and control and encourage States to use its guidance in regulatory practice. It should keep its policy guidance current and responsive to changing situations and to the requirements of States; where required, ICAO should study and develop guidance on important issues that may arise as liberalization progresses.
17	b) ICAO should initiate work on the development of an international agreement to liberalize air carrier ownership and control, taking into consideration safety and security concerns, the principle of reciprocity, the need to allow a gradual and progressive adaptation with safeguards, the need to take account of regional experiences, the requirements of various States' domestic laws, and the effects on all stakeholders, including labour.
18	c) ICAO should involve all parties concerned in the development of the international agreement, and should undertake consultation with experts, States, aviation stakeholders and interested organizations.
Recommendation 2.3/1 — Consumer protection	
19	a) ICAO should continue to monitor consumer protection developments and to play a leadership role in developing policy guidance, taking into account the interests of States, the industry, air travellers and other aviation stakeholders.
20	b) ICAO should, in particular, develop, in the short term, a set of high-level non-prescriptive core principles on consumer protection which strike an appropriate balance between protection of consumers and industry competitiveness and which take into account the needs of States for flexibility, given different State social, political and economic characteristics; these core principles should be consistent with existing instruments, in particular the Convention for the Unification of Certain Rules for International Carriage by Air, adopted in Montréal on 28 May 1999.
21	c) ICAO should establish a dedicated ad hoc group drawn from existing bodies such as the Air Transport Regulation Panel (ATRP), including experts designated at ICAO's invitation by States or regional bodies, with a

No.	Recommendation for ICAO action
	view to facilitating the development of the core principles in an efficient and expedient manner.
22	d) ICAO should continue to play a leadership role in consumer protection in air transport and should cooperate with other international organizations, including UNWTO, in areas of common interest with a view to, inter alia, avoiding duplication of efforts.
23	e) ICAO should take necessary action, possibly through the involvement of adequate bodies such as the Aviation Security Panel (AVSECP) and the Facilitation Panel (FALP), for subsequent work on cost-benefit analysis related to air transport connectivity.
Recommendation 2.4/1 — Fair Competition	
24	a) ICAO should develop tools such as an exchange forum to enhance cooperation, dialogue and exchange of information between Member States to promote more compatible regulatory approaches toward international air transport.
25	b) ICAO should develop a compendium of competition policies and practices in force nationally or regionally.
26	c) ICAO should continue to monitor developments in the area of competition in international air transport and update, as necessary, its policies and guidance on fair competition through the Air Transport Regulation Panel (ATRP).
Recommendation 2.5/1 — Safeguard Measures	
27	a) ICAO should actively promote and encourage States to use the relevant ICAO guidance on safeguard measures in their regulatory practices, and to share with ICAO and other States their experiences in liberalization.
28	b) ICAO should continue to monitor developments with respect to safeguards, and should keep related guidance current and responsive to changes and needs of States and, where required, work with States, interested organizations and aviation stakeholders to develop further guidance.
Recommendation 2.6/1 — Taxation of International Air Transport	
29	a) ICAO should continue to take the necessary measures to enhance States' awareness of its policies on taxation and promote application more vigorously.
30	b) ICAO should collaborate with relevant industry associations to develop analysis and guidance to States on the impact of taxes and other levies on air transport.
Recommendation 2.7/1 — Modernization of the air transport system	
31	a) ICAO, in cooperation with States, international organizations and the industry, should establish a multi-disciplinary working group to consider the challenges associated with the establishment of operational and economic incentives, such as service priority, to allow early benefits of new technologies and procedures, as described in the aviation system block upgrade (ASBUs) modules, to support operational improvements, while maximizing safety, capacity and overall system efficiency, taking into account the specific needs expressed at the Twelfth Air Navigation Conference (AN-Conf/12).
32	b) ICAO should undertake measures to ensure widespread awareness and knowledge of its policies and guidance and other material related to funding infrastructure and ensure that they remain relevant, current, and responsive to the changing situation.
Recommendation 2.7/2 — Funding of oversight functions	
33	a) ICAO should continue to develop guidance material on the sustainable funding of the safety and security

No.	Recommendation for ICAO action
	oversight functions at the State level while monitoring the situation for economic oversight funding, ensuring that users are not charged multiple times for such functions.
34	b) ICAO should further explore possibilities for the establishment of new mechanisms to ensure the sustainable funding of the oversight functions at the State and regional levels, including user charges that are in line with ICAO's <i>Policies on Charges for Airports and Air Navigation Services</i> (Doc 9082), taking into account the various situations encountered by different States.
Recommendation 2.7/3 — Infrastructure Management	
35	a) ICAO should take relevant measures to ensure widespread awareness and knowledge of its policies on user charges and its guidance material related to governance, ownership, control and management of airports and air navigation service providers (ANSPs), and ensure that they remain relevant, current, and responsive to the changing situation.
36	b) ICAO should continue to monitor changes in airport and ANSP commercialization and privatization, collect information from States on the level of implementation of the policies on charges for airports and air navigation services, and publish and regularly update this information in the form of a Supplement to Doc 9082.
Recommendation 2.8/1 — Implementation of ICAO policies and guidance	
37	a) ICAO should continue to promote its policy guidance on the economic regulation of international air transport, and encourage States to use such guidance in their regulatory practice.
38	b) ICAO should ensure that policies, guidance and other material related to economic regulation remain relevant, current, and responsive to changing situations and requirements of States.
39	c) ICAO should, in cooperation with States, continue to consider additional ways and means by which to enhance the status of its policies for the sustainable economic development of the air transport system, and should assess the value of a possible new Annex to the Chicago Convention on sustainable economic development of air transport, or other acceptable solutions.
40	d) ICAO should establish priorities for its future work in the economic regulation of air transport on the basis of the recommendations of the Conference.

C. AVIATION SAFETY AND SECURITY

2.6 There is a close linkage between economic and safety and security regulation of international air transport. The 1994 and 2003 Worldwide Air Transport Conferences recognized that irrespective of any change in regulatory arrangements, safety and security must remain of paramount importance in the development of international civil aviation. In this respect, ICAO has developed model clauses on safety and security for possible inclusion in States' bilateral air transport agreements. These model clauses are presented below together with the associated Council resolutions which adopted them. The model clauses are also incorporated in the ICAO Template Air Services Agreement (TASA), which is presented in Appendix 1 of this document.

In order to address emerging issues and global strategies for the 21st century, ICAO convened a High-level, Ministerial Conference on Aviation Security in February 2002 and a Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety in March 2006. The Declarations of the two conferences are reproduced below respectively.

SAFETY**RESOLUTION ADOPTED BY THE ICAO COUNCIL ON 13 JUNE 2001
RELATING TO A MODEL CLAUSE ON AVIATION SAFETY**

Whereas the primary objective of the Organization continues to be that of ensuring the safety of international civil aviation worldwide,

Whereas Article 37 of the Convention requires each Contracting State to collaborate in securing the highest practicable degree of uniformity in regulations and practices in all matters in which such uniformity will facilitate and improve air navigation,

Considering that the rights and obligations of States under the Chicago Convention and under the Standards and Recommended Practices adopted by the Council of ICAO on aviation safety could be complemented and reinforced in cooperation between States,

Considering that the agreements on air services represent the main legal basis for international carriage of passengers, baggage, cargo and mail,

Considering that provisions on aviation safety should form an integral part of the agreements on air services,

Noting that nothing prevents States who incorporate the ICAO model safety clause into their aviation agreements from including any additional, or more restrictive criteria, which the parties agree are necessary for assessing the safety of an aircraft operation.

The Council:

Urges all Contracting States to insert into their agreements on air services a clause on aviation safety, and

Recommends that Contracting States take into account the model safety clause attached to this resolution.

**Attachment to Council Resolution of 13 June 2001
ICAO MODEL CLAUSE ON AVIATION SAFETY**

1. Each Party may request consultations at any time concerning the safety standards maintained by the other Party in areas relating to aeronautical facilities, flight crew, aircraft and the operation of aircraft. Such consultations shall take place within thirty days of that request.

2. If, following such consultations, one Party finds that the other Party does not effectively maintain and administer safety standards in the areas referred to in paragraph 1 that meet the Standards established at that time pursuant to the *Convention on International Civil Aviation* (Doc 7300), the other Party shall be informed of such findings and of the steps considered necessary to conform with the ICAO Standards. The other Party shall then take appropriate corrective action within an agreed time period.

3. Pursuant to Article 16 of the Convention, it is further agreed that, any aircraft operated by, or on behalf of an airline of one Party, on service to or from the territory of another Party, may, while within the territory of the other Party be the subject of a search by the authorized representatives of the other Party, provided this does not cause unreasonable delay in the operation of the aircraft. Notwithstanding the obligations mentioned in Article 33 of the Chicago Convention, the purpose of this search is to verify the validity of the relevant aircraft documentation, the

licensing of its crew, and that the aircraft equipment and the condition of the aircraft conform to the Standards established at that time pursuant to the Convention.

4. When urgent action is essential to ensure the safety of an airline operation, each Party reserves the right to immediately suspend or vary the operating authorization of an airline or airlines of the other Party.

5. Any action by one Party in accordance with paragraph 4 above shall be discontinued once the basis for the taking of that action ceases to exist.

6. With reference to paragraph 2 above, if it is determined that one Party remains in non-compliance with ICAO Standards when the agreed time period has lapsed, the Secretary General of ICAO should be advised thereof. The latter should also be advised of the subsequent satisfactory resolution of the situation.

**DECLARATION OF DIRECTORS GENERAL OF CIVIL AVIATION CONFERENCE
ON A GLOBAL STRATEGY FOR AVIATION SAFETY
(Montreal, 20 to 22 March 2006)**

The Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety, convened by the International Civil Aviation Organization (ICAO) at its Headquarters in Montreal from 20 to 22 March 2006:

Whereas the *Convention on International Civil Aviation* and its Annexes provide the essential framework required to meet the safety needs of a global aviation system;

Whereas the Directors General of Civil Aviation have a collective responsibility for international civil aviation safety;

Recognizing that the safety framework must be fully utilized by all stakeholders and continuously evolve to ensure its sustained effectiveness and efficiency in the changing regulatory, economic and technical environment of the 21st century;

Recalling that transparency and sharing of safety information are fundamental tenets of a safe air transportation system;

Recalling that recognition as valid of certificates and licences of other States is governed by Article 33 of the Convention and applicable Standards;

Recalling the role of ICAO in the settlement of disputes;

Recognizing that mutual trust between States as well as public confidence in the safety of air transportation is contingent upon access to adequate safety information;

Recognizing that safety is a shared responsibility, and advancements in global safety can only be possible through the leadership of ICAO, and a cooperative, collaborative and coordinated effort among all stakeholders; and

Recognizing that further improvements in aviation safety within and among States require a cooperative and proactive approach in which safety risks are identified and managed;

The Directors General of Civil Aviation:

1. *Commit* to reinforce the global aviation safety framework by:

- a) sharing as soon as possible appropriate safety-related information among States, all other aviation stakeholders and the public, including the disclosure of information on the results of their safety oversight audit as soon as possible and, in any case, not later than 23 March 2008;

- b) exercising safety oversight of their operators in full compliance with applicable SARPs, assuring themselves that foreign operators flying in their territory receive adequate oversight from their own State and taking appropriate action when necessary to preserve safety;
- c) expeditiously implementing safety management systems across the aviation industry to complement the existing regulatory framework;
- d) developing sustainable safety solutions, including the formation or strengthening of regional and sub-regional safety oversight organizations and initiatives; and e) promoting a just culture;

The Conference:

2. *Calls upon* States to base the recognition as valid of certificates and licences of other States exclusively on safety considerations and not for the purpose of gaining economic advantage;
3. *Calls upon* States, ICAO, industry, and donor organizations to direct resources towards the establishment of sustainable safety oversight solutions;
4. *Calls upon* States, ICAO and industry to support the coordinated implementation of safety management systems;
5. *Calls upon* ICAO to:
 - a) develop and actively support information exchange mechanisms that allow for an unrestricted flow of safety information between all aviation stakeholders;
 - b) develop by June 2006 a strategy to communicate safety information effectively to the public;
 - c) develop a mechanism under Article 21 of the Convention to make available aircraft registration and operator information;
 - d) develop guidelines and procedures to verify the conditions for recognition as valid of certificates and licences, in keeping with Article 33 of the Convention; and
 - e) study the development of a new Annex on safety oversight, safety assessment and safety management;
6. *Calls upon* States to demonstrate the political will to address aviation safety shortcomings, this includes the establishment, where necessary, of an autonomous Civil Aviation Authority which is empowered and adequately funded to provide effective safety oversight; and
7. *Calls upon* States and industry to closely coordinate with ICAO their safety initiatives to ensure optimum benefits to global aviation safety and to reduce duplication in effort.

SECURITY

RESOLUTION ADOPTED BY THE ICAO COUNCIL ON 25 JUNE 1986 RELATING TO AVIATION SECURITY FOR BILATERAL AIR AGREEMENTS

THE COUNCIL OF ICAO

CONSIDERING that the continuing threat of acts of unlawful interference with international civil aviation requires urgent and continuing attention by the Organization and the full cooperation of all contracting States in order to promote the safety of international civil aviation,

CONSIDERING that the rights and obligations of States under the international conventions on aviation security and under the Standards and Recommended Practices adopted by the Council of ICAO on aviation security could be complemented and reinforced in bilateral cooperation between States,

CONSIDERING that the bilateral agreements on air services represent the main legal basis for international carriage of passengers, baggage, cargo and mail,

CONSIDERING that provisions on aviation security should form an integral part of bilateral agreements on air services,

CONSIDERING that Annex 17 to the *Convention on International Civil Aviation* contains a recommendation that each contracting State should include in its bilateral agreements on air transport a clause related to aviation security,

URGES all contracting States to insert into their bilateral agreements on air services a clause on aviation security, and

RECOMMENDS that contracting States take into account the model clause attached to this resolution.

**Attachment to Council Resolution of 25 June 1986
MODEL CLAUSE ON AVIATION SECURITY**

Note.— this model clause has been drafted for possible insertion into bilateral agreements on air services; it is intended only for guidance of States, is not compulsory and in no way limits the contractual freedom of States to expand or limit its scope or to use a different approach.

ARTICLE "X"

- a) Consistent with their rights and obligations under international law, the contracting Parties reaffirm that their obligation to each other to protect the security of civil aviation against acts of unlawful interference forms an integral part of this Agreement. Without limiting the generality of their rights and obligations under international law, the contracting Parties shall in particular act in conformity with the provisions of the *Convention on Offences and Certain Other Acts Committed on Board Aircraft*, signed at Tokyo on 14 September 1963, the *Convention for the Suppression of Unlawful Seizure of Aircraft*, signed at The Hague on 16 December 1970 and the *Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation*, signed at Montreal on 23 September 1971.

Note.— The provision of the second sentence would be applicable only if the States concerned are parties to those Conventions.

- b) The contracting Parties shall provide upon request all necessary assistance to each other to prevent acts of unlawful seizure of civil aircraft and other unlawful acts against the safety of such aircraft, their passengers and crew, airports and air navigation facilities, and any other threat to the security of civil aviation.
- c) The Parties shall, in their mutual relations, act in conformity with the aviation security provisions established by the International Civil Aviation Organization and designated as Annexes to the *Convention on International Civil Aviation* to the extent that such security provisions are applicable to the Parties; they shall require that operators of aircraft of their registry or operators of aircraft who have their principal place of business or permanent residence in their territory and the operators of airports in their territory act in conformity with such aviation security provisions.

- d) Each contracting Party agrees that such operators of aircraft may be required to observe the aviation security provisions referred to in paragraph (c) above required by the other contracting Party for entry into, departure from, or while within, the territory of that other contracting Party. Each contracting Party shall ensure that adequate measures are effectively applied within its territory to protect the aircraft and to inspect passengers, crew, carry-on items, baggage, cargo and aircraft stores prior to and during boarding or loading. Each contracting Party shall also give sympathetic consideration to any request from the other contracting Party for reasonable special security measures to meet a particular threat.
- e) When an incident or threat of an incident of unlawful seizure of civil aircraft or other unlawful acts against the safety of such aircraft, their passengers and crew, airports or air navigation facilities occurs, the contracting Parties shall assist each other by facilitating communications and other appropriate measures intended to terminate rapidly and safely such incident or threat thereof.

**DECLARATION OF THE HIGH-LEVEL, MINISTERIAL CONFERENCE
ON AVIATION SECURITY
(Montreal, 19 to 20 February 2002)**

The High-level, Ministerial Conference on Aviation Security, convened by the International Civil Aviation Organization (ICAO) at its Headquarters in Montreal on 19 and 20 February 2002 and attended by Ministers and other high-level officials representing 154 States and 24 international organizations:

Reaffirming condemnation of the use of civil aircraft as weapons of destruction as well as of other acts of unlawful interference with civil aviation wherever and by whomsoever and for whatever reason they are perpetrated;

Mindful of the need for strengthening measures to prevent all acts of unlawful interference with civil aviation;

Emphasizing the vital role which civil aviation plays in economic development;

Stressing the preeminence of safety and security as underlying fundamentals in civil aviation which need global address;

Reaffirming the responsibility of States for the security and the safety of civil aviation, irrespective of whether the air transport and related services concerned are provided by Government, autonomous or private entities;

Noting the significant improvements in aviation security recently initiated in a large number of States;

Recognizing that a uniform approach in a global system is essential to ensure aviation security throughout the world and that deficiencies in any part of the system constitute a threat to the entire global system;

Affirming that a global aviation security system imposes a collective responsibility on all States;

Noting that the additional resources which will be required to meet enhanced aviation security measures may create an undue financial burden on the already limited resources of developing countries;

DECLARES its commitment to:

- achieve full implementation of the multilateral conventions on aviation security and the ICAO Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) as well as ICAO Assembly Resolutions and Council Decisions relating to aviation security and safety;
- apply within national territories appropriate additional aviation security measures to meet the level of threat;

- foster international cooperation in the field of aviation security and harmonize the implementation of security measures;
- ensure that security measures are implemented in a most cost effective way in order to avoid undue burden on civil aviation;
- ensure to the extent possible that security measures do not disrupt or impede the flow of passengers, freight, mail or aircraft;
- ensure that security measures are implemented in a manner which is objective and non-discriminatory on the basis of gender, race, religion or nationality;
- enhance the quality of human resource functioning within aviation security, including application of sustained education and training; and
- restore public confidence in air travel and revitalize the air transport industry;

ENDORSES the establishment of a comprehensive ICAO *Aviation Security Plan of Action* for strengthening aviation security worldwide, including:

- identification, analysis and development of an effective global response to new and emerging threats, integrating timely measures to be taken in specific fields including airports, aircraft and air traffic control systems;
- strengthening of the security-related provisions in the Annexes to the *Convention on International Civil Aviation*, using expedited procedures where warranted and subject to overall safety considerations, notably in the first instance to provide for protection of the flight deck;
- regular, mandatory, systematic and harmonized aviation security audits to evaluate security in place in all Contracting States at national level and, on a sample basis, at airport level for each State, under the ICAO Aviation Security Mechanism;
- close coordination and coherence with audit programmes at the regional and sub-regional level;
- processing of the results by ICAO in a way which reconciles confidentiality and transparency; and
- a follow-up programme for assistance, with rectification of identified deficiencies;

CALLS ON the Council of ICAO to develop this *Plan of Action* for adoption not later than 14 June 2002 (the closing date of the 166th Session of the Council) and implementation commencing immediately thereafter;

CALLS ON the full and active participation of all ICAO Member States and, where applicable, of relevant international organizations, in implementation of the *Plan of Action* in order to achieve concrete results at the earliest possible date; and

CALLS ON States, international organizations and civil aviation industry to provide, on a voluntary basis, adequate funding and/or assistance in kind for implementation of the *Plan of Action*, both for ICAO activities and to enable all States worldwide to meet the requirements of enhanced security measures on a sustainable basis.

Part 3

MARKET ACCESS

3.1 One key element in international air transport regulation and liberalization is the exchange of commercial rights between States, mainly on market access rights or traffic rights as they are often referred. ICAO developed and adopted relevant policy guidance dealing with this matter, which includes policy statements, Assembly resolutions and recommendations by air transport conferences.

A. ICAO LONG-TERM VISION FOR INTERNATIONAL AIR TRANSPORT LIBERALIZATION

3.2 One of the recommendations of ATConf/6 is for ICAO to develop a long-term vision for international air transport liberalization, including examination of an international agreement for States to liberalize market access. In response to the recommendation, an ICAO long-term vision was developed with the assistance of the Air Transport Regulation Panel (ATRP) and through consultation with ICAO Member States. The long-term vision was adopted by the Council in June 2015 and was subsequently disseminated through a State Letter to all States as a reference point and an inspirational guide for them to pursue their liberalization goals. The text of the vision is reproduced below.

We, the Member States of the International Civil Aviation Organization, resolve to actively pursue the continuous liberalization of international air transport to the benefit of all stakeholders and the economy at large. We will be guided by the need to ensure respect for the highest levels of safety and security and the principle of fair and equal opportunity for all States and their stakeholders.

B. LIBERALIZATION OF MARKET ACCESS

3.3 Reproduced below are excerpts from Assembly resolutions, and conclusions and recommendations of air transport conferences relating to liberalization of market access in international air transport.

Assembly Resolution
(excerpts)

A38-14, Appendix A, Section 1. Agreements and arrangements

The Assembly:

...

7. *Urges* Member States to continue to pursue liberalization of market access at a pace and in a manner appropriate to needs and circumstances, given due regard to the interests of all stakeholders, the changing business environment and infrastructure requirements;

...

13. *Requests* the Council to develop and adopt a long-term vision for international air transport liberalization, including examination of an international agreement by which States could liberalize market access, taking into account the past experience and achievements of States, including existing market access liberalization agreements concluded at bilateral, regional and multilateral levels, as well as the various proposals presented during the Sixth Worldwide Air Transport Conference (ATConf/6);

...

A39-15, Appendix A, Section 1. Basic principles and long-term vision

...

The Assembly:

...

2. *Encourages* Member States to pursue liberalization of market access at a pace and in a manner appropriate to needs and circumstances, giving due regard to the interests of all stakeholders, the changing business environment and infrastructure requirements, as well as to the principles pertaining to safeguard measures designed to ensure the sustained and effective participation of all States, including the principle of giving special consideration to the interests and needs of developing countries;

11. *Requests* the Council to complete the examination of an international agreement by which States could liberalize market access, and continue the development of an international agreement to liberalize air carrier ownership and control and a specific international agreement to facilitate further liberalization of air cargo services, taking into account the goals of the ICAO long-term vision for international air transport liberalization, and the past experience and achievements of States, including existing market access liberalization agreements concluded at bilateral, regional and multilateral levels, as well as the various proposals presented during the Sixth Worldwide Air Transport Conference (ATConf/6);

...

ATConf/6 Recommendations

Recommendation 2.1/1—Market access liberalization

The Conference recommends that:

- a) States should continue to pursue liberalization of market access at a pace and in a manner appropriate to needs and circumstances, giving due regard to the interests of all stakeholders, the changing business environment and infrastructure requirements;

- b) ICAO should develop and adopt a long-term vision for international air transport liberalization, including examination of an international agreement by which States could liberalize market access, taking into account the past experience and achievements of States, including existing market access liberalization agreements concluded at bilateral, regional and multilateral levels, as well as the various proposals presented during the Conference;
- c) ICAO should work with all parties concerned, undertaking consultation with experts, States, the industry, interested organizations and other stakeholders to build a common understanding and obtain consensus for the development of the long-term vision and related regulatory arrangements;
- d) ICAO should continue to provide guidance and assistance to States in facilitating market access liberalization, using facilities such as the ICAO Air Services Negotiation Conference (ICAN); and
- e) ICAO should keep its policy guidance on air transport regulation and liberalization current and responsive to changes and to the needs of States, and consider additional means by which to facilitate liberalization.

ATConf/5 Conclusions

PART I. LIBERALIZATION OF MARKET ACCESS

CONCLUSIONS

From the documentation and ensuing discussion on the liberalization of market access under Agenda Item 2.2, the Conference concluded that:

- a) since the Worldwide Air Transport Conference (ATConf/4) in 1994, considerable progress has been made in liberalization of market access, particularly at the bilateral, subregional and regional levels. More importantly, States have generally become more open and receptive towards liberalization, with many adjusting their policies and practices to meet the challenges of liberalization;
- b) experience in the past decade has confirmed that the existing bilateral, regional and multilateral regulatory regimes based on the Chicago Convention can and do coexist, and can each accommodate different approaches to air transport regulation. These regimes continue to provide a viable and flexible platform for States in pursuing liberalization according to their specific needs, objectives and circumstances. The number of “open skies” and other liberal agreements are evidence that these regimes have been very effective in increasing liberalization, and the momentum should be maintained;
- c) the International Air Services Transit Agreement (IASTA) is important for liberalization and the operation of international air services. States should therefore be urged to pursue, and ICAO continue to promote, universal adherence to and implementation of the IASTA;
- d) applying the basic GATS principle of most favoured nation (MFN) treatment to traffic rights remains a complex and difficult issue. While there is some support to extend the GATS Annex on Air Transport Services to include some so called “soft rights” as well as some aspects of “hard rights”, there is no global consensus on whether or how this would be pursued. It is also inconclusive at this stage as to whether the GATS is an effective option for air transport liberalization;
- e) while multilateralism in commercial rights to the greatest extent possible continues to be an objective of ICAO, conditions are not ripe at this stage for a global multilateral agreement for the exchange of traffic rights. States should continue to pursue liberalization in this regard at their own choice and own pace,

using bilateral, regional and/or multilateral avenues as appropriate. The ICAO Template Air Services Agreements (TASAs) provide detailed guidance on liberalization options and approaches;

- f) airport congestion has not thus far been a significant constraint on the conclusion by States of liberalized air services agreements. However, in liberalizing market access, due consideration should be given to airport capacity constraints and long-term infrastructure needs. Problems involving air carriers which are unable to exercise their entitled traffic rights at a capacity constrained airport may, if necessary, be addressed in the context of discussions on the relevant air services agreements. In this regard, sympathetic consideration should be given to the request for preferential treatment from those States whose airports are not slot constrained but whose air carriers are unsuccessful in obtaining slots at slot constrained airports, consistent with relevant national legislation and international obligations;
- g) any slot allocation system should be fair, non-discriminatory and transparent, and should take into account the interests of all stakeholders. It should also be globally compatible, aimed at maximizing effective use of airport capacity, simple, practicable and economically sustainable; and
- h) ICAO should continue to monitor closely regulatory and industry developments, develop an inventory of States' practical experience with liberalization and disseminate relevant information to Contracting States. ICAO should also continue to keep current the existing guidance material on the economic regulation of international air transport and develop new guidance, as necessary, to facilitate liberalization and improve harmonization, for example, through the TASAs.

C. LIBERALIZATION OF AIR CARGO SERVICE

3.4 In the context of liberalization of market access, ICAO has addressed the issue of air cargo liberalization in light of the distinct features of its operations, which led to the development of relevant guidance for States. Reproduced below are some clauses in the Assembly resolution and recommendations of air transport conferences dealing with the subject.

Assembly Resolution (excerpts)

A39-15, Appendix A, Section 1. Basic principles and long-term vision

The Assembly:

...

7. *Urges* Member States to give due regard to the distinct features of air cargo services when exchanging market access rights in the framework of air service agreements and grant appropriate rights and operational flexibility so as to promote the development of these services;

...

11. *Requests* the Council to complete the examination of an international agreement by which States could liberalize market access, and continue the development of an international agreement to liberalize air carrier ownership and control and a specific international agreement to facilitate further liberalization of air cargo services, taking into account

the goals of the ICAO long-term vision for international air transport liberalization, and the past experience and achievements of States, including existing market access liberalization agreements concluded at bilateral, regional and multilateral levels, as well as the various proposals presented during the Sixth Worldwide Air Transport Conference (ATConf/6);

...

ATConf/6 Recommendation

Recommendation 2.1/2—Air cargo services

The Conference recommends that:

- a) States should give due regard to the distinct features of air cargo services when exchanging market access rights in the framework of air service agreements and grant appropriate rights and operational flexibility so as to promote the development of these services;
- b) States should continue to liberalize air cargo services through all available avenues, and to share experiences with other States;
- c) ICAO should take the lead in the development of a specific international agreement to facilitate further liberalization of air cargo services, taking into account past experiences and achievements, views of States on existing arrangements, and suggestions made during the Conference; and
- d) in the development of new regulatory arrangements on air cargo, ICAO should engage all parties concerned, and should undertake consultation with experts, States, the industry and interested stakeholders.

ATConf/5 Conclusions

PART III. AIR CARGO

CONCLUSIONS

From the documentation and ensuing discussion on air cargo under Agenda Item 2.2, the Conference concluded that:

- a) air cargo, and in particular all cargo operations, should be considered for accelerated liberalization and regulatory reform in view of its distinct features, the nature of the air cargo industry and the potential trade and economic development benefits possible from such reform;
- b) States should consider the possibility of liberalizing all cargo services using one or more of the following:
 - i) unilateral liberalization of market access for all cargo services without bilateral reciprocity or negotiation;
 - ii) liberalizing all cargo services through bilateral agreements and negotiations to ensure reciprocity; and
 - iii) using a multilateral/plurilateral approach for the liberalization of all cargo services.

The Conference agreed that States should give consideration to the following model clause as an option for use at their discretion in air services agreements:

ANNEX ON AIR CARGO SERVICES

The Parties agree that:

1. Every designated airline when engaged in the international transport of air cargo:
 - a) shall be accorded non-discriminatory treatment with respect to access to facilities for cargo clearance, handling, storage, and facilitation;
 - b) subject to local laws and regulations may use and/or operate directly other modes of transport;
 - c) may use leased aircraft, provided that such operation complies with the equivalent safety and security standards applied to other aircraft of designated airlines;
 - d) may enter into cooperative arrangements with other air carriers including, but not limited to, code-sharing, blocked spaced, and interlining; and
 - e) may determine its own cargo tariffs which may be required to be filed with the aeronautical authorities of either (any) Party.

2. In addition to the rights in paragraph 1 above, every designated airline when engaged in all cargo transportation as scheduled or non-scheduled services may provide such services to and from the territory of each (any) Party, without restriction as to frequency, capacity, routing, type of aircraft, and origin or destination of cargo.

D. PARTICIPATION AND SAFEGUARDS

3.5 The issue of sustained and effective participation in international air transport by all States in the liberalization process was addressed by ICAO since the 1994 Fourth Worldwide Air Transport Conference (ATConf/4). In response to the recommendation of ATConf/4, the Council assigned some of the tasks, including the development and refinement of the safeguard mechanism and "safety net" arrangement, to the Air Transport Regulation Panel (ATRP). Taking into account the basic objective of participation by all States in international air transport, and the general goal of gradual, progressive, orderly and safeguarded change towards market access in its regulation, the ATRP at its ninth meeting in February 1997 developed three recommendations dealing respectively with safeguards (ATRP/9-1), dispute settlement (ATRP/9-2) and participation measures (ATRP/9-3), which were approved by the Council in May 1997 and disseminated to States for their guidance.

The Assembly resolution containing the consolidated statement of continuing ICAO policies in the air transport field also contains clauses addressing the participation issue.

Furthermore, the 2003 Fifth Worldwide Air Transport Conference (ATConf/5) and the 2013 Sixth Worldwide Air Transport Conference (ATConf/6), respectively, addressed these issues and produced related conclusions and recommendations. The text of the Assembly resolution, the ATRP/9 recommendations, and the conclusions and recommendations adopted by ATConf/5 and ATConf/6 are reproduced below, respectively.

Assembly resolution
(excerpts)

A39-15, Appendix A, Section I. Basic principles and long-term vision

Whereas the basic principles of sovereignty, fair and equal opportunity, non-discrimination, interdependence, harmonization and cooperation set out in the Convention have served international air transport well and continue to provide the basis for and contribute to its future development;

Whereas multilateralism in commercial rights to the greatest possible extent continues to be an objective of the Organization;

Whereas within the framework of the Convention, Member States have many differing regulatory goals and policies but share a fundamental objective of participation through reliable and sustained involvement in the international air transport system;

...

The Assembly:

1. *Urges* all Member States to give regard to, and apply, the ICAO long-term vision for international air transport liberalization in policy-making and regulatory practices;

2. *Encourages* Member States to pursue liberalization of market access at a pace and in a manner appropriate to needs and circumstances, giving due regard to the interests of all stakeholders, the changing business environment and infrastructure requirements, as well as to the principles pertaining to safeguard measures designed to ensure the sustained and effective participation of all States, including the principle of giving special consideration to the interests and needs of developing countries;

3. *Urges* Member States to avoid adopting unilateral and extraterritorial measures that may affect the orderly, sustainable and harmonious development of international air transport and to ensure that domestic policies and legislation are not applied to international air transport without taking due account of its special characteristics;

...

Recommendations by the Air Transport Regulation Panel

Recommendation ATRP/9-1: Safeguard Mechanism for Fair Competition

THE PANEL RECOMMENDS:

that States wishing to move towards liberalization of air services in their bilateral and multilateral relationships might consider mutually agreeing on the kinds of competitive practices by a carrier or carriers which would be regarded as unfair, including using some or all of the following as signals of possible unfair competitive behaviour meriting closer examination:

- a) charging fares and rates on routes at levels which are, in the aggregate, insufficient to cover the costs of providing the services to which they relate;
- b) the addition of excessive capacity or frequency of service;
- c) the practices in question are sustained rather than temporary;

- d) the practices in question have a serious economic effect on, or cause significant economic damage to, another carrier;
- e) the practices in question reflect an apparent intent or have the probable effect, of crippling, excluding or driving another carrier from the market; and
- f) behaviour indicating an abuse of dominant position on a route.

Recommendation ATRP/9-2: Dispute Settlement

THE PANEL RECOMMENDS:

- 1) that States wishing to move towards liberalization of air services in their bilateral or regional relationships include in their arrangements, at their discretion, in order to mediate or resolve disputes arising from allegedly unfair competitive practices or abuse of a dominant position, a provision for a dispute settlement mechanism:
 - a) a “High-level” meeting, up to Ministerial level, which parties could use when consultations were unable to resolve a dispute concerning allegedly unfair competitive practices;
 - b) a Mediator or dispute settlement panel, to be constituted from a roster of suitably qualified aviation experts maintained by ICAO. A dispute settlement panel’s determination on the substance of a dispute should preferably be binding on the parties but its decision on the remedy might be recommendatory. Furthermore, a dispute settlement panel should be able to give interim relief along the lines of that contained in the dispute settlement mechanism presented to the Worldwide Air Transport Conference, viz the panel could be “asked by an involved party to rule first on the need for and continuance of any freeze or reversion to the *status quo ante*; damages could be awarded against the complainant when any such freeze or reversion is found to be unjustified”. The parties would, however, need to agree in advance, inter alia, on:
 - i) the terms of reference, procedures, guiding principles or criteria and terms of access to the dispute settlement panel (including whether the parties only or whether private interests such as airlines would have access), bearing in mind the objective and need for a simple, responsive and expeditious process; and
 - ii) how a decision of the dispute settlement panel and any remedy it might develop would be implemented”;
- 2) that ICAO develop and keep up to date, for the purpose of the foregoing mechanism, a list of air transport experts to be available as mediators or members of dispute settlement panels.

Recommendation ATRP/9-3: Participation Measures

THE PANEL RECOMMENDS:

- 1) that States which are moving toward the liberalization of international air services should consider using measures to ensure effective and sustained participation in international air transport; the following being an indicative list of potential measures:

- a) *capacity* — sharing capacity in terms of equal opportunity, to include matching a greater capacity of a competing airline or airlines; progressively allowing the traditional 50/50 exercise of capacity shares up to, for example, 70/30, in stages; allowing mutually agreed incremental capacity increases; using load factor or other general market criteria to trigger automatic increases in capacity; applying a system whereby an airline offering greater capacity may only increase this capacity by the same amount as an airline offering lesser capacity; allowing all-cargo capacity to be operated on the basis of forecasts of demand; setting seasonal capacity according to market forecasts and reassessing the appropriateness of the capacity so established after the fact based on the experience of the air carriers; allowing airlines to shift capacity between passenger and cargo operations; providing for exceptions to agreed capacity limits for new aircraft introduction and for seasonal service; treating code-sharing differently than own-aircraft flights for purposes of capacity;
 - b) *tariffs* — implementing flexible tariff systems to enhance fair and effective competition by allowing air carriers to respond to air transport markets; allowing tariff flexibility within pricing zones (recognizing that implementation is complicated); moving in stages from dual approval, to country of origin, to dual disapproval concepts; not regulating certain tariffs, such as cargo rates, non-scheduled (charter), premium and certain discount fares; allowing a fixed variation in fare levels;
 - c) *market access* — increasing the number of airlines designated; moving from single to multiple designation; granting of multilateral Third, Fourth and Fifth Freedom traffic rights in a regional arrangement; using forms of market access such as code-sharing, alliances, wet-leasing of aircraft; providing a “head start” with respect to certain critical traffic points when market access restrictions are removed; having a protected start-up period for new entry; applying aircraft size restrictions only to regional services; allowing unilateral operation of airlines of foreign countries without any operation by national air carrier(s); removing restrictions on regional services; excluding cargo rights from all restrictions;
 - d) *other* — facilitating non-scheduled flights for inbound tourists (subject to the national regulations of the receiving State); permitting non-reciprocal, extra-bilateral service (including cabotage and Fifth Freedom) to underserved cities or on underserved routes; phasing in more flexible regulation in key commercial areas in a coordinated fashion; assessing the economic results of bilateral agreements on a quantitative basis in view of market circumstances to enhance cooperation such as alliances between and among airlines serving the territory; and waiving the usual bilateral ownership and control provisions; and
- 2) that ICAO should, drawing on the experience of States, keep the list of participation measures current and analyse, where possible, examples of their use by States.

ATConf/5 Conclusions

PART I. SAFEGUARDS TO ENSURE FAIR COMPETITION

CONCLUSIONS

From the documentation and the ensuing discussion on safeguards to ensure fair competition under Agenda Item 2.3, the Conference concluded that:

- a) liberalization must be accompanied by appropriate safeguard measures to ensure fair competition, and effective and sustained participation of all States. Such measures should be an integral part of the liberalization process and a living tool corresponding to the needs and stages of liberalization. Such

measures may include progressive introduction of liberalization, general competition laws, and/or aviation-specific safeguards;

- b) while general competition laws may be an effective tool in many cases, given the differences in competition regimes, the differing stages of liberalization among States and the distinct regulatory framework for international air transport, there may be a need for aviation-specific safeguards to prevent and eliminate unfair competition in international air transport. This may be done by means of an agreed set of anti-competitive practices which can be used, and if necessary modified or added to, by States as indications to trigger necessary regulatory action;
- c) in cases where national competition laws are applied to international air transport, care should be taken to avoid unilateral action. In dealing with competition issues involving foreign air carriers, States should give due consideration to the concerns of other States involved. In this context, cooperation between or among States, especially between or among competition authorities, and between such authorities and aviation authorities, has proved useful in facilitating liberalization and avoiding conflicts;
- d) harmonization of different competition regimes continues to be a major challenge. In cases where disputes arise from the use of aviation-specific safeguards or the application of competition laws, States should seek to resolve their disputes through the consultation and dispute settlement mechanisms available under relevant air services agreements, and in the case of the latter, by making use of the existing ICAO guidance on competition laws contained in *Policy and Guidance Material on the Economic Regulation of International Air Transport* (Doc 9587);
- e) the extraterritorial application of national competition laws can affect cooperative arrangements regarded by many as essential for the efficiency, regularity and viability of international air transport, certain forms of which benefit both users and air carriers alike. Consequently, where antitrust or competition laws apply to such arrangements, decisions should take into account the need for inter-carrier cooperation, including interlining, to continue where they benefit users and air carriers; and
- f) ICAO should continue to monitor developments in this area, and update its guidance material on competition and safeguards, where necessary and in light of the evolution of liberalization.

The Conference agreed that States should give consideration to the following model clause as an option for use at their discretion in air services agreements:

“Safeguards against anti-competitive practices

1. *The Parties agree that the following airline practices may be regarded as possible unfair competitive practices which may merit closer examination:*
 - a) *charging fares and rates on routes at levels which are, in the aggregate, insufficient to cover the costs of providing the services to which they relate;*
 - b) *the addition of excessive capacity or frequency of service;*
 - c) *the practices in question are sustained rather than temporary;*
 - d) *the practices in question have a serious negative economic effect on, or cause significant damage to, another airline;*
 - e) *the practices in question reflect an apparent intent or have the probable effect, of crippling, excluding or driving another airline from the market; and*

- f) *behaviour indicating an abuse of dominant position on the route.*
2. *If the aeronautical authorities of one Party consider that an operation or operations intended or conducted by the designated airline of the other Party may constitute unfair competitive behaviour in accordance with the indicators listed in paragraph 1, they may request consultation in accordance with Article __ (Consultation) with a view to resolving the problem. Any such request shall be accompanied by notice of the reasons for the request, and the consultation shall begin within 15 days of the request.*
3. *If the Parties fail to reach a resolution of the problem through consultations, either Party may invoke the dispute resolution mechanism under Article __ (Settlement of disputes) to resolve the dispute.”*

PART II. SUSTAINABILITY AND PARTICIPATION

CONCLUSIONS

From the documentation and ensuing discussion on sustainability and participation under Agenda Item 2.3, the Conference concluded that:

- a) in a situation of transition to liberalization or even in an already-liberalized market, States may wish to continue providing some form of assistance to their airlines in order to ensure sustainability of the air transport industry and to address their legitimate concerns relating to assurance of services. However, States should bear in mind that provision of State aids/subsidies which confer benefits on national air carriers but are not available to competitors in the same market may distort trade in international air services and may constitute unfair competitive practices;
- b) because of the lack of an acceptable quantification method and the existence of various non-monetary measures, it is very difficult to estimate accurately the full scale of State assistance and the impact of specific State assistance on competition. Given this difficulty, States should recognize that any actions against foreign airlines which receive State aids/subsidies might lead to retaliatory action by the affected State and hamper the ongoing liberalization of international air transport;
- c) there may be some instances where State assistance can produce economic and/or social benefits in terms of restructuring of air carriers and assurance of services. Even in such special cases, however, States should take transparent and effective measures accompanied by clear criteria and methodology to ensure that aids/subsidies do not adversely impact on competition in the marketplace;
- d) States should consider the possibility of identifying and permitting assistance for essential service on specified routes of a public service nature in their air transport relationships; and
- e) to ensure the effective and sustained participation of developing countries and to facilitate the liberalization process, States should take into consideration in their air transport relationships the interests and needs of States with less-competitive air carriers and, wherever appropriate, grant preferential and participation measures. Such measures may be incorporated in the “Transition Annex” in their air services agreements.

The Conference agreed that States should give consideration to the following regulatory arrangement, in the form of a framework for a “Transition Annex” together with explanatory notes as an option for use at their discretion in air services agreements:

TRANSITION ANNEX*

The following transitional measures shall expire on (date), or such earlier date, as is agreed upon by the Parties:

1. *Notwithstanding the provisions of Article __ (or Annex __), the designated airline (or airlines) of Party A (or each Party) may (shall)*
2. *Notwithstanding the provisions of Article __ (or Annex __), the designated airline (or airlines) of Party A (or each Party) may (shall) ... as follows:*
 - a) *From (date) through (date), ...; and*
 - b) *From (date) through (date),*
3. *Notwithstanding the provisions of Article __ (or Annex __), the following provisions shall govern*

***Explanatory Notes**

- a) The first clause would be used when a particular Article (or Annex) would not take effect immediately but be implemented in a limited way during the transition period. The second clause would be similar to the first clause but with phase-in periods. The third clause would be used when an Article (or Annex) would not take effect immediately and a different scheme would be applied during the transition period; and
- b) The following is an indicative list in the form of a framework for a Transition Annex, for States to use at their discretion in bilateral, regional or plurilateral air services agreements: the number of designated airlines, ownership and control criteria, capacity and frequency, routes and traffic rights, code-sharing, charter operations, intermodal services, tariffs, slot allocation and “doing business” matters such as ground handling. The language in the Annex is a framework, into which the Parties would need to agree on the terms and wording. ICAO Doc 9587 contains material on possible participation and preferential measures.

ATConf/6 Conclusions and Recommendations**CONCLUSIONS**

As a result of the documentation considered and ensuing discussion on safeguards under Agenda Item 2.5, the Conference concluded that:

- a) in the liberalization process of international air transport, there is a continued need for safeguards by some States due to the disparity in the stages of the development, strength of air carriers, and geographical locations, as well as the need to ensure sustainable development;
- b) the guidance developed by ICAO on safeguard measures pertaining to effective participation in international air transport, assurance of service and State aid/subsidies, essential air services, and avoidance of unilateral action, continues to be relevant, and should be kept current and responsive to changes and States' requirements; and
- c) in regulatory practices, States should give due regard to the common interest of the aviation community and the concerns of other States. Particular attention should be given to the ICAO policy guidance on the avoidance of unilateral action that could negatively affect the efficient and sustainable development of international air transport.

Recommendation 2.5/1—Safeguard Measures

The Conference recommends that:

- a) in the liberalization process, States should give due regard to the principles agreed upon by the aviation community at the various ICAO fora pertaining to safeguard measures designed to ensure the sustained and effective participation of all States in international air transport, including the principle of giving special consideration to the interests and needs of developing countries;
 - b) in regulatory practices, States should refrain from taking unilateral action that would negatively affect the common interest of the aviation community and the efficient and sustainable development of international air transport;
 - c) ICAO should actively promote and encourage States to use the relevant ICAO guidance on safeguard measures in their regulatory practices, and to share with ICAO and other States their experiences in liberalization; and
 - d) ICAO should continue to monitor developments with respect to safeguards, and should keep related guidance current and responsive to changes and needs of States and, where required, work with States, interested organizations and aviation stakeholders to develop further guidance.
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Part 4

AIRLINE OWNERSHIP AND CONTROL, JOINT OPERATIONS

A. AIRLINE OWNERSHIP AND CONTROL

4.1 Joint ownership and operation of international air services was considered by the 16th Session of the Assembly which adopted Resolution A16-33 on the subject. In order to ease the problem faced by certain developing countries arising from the strict application by other States of the traditional airline ownership and control criterion, the 24th Session of the Assembly adopted Resolution A24-12 which introduced the concept of “community of interest” in respect of airline designation. These two resolutions have been incorporated into the consolidated statement of continuing ICAO policies in the air transport field, contained firstly in Resolution A32-17 which was superseded by subsequently updated resolutions.

As air transport liberalization evolves, the issue of airline ownership and control has become a key issue in the context of liberalization of international air transport regulation. ICAO has addressed the issue extensively, including at the air transport conferences since 1994 and has produced policy guidance for States. Provided below are relevant excerpts from Assembly Resolution A39-15, and conclusions and recommendations of the air transport conferences.

Assembly Resolutions (excerpts)

A39-15, Appendix A, Section II. Air carrier ownership and control

Whereas the strict application of the criterion of substantial ownership and effective control for the authorization of an airline to exercise route and other air transport rights could deny many States a fair and equal opportunity to operate international air services and to optimize the benefits to be derived therefrom;

Whereas airline designation and authorization for market access should be liberalized at each State's pace and discretion progressively, flexibly and with effective regulatory control in particular regarding safety and security;

Whereas the broadening or the flexible application of the criteria for airline designation and authorization could help create an operating environment in which international air transport may develop and flourish in a stable, efficient and economical manner, and contribute to the participation objectives of States in the liberalization process, without prejudice to States' obligations for aviation safety and security; and

Whereas the realization of developmental objectives among States is increasingly being promoted by cooperative arrangements in the form of regional economic groupings and functional cooperation symbolic of the affinity and community of interest;

The Assembly:

1. *Urges* Member States to continue to liberalize air carrier ownership and control, according to needs and circumstances, through various existing measures such as waivers of ownership and control restrictions in bilateral air services agreements or designation provisions recognizing the concept of community of interest within regional or subregional economic groupings, and those recommended by ICAO;
2. *Urges* Member States to accept such designations and allow such airlines to exercise the route rights and other air transport rights of a State or States, in particular developing States, within the same grouping, under mutually acceptable terms and conditions including air transport agreements negotiated or to be negotiated by the parties concerned;
3. *Urges* Member States to recognize the concept of community of interest within regional or subregional economic groupings as a valid basis for the designation by one State or States of an airline of another State or States within the same regional economic grouping where such airline is substantially owned and effectively controlled by such other State or States or its or their nationals;
4. *Urges* Member States to give consideration to the use of alternative criteria for airline designation and authorization, including those developed by ICAO, and to adopt a flexible and positive approach to accommodate other States in efforts to liberalize air carrier ownership and control without compromising safety and security;
5. *Invites* Member States with experience in various forms of joint operation of international air services to submit to the Council, on a continuing basis, information concerning their experience, so that the Organization may have information that might be of assistance to Member States;
6. *Requests* the Council, when approached, to render all feasible assistance to Member States wishing to enter regional or subregional economic groupings with respect to the operation of international air services; and
7. *Requests* the Council to give assistance, when approached, to Member States that take the initiative in developing cooperative arrangements for the joint ownership and operation of international air services, directly among themselves or whose airlines develop such arrangements, and to promptly circulate to States information concerning such cooperative arrangements.

Recommendations of ATConf/6**Recommendation 2.2/1— Air carrier ownership and control**

The Conference Recommends that:

- a) States should continue to liberalize air carrier ownership and control, according to needs and circumstances, through various existing measures, such as waiver of ownership and control restrictions in bilateral air services agreements, and those recommended by ICAO. Regional organizations should, in cooperation with ICAO, play a role in facilitating and assisting States in the liberalization process;
- b) ICAO should continue to promote its policy guidance on air carrier ownership and control and encourage States to use its guidance in regulatory practice. It should keep its policy guidance current and responsive to changing situations and to the requirements of States; where required, ICAO should study and develop guidance on important issues that may arise as liberalization progresses;

- c) ICAO should initiate work on the development of an international agreement to liberalize air carrier ownership and control, taking into consideration safety and security concerns, the principle of reciprocity, the need to allow a gradual and progressive adaptation with safeguards, the need to take account of regional experiences, the requirements of various States' domestic laws, and the effects on all stakeholders, including labour;
- d) ICAO should involve all parties concerned in the development of the international agreement, and should undertake consultation with experts, States, aviation stakeholders and interested organizations.

4.2 The 2003 Fifth Worldwide Air Transport Conference (ATConf/5) reached conclusions on the issue of air carrier ownership and control and recommended model clauses on airline designation and authorization for optional use by States in their air services agreements, which were endorsed later by the Council along with other conference conclusions. The conclusions and the model clauses are reproduced below. The model bilateral clauses were incorporated in the ICAO Template Air Services Agreement (TASA) which is at Appendix 1 to this document.

ATConf/5 Conclusions

Agenda Item 2.1: Air Carrier ownership and control

CONCLUSIONS

From the documentation and ensuing discussion on air carrier ownership and control under Agenda Item 2.1, the Conference concluded that:

- a) growing and widespread liberalization, privatization and globalization call for regulatory modernization in respect of conditions for air carrier designation and authorization in order to enable carriers to adapt to the dynamic environment. While there are concerns to be addressed, there could also be benefits in liberalizing air carrier ownership and control provisions. Past experience of liberalization in ownership and control has demonstrated that it can take place without conflicting with the obligations of the parties under the Chicago Convention and without undermining the nature of international air transport;
- b) there is widespread support by States for liberalization, in some form, of provisions governing air carrier designation and authorization. Particular approaches vary widely from substantial broadening of provisions beyond national ownership and control in the near term, through gradual reduction of specified proportions of national ownership, to limited change for the time being regarding certain types of operations (for example non-scheduled or cargo), application within certain geographic regions, or simply case by-case consideration;
- c) there is a consequential need for flexibility in associated regulatory arrangements to enable all States to follow the approach of their own choice at their own pace while accommodating the approaches chosen by others;
- d) whatever the form and pace of liberalization, conditions for air carrier designation and authorization should ensure that safety and security remain paramount, and that clear lines of responsibility and accountability for safety and security are established for the parties involved in liberalized arrangements;

- e) in liberalizing the conditions for air carrier designation and authorization, States should ensure that the economic and social impact, including the concerns of labour, are properly addressed, and that other potential risks associated with foreign investments (such as flight of capital, uncertainty for assurance of service) are fully taken into account;
- f) the regulatory arrangement in paragraph 2.1.3.2 below provides a practical option for States wishing to liberalize provisions regarding air carrier designation and authorization in their air services agreements. Complementing other options already developed by ICAO (including that of “community of interest”), it would facilitate and contribute to the pursuit by States of the general goal of progressive regulatory liberalization. While it is up to each State to choose its liberalization approach and direction based on national interest, the use of the arrangement could be a catalyst for broader liberalization. However, use of the arrangement by a State would not necessitate that State changing its existing laws or regulations pertaining to national ownership and control for its own carriers;
- g) given the flexibility already existing in the framework of air services agreements, States may, in the short term and at their discretion, take more positive approaches (including coordinated action) to facilitating liberalization by accepting designated foreign air carriers that might not meet the traditional national ownership and control criteria or the criteria of principle place of business and effective regulatory control;
- h) States may choose to liberalize air carrier ownership and control on a unilateral, bilateral, regional, plurilateral or multilateral basis; and
- i) ICAO has played, and should continue to play, a leading role in facilitating liberalization in this area, should promote the Organization’s guidance, keep developments under review and study further, as necessary, the underlying issues in the broader context of progressive liberalization.

Without prejudice to the specificities of regional agreements, the Conference agreed that States should give consideration to the following model clause as an option for use at their discretion in air services agreements.

“Article X: Designation and Authorization

1. *Each Party shall have the right to designate in writing to the other Party [an airline] [one or more airlines] [as many airlines as it wishes] to operate the agreed services [in accordance with this Agreement] and to withdraw or alter such designation.*

2. *On receipt of such a designation, and of application from the designated airline, in the form and manner prescribed for operating authorization [and technical permission,] each Party shall grant the appropriate operating authorization with minimum procedural delay, provided that:*

- a) *the designated airline has its principal place of business* [and permanent residence] in the territory of the designating Party;*
- b) *the Party designating the airline has and maintains effective regulatory control** of the airline;*
- c) *the Party designating the airline is in compliance with the provisions set forth in Article ___ (Safety) and Article ___ (Aviation security); and*
- d) *the designated airline is qualified to meet other conditions prescribed under the laws and regulations normally applied to the operation of international air transport services by the Party receiving the designation.*

3. On receipt of the operating authorization of paragraph 2, a designated airline may at any time begin to operate the agreed services for which it is so designated, provided that the airline complies with the applicable provisions of this Agreement.

Integral Notes:

(i) *evidence of principal place of business is predicated upon: the airline is established and incorporated in the territory of the designating Party in accordance with relevant national laws and regulations, has a substantial amount of its operations and capital investment in physical facilities in the territory of the designating Party, pays income tax, registers and bases its aircraft there, and employs a significant number of nationals in managerial, technical and operational positions.

**evidence of effective regulatory control is predicated upon but is not limited to: the airline holds a valid operating licence or permit issued by the licensing authority such as an Air Operator Certificate (AOC), meets the criteria of the designating Party for the operation of international air services, such as proof of financial health, ability to meet public interest requirement, obligations for assurance of service; and the designating Party has and maintains safety and security oversight programmes in compliance with ICAO standards.”

(ii) The conditions set forth in paragraph 2 of this Article should also be used in the Article ___ (Revocation of authorization).”

B. JOINT OPERATING ORGANIZATIONS AND POOLED SERVICES

4.3 Three Articles of the Chicago Convention deal with joint operating organizations and pooled services.

Article 77

Joint operating organizations permitted

Nothing in this Convention shall prevent two or more Contracting States from constituting joint air transport operating organizations or international operating agencies and from pooling their air services on any routes or in any regions, but such organizations or agencies and such pooled services shall be subject to all the provisions of this Convention, including those relating to the registration of agreements with the Council. The Council shall determine in what manner the provisions of this Convention relating to nationality of aircraft shall apply to aircraft operated by international operating agencies.

Article 78

Function of Council

The Council may suggest to Contracting States concerned that they form joint organizations to operate air services on any routes or in any regions.

Article 79*Participation in operating organizations*

A State may participate in joint operating organizations or in pooling arrangements, either through its government or through an airline company or companies designated by its government. The companies may, at the sole discretion of the State concerned, be state-owned or partly state-owned or privately owned.

C. AIRCRAFT OPERATED BY INTERNATIONAL OPERATING AGENCIES

4.4 In 1967, the Council adopted a resolution (with three appendices) prescribing the manner in which the provisions of the Chicago Convention shall apply to aircraft operated by international operating agencies.

**Resolution adopted by the Council on nationality and registration
of aircraft operated by international operating agencies**

THE COUNCIL

CONSIDERING the provisions of Article 77 of the *Convention on International Civil Aviation*, the last sentence of which reads: "The Council shall determine in what manner the provisions of this Convention relating to nationality of aircraft shall apply to aircraft operated by international operating agencies;"

CONSIDERING the Report on this subject of the Legal Committee, Doc 8704-LC/155, 22/9/67, Annex C;

CONSIDERING the conclusions of the Legal Committee as expressed in the said Report;

AGREEING that, without any amendment to the *Convention on International Civil Aviation*, the provisions of the Convention can be made applicable, by a determination of the Council under said Article 77, to aircraft which are not registered on a national basis, such as aircraft "jointly registered" or "internationally registered" (which concepts are defined in Appendix 1 hereto) subject, however, to fulfilment of certain basic criteria, which have been established by the Council;

HOLDING that a determination by the Council pursuant to, and within the scope of, said Article 77 of the Convention, and made in accordance with the procedures indicated below, will be binding on all Contracting States and that, accordingly, in the case of aircraft which are jointly registered or internationally registered and in respect of which the basic criteria which have been established by the Council are fulfilled, the rights and obligations under the said Convention would be applicable as in the case of nationally registered aircraft of a Contracting State;

RESOLVES that the process of determination contemplated in said Article 77 shall include the application of the basic criteria which have been established by the Council to each particular plan for joint or international registration which might be brought before it, with appropriate and definite information relating to and describing such plan, by States constituting the international operating agency concerned;

DECIDES, with regard to the establishment of the basic criteria referred to in the three preceding paragraphs, as follows:

- a) In cases of joint registration, to adopt the basic criteria specified in Part I of Appendix 2 hereto;
- b) In cases of international registration, to be guided by Part II of Appendix 2 hereto.

NOTES, in connection with the foregoing process of determination, that, while the Council has discretion to arrive at such determination as it deems appropriate, in the case of joint registration described in Appendix 3 hereto, there should be little problem in regard to the fulfilment of the basic criteria specified in Part I of Appendix 2 hereto and, therefore, a determination by the Council in such or similar cases should merely be formal and could automatically be given;

NOTES also that other cases of joint registration and all cases of international registration may well require different approaches;

DECIDES that, upon completion of the process of determination as specified above for a particular plan which in the opinion of the Council would satisfy the basic criteria specified in Appendix 2 hereto, the manner of application of the provisions of the Convention relating to nationality of aircraft be as follows:

1. In the case of joint or international registration, all the aircraft of a given international operating agency shall have a common mark, and not the nationality mark of any particular State, and the provisions of the Convention which refer to nationality marks (Articles 12 and 20 of the Convention) and Annex 7 to the Convention shall be applied *mutatis mutandis*;
2. Without prejudice to the rights of other Contracting States as provided for in C of Appendix 2 hereto and in Note 2 therein, each such aircraft shall, for the purposes of the Convention, be deemed to have the nationality of each of the States constituting the international operating agency;
3. For the application of Articles 25 and 26 of the Convention, the State which maintains the joint register or the relevant part of the joint register pertaining to a particular aircraft shall be considered to be the State in which the aircraft is registered; and

DECLARES that:

1. This Resolution applies only when all the States constituting the international operating agency are and remain parties to the Chicago Convention.
2. This Resolution does not apply to the case of an aircraft which, although operated by an international operating agency, is registered on a national basis.

Appendix 1

For the purpose of this Resolution

- the expression “Joint registration” indicates that system of registration of aircraft according to which the States constituting an international operating agency would establish a register other than the national register for the joint registration of aircraft to be operated by the agency, and
- the expression “international registration” denotes the cases where the aircraft to be operated by an international operating agency would be registered not on a national basis but with an international organization having legal personality, whether or not such international organization is composed of the same States as have constituted the international operating agency.

Appendix 2*Basic criteria*Part I — In the case of *joint registration*:

- A. The States constituting the international operating agency shall be jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a State of registry.
- B. The States constituting the international operating agency shall identify for each aircraft an appropriate State from among themselves which shall be entrusted with the duty of receiving and replying to representations which might be made by other Contracting States of the Chicago Convention concerning that aircraft. This identification shall be only for practical purposes and without prejudice to the joint and several responsibility of the States participating in the agency, and the duties assumed by the State so identified shall be exercised on its own behalf and on behalf of all the other participating States. (See also Note 1 below.)
- C. The operation of the aircraft concerned shall not give rise to any discrimination against aircraft registered in other Contracting States with respect to the provisions of the Chicago Convention. (See also Note 2 below.)
- D. The States constituting the international operating agency shall ensure that their laws, regulations and procedures as they relate to the aircraft and personnel of the international operating agency when engaged in international air navigation shall meet in a uniform manner the obligations under the Chicago Convention and the Annexes thereto.

Part II — In the case of *international registration*:

The Council, in arriving at its determination, shall be satisfied that any system of international registration devised by the States constituting the international operating agency gives the other Member States of ICAO sufficient guarantees that the provisions of the Chicago Convention are complied with. In this connection the criteria mentioned in A, C and D above shall, in any event, be applicable, it being understood that additional criteria may be adopted by the Council.

Note 1.— In connection with B above, in the case of joint registration the functions of a State of registration under the Convention (in particular, the issue of certificates of registration and the issue and validation of certificates of airworthiness and of licences for the operating crew) shall be performed by the State which maintains the joint register or the relevant part of the joint register pertaining to a particular aircraft. In any case, the exercise of such functions shall be done on behalf of all the States jointly.

Note 2.— In connection with C above, and with reference to the undermentioned Articles of the Chicago Convention, it is noted as follows:

- *Article 7 (Cabotage): The mere fact of joint or international registration under Article 77 would not operate to constitute the geographical area of the multinational group as a cabotage area.*
- *Article 9 (Prohibited Areas) and Article 15 (Airport and Similar Charges): The mere fact of joint or international registration under Article 77 will not affect the application of these Articles.*
- *Article 27 (Patent Claims): The requirement of this Article being that a given State should be not only a party to the Chicago Convention but also a party to the International Convention for the Protection of Industrial Property, it might be that, in a particular case, one or other of the States constituting an international operating agency was not a party to the latter Convention. In such case the interests of that State are not protected by the terms of Article 27.*

Appendix 3

In connection with the present Resolution, the Council had before it the following scheme of joint registration, noting, at the same time, that other schemes might also be possible:

- a) The States constituting the international operating agency will establish a joint register for registration of aircraft to be operated by the agency. This will be separate and distinct from any national register, which any of those States may maintain in the usual way.
 - b) The joint register may be undivided or consist of several parts. In the former case, the register will be maintained by one of the States constituting the international operating agency and, in the latter case, each part will be maintained by one or other of these States.
 - c) An aircraft can be registered only once, namely, in the joint register or, in the case where there are different parts, in that part of the joint register which is maintained by a given State.
 - d) All aircraft registered in the joint register or in any part thereof shall have one common marking, in lieu of a national mark.
 - e) The functions of a State of registration under the Chicago Convention (for example, the issuance of the certificate of registration, certificate of airworthiness or licences of crew) shall be performed by the State which maintains the joint register or by the State which maintains the relevant part of that register. In any case, the exercise of such functions shall be done on behalf of all the States jointly.
 - f) Notwithstanding e) above, the responsibilities of a State of registration with respect to the various provisions of the Chicago Convention shall be the joint and several responsibility of all the States which constitute the international operating agency. Any complaint by other Contracting States will be accepted by each or all of the States mentioned.
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Part 5

CONSUMER PROTECTION

A. ICAO CORE PRINCIPLES ON CONSUMER PROTECTION

5.1 In response to a recommendation of the Sixth Worldwide Air Transport Conference (ATConf/6), ICAO developed a set of high-level, non-binding, non-prescriptive core principles on consumer protection with the assistance of the Air Transport Regulation Panel (ATRP) and through consultation with States and major industry stakeholders. The core principles were adopted in June 2015 by the Council which were disseminated to States and stakeholders as guidance. The core principles are reproduced below.

1. Preamble

1.1. Recognizing that passengers can benefit from a competitive air transport sector, which offers more choice in fare-service trade-offs and which may encourage carriers to improve their offerings, passengers, including those with disabilities, can also benefit from consumer protection regimes.

1.2. Government authorities should have the flexibility to develop consumer protection regimes which strike an appropriate balance between protection of consumers and industry competitiveness and which take into account States' different social, political, and economic characteristics, without prejudice to the safety and security of aviation. National and regional consumer protection regimes should i) reflect the principle of proportionality ii) allow for the consideration of the impact of massive disruptions, iii) be consistent with the international treaty regimes on air carrier liability established by the Convention for the Unification of Certain Rules Relating to International Carriage by Air (Warsaw, 1929) and its amending instruments, and the Convention for the Unification of Certain Rules Relating to International Carriage by Air (Montréal, 1999).

2. Before the travel

2.1. Recognizing the variety of air transport products in the market, passengers should have access to information on their rights and clear guidance on which legal or other protections apply in their specific situation, including the assistance expected, for example, in case of service disruption. To help air passengers make informed choices among different price and service offerings, consumer education efforts could be considered to increase awareness of passengers consumer rights and the available avenues for recourse should disputes arise. Efforts should also be made to increase awareness by passengers of airline products available in the market, different airline policies and contractual rights.

2.2. Passengers should have clear, transparent access to all pertinent information regarding the characteristics of the air transport product that is being sought, prior to purchasing the ticket, including the following:

- a) total price, including the applicable air fare, taxes, charges, surcharges and fees;
- b) general conditions applying to the fare; and

- c) identity of the airline actually operating the flight, and advice on any change occurring after the purchase as soon as possible.

3. During the travel

3.1. Passengers should be kept regularly informed throughout their journey on any special circumstances affecting their flight, particularly in the event of a service disruption.

3.2. Passengers should receive due attention in cases of a service disruption, whether they result in the passenger not boarding the flight or in arriving at the destination significantly later than scheduled. This could include rerouting, refund, care and/or compensation where provided by relevant regulations or otherwise.

3.3. Considering that passengers may find themselves in a vulnerable position in situations of massive disruptions, mechanisms should be planned in advance by airlines, airport operators, and all concerned stakeholders, including government authorities, to ensure that passengers receive adequate attention and assistance. Massive disruptions could include situations resulting from circumstances outside of the operator's control that are of a magnitude such that they result in multiple cancellations and/or delays of flights leading to a considerable number of passengers stranded at the airport. Such circumstances could include, for example, events such as meteorological or natural phenomena of a large scale including hurricanes, volcanic eruptions, earthquakes, floods, political instability or similar events and result in large numbers of passengers being stranded away from their home.

3.4. Persons with disabilities should, without derogating from aviation safety, have access to air transport in a non-discriminatory manner and to appropriate assistance. To this end, they are encouraged to provide pre-notification of their needs.

4. After the travel

4.1. Passengers should be able to rely on efficient complaint handling procedures that are clearly communicated to them.

5.2 Provided below is an excerpt taken from the Assembly Resolution A39-15, which urges States to apply the ICAO core principles on consumer protection.

A39-15, Appendix A, Section I. Basic Principles and Long-term Vision

...

The Assembly:

...

9. Urges Member States and concerned stakeholders to give regard to, and apply, the ICAO high-level, non-binding, non-prescriptive core principles on consumer protection in policy-making and regulatory and operational practices, and to keep ICAO informed of the experiences gained or issues encountered in their application;

...

B. ATCONF/5 CONCLUSIONS ON CONSUMER INTERESTS

5.3 In March 2003, the Fifth Worldwide Air Transport Conference (ATConf/5) addressed the issue of consumer interests in the liberalization process and reached some conclusions, which are reproduced below.

Agenda Item 2.4: Consumer interests

CONCLUSIONS

From the documentation and ensuing discussion on consumer interests under Agenda Item 2.4, the Conference concluded that:

- a) as a premise in addressing consumer interests issues, States need to carefully examine what elements of consumer interests in service quality have adequately been dealt with by the current commercial practices of airlines (and service providers if applicable) and what elements need to be handled by the regulatory and/or voluntary commitment approaches*;
- b) States need to strike the right balance between voluntary commitments and regulatory measures, whenever the government intervention is considered necessary to improve service quality. States should rely generally and initially on voluntary commitments undertaken by airlines (and service providers), and when voluntary commitments are not sufficient, consider regulatory measures;
- c) in implementing new regulatory measures, States should minimize the unnecessary differences in the content and application of regulations. Efforts to minimize differences would avoid any potential legal uncertainty that could arise from the extra-territorial application of national laws, without diminishing the scope for competition and hampering the operating standards and procedures for interlining; and
- d) ICAO should continue to monitor developments regarding voluntary commitments to and government regulation of consumer interests with a view to providing useful information to States to assist in the harmonization process. Such monitoring should, in due course, enable ICAO to decide whether some form of action at multilateral level, such as the eventual development of a global code of conduct, is feasible or necessary to ensure harmonization of regulatory measures.

* Secretariat note.— The following indicative lists, together with airlines' conditions of contract/carriage, could serve as checklists of many of the consumer interest subjects States may wish to monitor: 1) availabilities of lower fares including fares at Web site; 2) reservation, ticketing and refund rules; 3) advertisements; 4) airline's commercial and operational conditions; 5) check-in procedures; 6) handling of and compensation for flight delays, cancellation and denied boarding; 7) baggage handling and liability; 8) operational performance disclosure such as on-time performance and complaints; and 9) assistance for the disabled and special-needs passengers (i.e. people with reduced mobility). The revised ICAO Doc 9626 will refer to these subjects.

C. CONSUMER ASPECTS OF CODE-SHARING

5.4 In the 1990s, code-sharing, a practice which involves the use of the flight designator code of one airline on a service performed by a second airline, has become an increasingly popular form of cooperative arrangements between airlines. The 1994 Worldwide Air Transport Conference considered this issue as one of the areas the implications of which should be considered with respect to future regulatory arrangements on market access.

Consequently, the Air Transport Regulation Panel (ATRP), based on a study done by the Secretariat on the subject (published as Circular 269-AT/110), considered the economic and consumer aspects of code-sharing and produced at its ninth meeting the following recommendation (ATRP/9-6) dealing with the latter aspects of the issue. This Recommendation was approved by the Council in May 1997 and disseminated to States for their guidance.

In adopting this Recommendation, the Panel agreed that the necessary information provided for consumers should include flights, operators, intermediate stops and changes of aircraft, airlines and airports. In this regard, several elements of international air transport in addition to the air carriers themselves are involved, including travel agents, computer reservation systems, airports and others involved in facilitation.

Recommendation ATRP/9-6

THE PANEL RECOMMENDS:

that States take the necessary action to ensure that consumers are fully informed and protected with respect to code-shared flights operating to or from their territory and that, as a minimum, passengers be provided with the necessary information in the following ways:

- a) orally and, if possible, in writing at the time of booking;
 - b) in written form, on the ticket itself and/or (if not possible), on the itinerary document accompanying the ticket, or on any other document replacing the ticket, such as a written confirmation, including information on whom to contact in case of a problem and a clear indication of which airline is responsible in case of damage or accident; and
 - c) orally again, by the airline's ground staff at all stages of the journey.
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Part 6

AIRLINE COMMERCIAL MATTERS

6.1 The 1994 Worldwide Air Transport Conference produced four regulatory arrangements on airline commercial activities in the operation of international air services: ground handling, currency conversion and remittance of earnings, employment of non-national personnel, and sale and marketing of air service products. In response to the Conference's recommendation for further work to turn these arrangements into a more formalized structure, the Air Transport Regulation Panel (ATRP) at its Ninth Meeting in February 1997 developed Recommendation ATRP/9-5, which contains model clauses on the four "doing business" matters, plus a new one on payment of local expenses, with related explanatory notes. These model clauses, which supersede the arrangements on the same subjects previously developed by the Conference, were approved by the Council in May 1997 and sent to States for their guidance.

The model clauses, set forth in the following sections, could be used in a bilateral or multilateral agreement. The notes provided for each model clause are an integral part of these regulatory arrangements and are to be used for the purposes of negotiating, interpreting and applying them. These models clauses have also been incorporated in the ICAO Template Air Services Agreements (TASAs) which is presented in Appendix 1 of this document).

Recommendation ATRP/9-5

THE PANEL RECOMMENDS:

that States be encouraged to use, wherever appropriate in their bilateral and multilateral air service agreements, the following model clauses and accompanying notes on commercial matters, which are intended to assist regulatory authorities in removing restrictions and moving to a more competitive environment.

A. GROUND HANDLING

Model Clause

Each Party shall authorize air carrier(s) of the other Party/Parties, at each carrier's choice, to:

- a) perform its own ground handling services;
- b) handle another or other air carrier(s);
- c) join with others in forming a service-providing entity; and/or
- d) select among competing service providers.

NOTES

- i) The options listed above are to be used in accordance with international obligations, the guidance contained in Annex 9 (Facilitation) to the *Convention on International Civil Aviation* as well as the *Statements by the Council to Contracting States on Charges for Airports and Air Navigation Services* (Doc 9082), national laws and regulations, and in consultation with the airport operator.
- ii) An air carrier is to be permitted to choose freely from among the alternatives available and to combine or change its option, except where this is demonstrably impractical and also where constrained by relevant safety and security considerations, and (with the exception of self-handling in a) above) by the scale of airport operations being too small to sustain competitive providers. At certain airports the number of air carriers and limited physical facilities may not permit all air carriers to perform their own airside ground handling; in such cases, carriers allowed to do so should be selected by objective, transparent and non-discriminatory procedures and competitive, alternative suppliers should be available.
- iii) Parties would always be required to take the necessary measures to ensure reasonable cost-based pricing and fair and equal treatment for air carrier(s) of the other Party/Parties.
- iv) Depending on their particular circumstances States should consider the gradual, phased introduction of self-handling and multiple suppliers based, where appropriate, on the size of the airport.

B. CURRENCY CONVERSION AND REMITTANCE OF EARNINGS**Model Clause**

Each Party shall permit air carrier(s) of the other Party/Parties to convert and remit abroad to a carrier's choice of State, on demand, all local revenues from the sale of air transport services and associated activities directly linked to air transport in excess of sums locally disbursed, with conversion and remittance permitted promptly without restrictions, discrimination or taxation in respect thereof at the rate of exchange applicable as of the date of the request for conversion and remittance.

NOTES

- i) This regulatory arrangement is subject to international agreements (such as those involving the International Monetary Fund and the General Agreement on Trade in Services (GATS)) which permit exchange controls in certain situations in relation to safeguarding a State's balance of payments as well as the procedures established by applicable national laws and regulations. States should bear in mind the provision of the GATS which allows a contracting party to consider air transport as essential to its economic or development programme when contemplating exchange controls.
- ii) The term "associated activities directly linked to air transport" includes activities closely related to the provision of air services, such as a bus service between the airport and hotels, and where permitted, the provision of ground handling services to other air carriers. The term would not include activities such as revenue from hotels, car rentals, investments in local real estate or stocks and bonds, which will presumably be subject to a different conversion and remittance regime.
- iii) The term "without taxation" refers to taxation on the conversion and remittance, not to national income tax which is better dealt with on the basis of a double taxation treaty, or some other arrangement in which the income from the sale of air transportation by foreign airlines is exempted from national income tax on a

reciprocal basis. However, in the absence of a double taxation treaty or other arrangement, States could use this clause to exempt reciprocally air carriers from foreign income taxes, but should make their intention clear in this regard.

C. PAYMENT OF LOCAL EXPENSES

Model Clause

Each Party shall permit air carriers of the other Party/Parties to pay for local expenses in its territory, including purchases of fuel, in local currency; or at the option of the air carriers and where authorized, in any freely convertible currency.

NOTES

- i) Consistent with the *Statements by the Council to Contracting States on Charges for Airports and Air Navigation Services*¹ (Doc 9082), this arrangement does not preclude airport authorities from denominating charges for airport services in freely convertible currencies where necessary to provide stability to such charges and to pay for imported equipment and services. Such charges must be non-discriminatory both between foreign air carriers and those having the nationality of the State of the airport and engaged in similar international operations, and between two or more foreign users.
- ii) Under normal circumstances, user charges should be expressed and payable in local currency. However, under special circumstances, for example where economic conditions are not stable, when a State proposes, or allows, denomination of user charges in other than local currency, airlines may apply the same currency of denomination, using the same exchange rate, for their local ticket sales.

D. NON-NATIONAL PERSONNEL AND ACCESS TO LOCAL SERVICES

Model Clause

Each Party shall permit air carriers of the other Party/Parties to:

- a) bring in to its territory and maintain non-national employees who perform managerial, commercial, technical, operational and other specialist duties which are required for the provision of air transport services, consistent with the laws and regulations of the receiving State concerning entry, residence and employment; and
- b) use the services and personnel of any other organization, company or airline operating in its territory and authorized to provide such services.

NOTES

- i) Paragraph a) of this regulatory arrangement is intended to facilitate the stationing abroad of certain air carrier personnel — those who perform managerial, commercial, technical and operational duties. Personnel who perform operational duties do not include flight or cabin crew whose mobility is covered by Annex 9 to the *Convention on International Civil Aviation*. The arrangement is subject to international

1. The current title of this document is *ICAO's Policies on Charges for Airports and Air Navigation Services*.

obligations as well as national laws of the receiving country concerning entry, residence and employment, which in most cases should be flexible enough to accommodate the obligations of a Party under this arrangement.

- ii) The arrangement is based on general reciprocity in terms of the types of personnel which an air carrier can station in a foreign State and is not to be interpreted in a quantitative sense, for example permitting only the same number of these types of personnel which national air carriers station in the State of the foreign air carrier.
- iii) Paragraph b) is intended to respond to the need to accommodate the more frequent use of personnel from third countries by air carriers as a result of the increasing number of alliances and the globalization of airline commercial activities. Consequently, it would include the ability to use personnel and services of an airline partner in an alliance or codeshare arrangement.

E. SALE AND MARKETING OF AIR SERVICE PRODUCTS

Model Clause

Each Party shall accord air carriers of the other Party/Parties the right to sell and market international air services and related products in its territory (directly or through agents or other intermediaries of the carrier's choice), including the right to establish offices, both on-line and off-line.

NOTES

- i) This arrangement provides a simple but fair standard for authorizing air carriers to sell and market their services abroad while taking account of the obligations of those States which have made a specific commitment to national treatment for this service under the General Agreement on Trade in Services (GATS). The model clause is consistent with the GATS national treatment standard in that as a practical matter the treatment accorded foreign air carriers would not normally be less favourable than that accorded to national air carriers. However, in some circumstances the national treatment standard can result in more restrictive conditions on both foreign and national air carriers than those required by the model clause and in these cases the treatment in the model clause will be more liberal.
 - ii) This clause does not apply to the sale and marketing of air service products through computer reservation systems (CRSs) for which States can use the ICAO *Code of Conduct for the Regulation and Operation of Computer Reservation Systems* and national or regional regulations, as appropriate.
 - iii) The term "on-line office" describes a situation where an office is located in a city or country served by the air carrier directly; an "off-line office" is located in a city/country not directly served by the air carrier.
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Part 7

BROADER REGULATORY ISSUES

A. TRADE IN SERVICES

7.1 The subject of trade in services was first raised in 1985 at the Third Air Transport Conference. Since then ICAO has followed closely the evolution of this matter, in particular the development of a General Agreement on Trade in Services (GATS) within the Uruguay round of trade negotiations that was launched in 1986 which resulted, inter alia, in the establishment of the World Trade Organization (WTO) in January 1995, as well as the subsequent review of the GATS Annex on Air Transport Services. Although the issue has become relatively inactive in recent years due to priority being given to other trade issues by the WTO, ICAO's position on the issue has been retained as part of the continuing ICAO policies in the air transport field, which is reproduced below.

A39-15: Appendix A, Section IV. Trade in services

Whereas the General Agreement on Trade in Services (GATS) adopted by the World Trade Organization (WTO) has included certain aspects of international air transport; and

Whereas ICAO has actively promoted an understanding by all parties concerned of the provisions of the *Convention on International Civil Aviation* and of the particular mandate and role of ICAO in international air transport;

The Assembly:

1. *Reaffirms* the need for ICAO to continue to explore future regulatory arrangements and develop recommendations and proposals to meet the challenges facing international air transport, responding to the internal and external changes affecting it;
2. *Recognizes* that such arrangements should create an environment in which international air transport may develop and continue to flourish in an orderly, efficient and economical manner without compromising safety and security, while ensuring the interests of all Member States and their effective and sustained participation in international air transport;
3. *Reaffirms* the primary role of ICAO in developing policy guidance on the regulation of international air transport;
4. *Urges* Member States that participate in trade negotiations, agreements and arrangements relating to international air transport to:
 - a) ensure internal coordination in national administrations and, in particular, the direct involvement of aeronautical authorities and the aviation industry in the negotiations;

- b) ensure that representatives are fully aware of the provisions of the *Convention on International Civil Aviation*, the particular characteristics of international air transport and its regulatory structures, agreements and arrangements;
 - c) take into account rights and obligations vis-à-vis those of ICAO Member States which are not members of the WTO;
 - d) examine carefully the implications of any proposed inclusion of an additional air transport service or activity in the GATS bearing in mind, in particular, the close linkage between economic, environmental, safety and security aspects of international air transport;
 - e) promote a full understanding of the role and mandate of ICAO in developing policy guidance on economic regulation, including liberalization of international air transport, and consider using this guidance; and
 - f) file with ICAO under Article 83 of the Convention copies of any exemptions and specific commitments pertaining to international air transport made under the GATS;
5. *Requests* the WTO, its Member States and Observers to accord due consideration to:
- a) the particular regulatory structures and arrangements of international air transport and the liberalization taking place at the bilateral, subregional and regional levels;
 - b) ICAO's constitutional responsibility for international air transport and, in particular, for its safety and security; and
 - c) ICAO's existing policy and guidance material on the economic regulation of international air transport and its continued work in the field; and
6. *Requests* the Council to:
- a) continue to exert a global leadership role in facilitating and coordinating the process of economic liberalization while ensuring safety, security and environmental protection in international air transport;
 - b) pursue in a proactive manner developments in trade in services that might impinge on international air transport and inform Member States accordingly; and
 - c) promote continued effective communication, cooperation and coordination between ICAO, the WTO, and other intergovernmental and non-governmental organizations dealing with trade in services.

B. COMPETITION LAWS

7.2 This issue was first addressed by the 24th Session of the Assembly in 1983, which adopted Resolution A24-14 on unilateral measures that affect international air transport (subsequently consolidated into the continuing ICAO policies in the air transport field). Based on a recommendation of the 1985 Third Air Transport Conference on the implementation of A24-14, ICAO developed guidance material on the avoidance or resolution of conflicts over the application of competition laws to international air transport, which is presented in Appendix 2 of this document.

In 1994, the Fourth Worldwide Air Transport Conference (ATConf/4) also addressed the issue and developed a recommended regulatory arrangement for consideration of States. In 2003, the Fifth Worldwide Air Transport Conference (ATConf/5) considered the broader issue of fair competition and safeguards in the liberalization process. The Conference reached several conclusions and agreed on a model clause on safeguards against anti-competitive practices for optional use by States in their air services agreements (see Part 3, Section D on Participation and Safeguards). The model clauses on safeguards and competition laws have been incorporated in the ICAO Template Air Services Agreements (TASAs) (see Appendix 1).

Assembly Resolution

A39-15, Appendix A, Section III. Cooperation in regulatory arrangements and competition

Whereas certain economic, financial and operational constraints unilaterally introduced at the national level affect the stability of, and tend to create unfair discriminatory trading practices in, international air transport and might be incompatible with the basic principles of the Convention and the orderly and harmonious development of international air transport; and

Whereas the Organization has developed policy guidance for States to foster harmonization and compatibility of regulatory approaches and practices for international air transport, including on competition matters;

The Assembly:

1. *Urges* Member States to take into consideration that fair competition is an important general principle in the operation of international air transport services;
2. *Urges* Member States to develop competition laws and policies that apply to air transport, taking into account national sovereignty and to consider ICAO guidance on competition;
3. *Urges* Member States to encourage cooperation among regional and/or national competition authorities when dealing with matters relating to international air transport, including in the context of approval of alliances and mergers;
4. *Encourages* Member States to incorporate the basic principles of fair and equal opportunity to compete, non-discrimination, transparency, harmonization, compatibility and cooperation set out in the Convention and embodied in ICAO's policies and guidance in national legislation, rules and regulations, and in air services agreements;
5. *Requests* the Council to develop tools such as an exchange forum to enhance cooperation, dialogue and exchange of information on fair competition between States with a view to promoting compatible regulatory approaches towards international air transport; and
6. *Requests* the Council to continue to monitor developments in the area of competition in international air transport and update, as necessary, its policies and guidance on fair competition.

ATConf/4 Recommended Regulatory Arrangement

Each party would agree:

- a) to rely on an effective and appropriate safeguards mechanism specifically designed for international air transport as the primary means to prevent and eliminate anti-competitive abuses; and

- b) where such a mechanism is absent or not applicable, to use the ICAO guidelines and/or model clause on the application of competition laws (see Appendix 2 of this document) to avoid or resolve disputes that may arise when applying such laws to international air transport.

C. ENVIRONMENTAL PROTECTION

7.3 ICAO developed policies and guidance material to address general and specific issues of environmental protection, focusing on aircraft noise and engine emissions. Some of these policies are related to economic aspects of regulation of international air transport, which are contained in several documents, namely:

- Assembly Resolution A39-1, *Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality* (Doc 10075);
- Council Resolution on environmental charges and taxes (adopted on 9 December 1996);
- Policy guidance on charges related to aircraft noise (Doc 9082, *ICAO's Policies on Charges for Airports and Air Navigation Services*); and
- Policy guidance on charges related to aircraft engine emissions affecting local air quality at and around airports (*Guidance on Aircraft Emissions Charges Related to Local Air Quality* (Doc 9884)), and guidance on emissions trading (*Guidance on the Use of Emissions Trading for Aviation* (Doc 9885)).

7.4 At its 31st Session, the Assembly adopted Resolution A31-11 which consolidated into a single statement ICAO's continuing policies and practices related to environmental protection. This consolidated statement was thereafter updated by subsequent Assembly resolutions on the subject, the latest being A39-1, Appendix H related to emissions changes for local air quality, the text of which is reproduced below.

**A39-1: Consolidated statement of continuing ICAO policies and practices related to
environmental protection – General provisions, noise and local air quality**
(excerpts)

Appendix H
Aviation impact on local air quality

Whereas there are growing concerns about the impact of aviation on the atmosphere with respect to local air quality and the associated human health and welfare impacts;

Whereas the evidence of this impact from emissions of NO_x and particulate matter (PM) from aircraft engines on local surface and regional air quality is now more compelling;

Recognizing that the scientific community is improving the understanding of uncertainties associated with the impact from emissions of NO_x and PM from aircraft engines on the global climate;

Recognizing that there are interdependencies related to design and operations of aircraft when addressing concerns related to noise, local air quality, and climate change;

Recognizing that ICAO has established technical Standards and fostered the development of operational procedures that have reduced significantly local air quality pollution from aircraft;

Whereas many pollutants such as soot and unburned hydrocarbons from aircraft engines affecting local and regional air quality, have declined dramatically over the last few decades;

Whereas progress in operational procedures such as continuous descent operations has resulted in further reduction of emissions from aircraft;

Whereas an assessment of trends in aviation emissions of NO_x, PM, and other gaseous emissions shows increasing global emissions values;

Whereas the impacts of aviation emissions of NO_x, PM, and other gaseous emissions need to be further assessed and understood;

Recognizing the robust progress made in understanding impacts of non-volatile components of PM emissions while the scientific and technical work continues on better assessment of volatile components of PM emissions;

Whereas the impacts of aviation emissions on local and regional air quality are part of the total emissions in the affected area and should be considered in the broader context of all sources that contribute to the air quality concerns;

Whereas the actual local air quality and health impacts of aviation emissions depend on a series of factors among which are the contribution to the total concentrations and the number of people exposed in the area being considered;

Whereas Article 15 of the *Convention on International Civil Aviation* contains provisions regarding airport and similar charges, including the principle of non-discrimination, and ICAO has developed policy guidance for Member States regarding charges (*ICAO's Policies on Charges for Airports and Air Navigation Services*, Doc 9082) including specific guidance on noise-related charges and emissions-related charges for local air quality;

Whereas the ICAO Council had adopted on 9 December 1996 a policy statement of an interim nature on emissions-related charges and taxes in the form of a resolution wherein the Council strongly recommends that any such levies be in the form of charges rather than taxes, and that the funds collected should be applied in the first instance to mitigating the environmental impact of aircraft engine emissions;

Whereas such charges should be based on the costs of mitigating the environmental impact of aircraft engine emissions to the extent that such costs can be properly identified and directly attributed to air transport;

Whereas the ICAO Council has adopted policy and guidance material related to the use of emissions-related charges to address the impact of aircraft engine emissions at or around airports;

Noting that the ICAO Council has published information on environmental management systems (EMS) that are in use by aviation stakeholders; and

Noting that the ICAO Council has developed an Airport Air Quality Guidance Manual which has been subsequently updated;

The Assembly:

1. *Requests* the Council to monitor and develop its knowledge of, in cooperation with other relevant international organizations such as WHO, the effects of aviation emissions of PM, NO_x and other gases on human welfare and health, and to disseminate information in this regard;
2. *Requests* the Council to continue its work to develop technologically feasible, environmentally beneficial and economically reasonable standards to further reduce the impact of local air pollution from aircraft;
3. *Requests* the Council to continue to develop certification requirements for non-volatile PM emissions while continuing to monitor progress in scientific and technical understanding of volatile and non-volatile components of PM emissions;
4. *Encourages* action by Member States to aid the development of certification requirements for nvPM emissions;
5. *Requests* the Council to ensure that the interdependencies between measures to reduce aircraft noise and engine emissions that affect local air quality as well as global climate are given due consideration;
6. *Requests* the Council to continue its work to develop long-term technology and operational goals with respect to aviation environmental issues, including NO_x emissions from aircraft;
7. *Requests* the Council to continue to foster operational and air traffic improvements that reduce the impact of local air pollution from aircraft;
8. *Encourages* action by Member States, and other parties involved, to limit or reduce international aviation emissions affecting local air quality through voluntary measures and to keep ICAO informed;
9. *Welcomes* the development and promotion of guidance material on issues related to the assessment of airport-related air quality;
10. *Requests* the Council to work with States and stakeholders in promoting and sharing best practices applied at airports in reducing the adverse effects of aviation emissions on local air quality;
11. *Welcomes* the development of the guidance on emissions charges related to local air quality and *requests* the Council to keep up to date such guidance and *urges* Member States to share information on the implementation of such charges; and
12. *Urges* Member States to ensure the highest practical level of consistency and take due account of ICAO policies and guidance on emissions charges related to local air quality.

7.5 The following is the policy statement, in the form of a resolution, adopted by the Council on 9 December 1996 concerning emission-related charges and taxes, as referred to in Appendix H of Assembly Resolution A39-1 above.

Council Resolution on environmental charges and taxes

Whereas aircraft engine emissions are contributing to air pollution and to global atmospheric problems such as climate change and depletion of stratospheric ozone, as indicated by recent international scientific assessments, and the scientific community is working towards a better definition of the extent of aviation's impact;

Whereas in recent years there has been increasing recognition by governments of the need for each economic sector to pay the full cost of the environmental damage it causes;

Whereas the 31st Session of the ICAO Assembly in 1995 requested the Council to consider the application of environmental charges or taxes to aviation and report to the next ordinary Session of the Assembly in 1998;

Recognizing that the subject of environmental charges or taxes on air transport has also been raised in other international policy-making bodies, in the context not only of controlling greenhouse gas emissions but also of mobilizing financial resources for sustainable development, and that it is necessary to make clear ICAO's position on environmental charges and taxes at this time;

Noting that ICAO policies make a distinction between a charge and a tax, in that they regard charges as levies to defray the costs of providing facilities and services for civil aviation, whereas taxes are levies to raise general national and local governmental revenues that are applied for non-aviation purposes;

Considering that once aircraft engine emission-related problems are better defined, developments in technology and new approaches to aircraft operations may offer a means of mitigating these problems in the long term;

Having in mind:

- a) that ICAO has established emission standards for new aircraft engines and the work programme of the Council's Committee on Aviation Environmental Protection (CAEP) is aimed at addressing emission-related problems and identifying appropriate solutions, taking into account technical feasibility, economic reasonableness and environmental effectiveness;
- b) that work on emission-related charges is in progress within CAEP, the results so far indicating that the environmental impact of aircraft emissions needs to be understood and quantified before determining the best method for reducing their impact and that both regulatory measures and charges can provide effective instruments in reducing emission levels, but that it is not possible to make any general conclusion at this time as to which of these is preferable;
- c) that Article 15 of the *Convention on International Civil Aviation* contains provisions regarding airport and similar charges, including the principle of non-discrimination, and that ICAO has developed policy guidance for States regarding charges (*Statements by the Council to Contracting States on Charges for Airports and Air Navigation Services*, Doc 9082/4); and
- d) that ICAO has developed separate policy guidance to States on taxation (*ICAO's Policies on Taxation in the Field of International Air Transport*, Doc 8632), which recommends inter alia the reciprocal exemption from all taxes levied on fuel taken on board by aircraft in connection with international air services, a policy implemented in practice through bilateral air services agreements, and also calls on States to the fullest practicable extent to reduce or eliminate taxes related to the sale or use of international air transport;

The Council

1. *Notes* that the use of levies to reflect the environmental costs associated with air transport is considered desirable by a number of States, while other States do not consider it appropriate in the present circumstances;

2. *Considers* that the development of an internationally agreed environmental charge or tax on air transport that all States would be expected to impose would appear not to be practicable at this time, given the differing views of States and the significant organizational and practical implementation problems that would be likely to arise;
3. *Reaffirms* that ICAO is seeking to identify a rational common basis on which States wishing to introduce environmental levies on air transport could do so;
4. *Strongly recommends* that any environmental levies on air transport which States may introduce should be in the form of charges rather than taxes and that the funds collected should be applied in the first instance to mitigating the environmental impact of aircraft engine emissions, for example to:
 - a) addressing the specific damage caused by these emissions, if that can be identified;
 - b) funding scientific research into their environmental impact; or
 - c) funding research aimed at reducing their environmental impact, through developments in technology and new approaches to aircraft operations;
5. *Urges* States that are considering the introduction of emission-related charges to take into account the non-discrimination principle in Article 15 of the *Convention on International Civil Aviation* and the work in progress within ICAO and, in the meantime, to be guided by the general principles in the *Statements by the Council to Contracting States on Charges for Airports and Air Navigation Services* (Doc 9082/4) and the following principles adapted from those agreed by the 31st Session of the ICAO Assembly:
 - a) there should be no fiscal aims behind the charges;
 - b) the charges should be related to costs; and
 - c) the charges should not discriminate against air transport compared with other modes of transport.

7.6 The Council developed the following policy guidance for States to specifically address the issue of charges related to aircraft noise, which is also contained in Doc 9082, *ICAO's Policies on Charges for Airports and Air Navigation Services*. Supplementary guidance material on the implementation of this policy can be found in Doc 9562, *Airport Economics Manual*.

Noise-related charges

The Council recognizes that although reductions are being achieved in aircraft noise at source, many airports will need to continue the application of noise alleviation or prevention measures. The Council considers that the costs incurred in implementing such measures may, at the discretion of States, be attributed to airports and recovered from the users and that States have the flexibility to decide on the method of cost recovery and charging to be used in the light of local circumstances. In the event that noise-related charges are to be levied the Council recommends that consultations should take place on any items of expenditure to be recovered from users and that the following principles be applied:

Noise-related charges should be levied only at airports experiencing noise problems and should be designed to recover no more than the costs applied to their alleviation or prevention.

Any noise-related charges should be associated with the landing fee, possibly by means of surcharges or rebates, and should take into account the noise certification provisions of ICAO Annex 16 — *Environmental Protection* to the *Convention on International Civil Aviation* in respect of aircraft noise levels.

Noise-related charges should be non-discriminatory between users and not be established at such levels as to be prohibitively high for the operation of certain aircraft.

7.7 In March 2007, the Council adopted the following policy guidance, recommended by its Committee on Aviation Environmental Protection (CAEP), to specifically address the issue of charges related to aircraft engine emissions affecting local air quality at and around airports, which may also be found in the *ICAO's Policies on Charges for Airports and Air Navigation Services* (Doc 9082). Additional guidance material on emissions charges is contained in Doc 9884, *Guidance on Aircraft Emissions Charges Related to Local Air Quality*. In addition, ICAO has developed separate policy guidance on aviation emissions trading, which can be found in Doc 9885, *Guidance on the Use of Emissions Trading for Aviation*.

Emissions-related charges to address local air quality problems at or around airports

The Council recognizes that although reductions in certain pollutants emitted by aircraft engines that affect local air quality (LAQ) are being addressed by a variety of measures of a technical or operational nature, some States may opt to apply emissions charges to address LAQ problems at or around airports. The Council considers that the costs incurred in mitigating or preventing the problem may, at the discretion of States, be attributed to airports and recovered from the users and that States have the flexibility to decide on the method of cost recovery and charging to be used in the light of local circumstances. In the event that LAQ emissions-related charges are to be levied the Council recommends that all the following principles be applied:

- i) LAQ emissions-related charges should be levied only at airports with a defined local air quality problem, either existing or projected, and should be designed to recover no more than the costs of measures applied to the mitigation or prevention of the damage caused by the aircraft.
- ii) The cost basis for charges should be established in a transparent manner and the share directly attributable to aircraft should be properly assessed.
- iii) Consultations with stakeholders should take place before any such charges are imposed on air carriers.
- iv) LAQ emissions-related charges should be designed to address the local air quality problem in a cost-effective way.
- v) LAQ emissions-related charges should be designed to recover the costs of addressing the local air quality problem at airports from the users in a fair and equitable manner, should be non-discriminatory between users and not be established at such levels as to be prohibitively high for the operation of certain aircraft.
- vi) It is recommended that in levying LAQ emissions-related charges special consideration be given to the need to reduce the potential impact on the developing world.
- vii) LAQ emissions-related charges could be associated with the landing fee, possibly by means of surcharges or rebates, or in the form of separate charges but should be subject to the proper identification of costs.

- viii) It is recommended that the aircraft emissions charges scheme be based on data that most accurately reflect the actual operations of aircraft. In the absence of such data, ICAO standardized LTO-cycle times-in-mode should be used (ICAO Annex 16 — *Environmental Protection to the Convention on International Civil Aviation*, Volume II — *Aircraft Engine Emissions*).
- ix) Any State imposing LAQ emissions-related charges on aircraft that are in international operation should annually report the existence of such charging schemes to ICAO. The charging authority should maintain records regarding the fees collected and the use of funds to be made available to all users.

D. TAXATION

7.9 Although the Chicago Convention does not have provisions addressing the “taxation” issue *per se*, Article 24 establishes the principle of exemption from certain specified levies for such items as fuel and spare parts used for international air transport. To supplement Article 24, ICAO has developed policy guidance for States, which encourages the exemption from taxation, mostly on a reciprocal basis, of certain aspects of international air transport operations and which is contained in Doc 8632 — *ICAO’s Policies on Taxation in the Field of International Air Transport*. This issue has also been addressed by the Assembly and its position is contained in the consolidated statement of continuing ICAO policies in the air transport field, which is reproduced below.

ICAO policies make a distinction between charges and taxes: charges are levies used to defray the costs of providing facilities and services for civil aviation, whereas taxes are levies to raise general national or local government revenues which are used for non-aviation purposes. ICAO has developed separate policy guidance to States regarding charges, which is contained in Doc 9082 — *ICAO’s Policies on Charges for Airports and Air Navigation Services*. (See also Part 8, Section C of the present document.)

Article 24 of the Chicago Convention

Customs duty

- a) Aircraft on a flight to, from, or across the territory of another contracting State shall be admitted temporarily free of duty, subject to the customs regulations of the State. Fuel, lubricating oils, spare parts, regular equipment and aircraft stores on board an aircraft of a contracting State, on arrival in the territory of another contracting State and retained on board on leaving the territory of that State shall be exempt from customs duty, inspection fees or similar national or local duties and charges. This exemption shall not apply to any quantities or articles unloaded, except in accordance with the customs regulations of the State, which may require that they shall be kept under customs supervision.
- b) Spare parts and equipment imported into the territory of a contracting State for incorporation in or use on an aircraft of another contracting State engaged in international air navigation shall be admitted free of customs duty, subject to compliance with the regulations of the State concerned, which may provide that the articles shall be kept under customs supervision and control.

Assembly Resolution

A39-15, Appendix B. Taxation

Whereas the imposition of taxes on international air transport, such as on aircraft, fuel, and consumable technical supplies, on the income of international air transport enterprises, and on the sale or use of such services, may have an adverse economic and competitive impact on international air transport operations;

Whereas ICAO's *Policies on Taxation in the Field of International Air Transport* as contained in Doc 8632 make a conceptual distinction between a charge and a tax in that "a charge is a levy that is designed and applied specifically to recover the costs of providing facilities and services for civil aviation, and a tax is a levy that is designed to raise national or local government revenues which are generally not applied to civil aviation in their entirety or on a cost-specific basis";

Whereas it is a matter of great concern that taxes are increasingly being imposed by some Member States in respect of certain aspects of international air transport and that levies imposed on air traffic, several of which can be categorized as taxes on the sale or use of international air transport, are proliferating;

Whereas the matter of aircraft engine emission-related levies is addressed in Assembly Resolution A39-1, *Consolidated statement of continuing ICAO policies and practices related to environmental protection — General provisions, noise and local air quality* (Appendix H, *Aviation impact on local air quality*); and

Whereas the ICAO policies on taxation in Doc 8632 supplement Article 24 of the Convention and are designed to recognize the nature of international civil aviation and the need to accord tax-exempt status to certain aspects of the operations of international air transport;

The Assembly:

1. *Urges* Member States to follow the *ICAO's Policies on Taxation in the Field of International Air Transport* as contained in Doc 8632, and to avoid imposing discriminatory taxes on international aviation;
2. *Urges* Member States to avoid double taxation in the field of air transport; and
3. *Requests* the Council to continue to promote ICAO's policies on taxation, monitor developments, and update its policies as required.

7.10 The 2013 Sixth Worldwide Air Transport Conference (ATConf/6) also addressed the issue of taxation and other levies on international air transport and reached conclusions and recommendations, which are reproduced below. The model clauses on taxation have been incorporated in the updated ICAO Template Air Services Agreement (TASA) (see Appendix 1).

ATConf/6 Conclusions and Recommendations

CONCLUSIONS

As a result of the documentation considered and ensuing discussions on taxation of international air transport under Agenda Item 2.6, the Conference concluded that:

- a) the air transport industry has, in recent years, witnessed the proliferation of various types of taxes and levies. This trend, coupled with the lack of transparency and discriminatory practices against air transport vis-à-vis other modes of transport, is causing serious concern within the industry, and will have a negative impact on the sustainable development of air transport, ultimately affecting national economic development, in particular in developing countries;
- b) notwithstanding the political and financial difficulties faced by many States and the resulting pressure on regulators, airport operators and air navigation services providers to accept the diversion of taxation, policy makers and national governments are encouraged to consider measures to help improve the situation; and
- c) ICAO has clear policies on taxation and user charges, which remain valid. States should be urged to apply these policies in regulatory practices, in accordance with Assembly Resolution A37-20, Appendices E and F. ICAO should continue to take the necessary measures to enhance States' awareness of its policies on taxation and user charges and promote application more vigorously.

The Conference noted that States should give consideration to the following regulatory arrangement to include in the Template Air Services Agreement (TASA) Article on Taxation as an option for use at their discretion in air services agreements:

"... Each party shall undertake to reduce to the fullest practicable extent and make plans to eliminate as soon as its economic conditions permit all forms of taxation on the sale or use of international air transport, including such taxes for services which are not required for international civil aviation or which may discriminate against it."

This clause is an option for use by States at their discretion. States may instead choose to use the arrangement in a Memorandum of Understanding (MoU) or a Memorandum of Cooperation (MoC). These will be reflected in the Explanatory Notes along with the clause in the TASA Article on Taxation.

Recommendation 2.6/1—Taxation of International Air Transport

The Conference recommends that:

- a) States should apply ICAO policies on taxation in regulatory practices, in accordance with Assembly Resolution A37-20, Appendix E. Since ICAO has clear policies on taxation, which remain valid, States should ensure that the policies are followed by relevant authorities in charge of taxation so as to avoid imposing discriminatory taxes on international aviation which may have a negative effect on the competitiveness of the aviation industry and impact States' national economies;
 - b) States should avoid double taxation in the field of air transport;
 - c) ICAO should continue to take the necessary measures to enhance States' awareness of its policies on taxation and promote application more vigorously; and
 - d) ICAO should collaborate with relevant industry associations to develop analysis and guidance to States on the impact of taxes and other levies on air transport.
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Part 8

OTHER REGULATORY ISSUES

A. SLOT ALLOCATION AND NIGHT FLIGHT RESTRICTIONS

8.1 Slot allocation has become a serious issue at many airports with capacity constraints. As traffic continues to grow, the situation becomes more widespread. Night flight restrictions at some airports have also caused concerns as it affects the operation of international air services in some regions. These issues were addressed by ICAO on various occasions including at air transport conferences. The Assembly resolution containing the continuing ICAO policies in the air transport field has included clauses dealing with the issues, which are reproduced below. ATConf/6 also considered this subject and made related recommendations which were later endorsed by the Assembly.

Assembly Resolution (excerpts)

A39-15: Appendix A, Section I: Basic principles and long-term visions

...

The Assembly:

...

8. *Urges* Member States, in dealing with the issues related to slot allocation and night flight restrictions, to give due consideration to the needs and concerns of other States and make every effort to resolve any concerns through consultation between the parties concerned, in a transparent and non-discriminatory manner, and to respect and follow the ICAO Balanced Approach principle in regulatory action on aircraft noise management at airports;

ATConf/6 Recommendations (excerpts)

Recommendation 2.1/3 — Other market access matters

The Conference recommends that:

- a) in dealing with the issues related to slot allocation and night flight restrictions, States should give due consideration to the needs and concerns of other States and make every effort to resolve any concerns through consultation in a spirit of sympathy, transparency, mutual understanding, and cooperation;
- b) with respect to night flight restrictions, States should respect and follow the ICAO Balanced Approach principle in regulatory action on aircraft noise management at airports;

- c) States should give due consideration to long-term capacity demands of air transport in planning the development of aviation infrastructure;
- d) ICAO should continue to monitor both the situation and States' practices in handling the issues of slot allocation and night flight restrictions, raise awareness of the relevant ICAO policy guidance, and encourage its use by States and concerned parties;

...

8.2 The Air Transport Committee, at its meeting on 18 January 2011, considered three options of bilateral model clauses on slot allocation developed by the Secretariat designed to assist States in addressing concerns in obtaining landing and take-off slots required in the operation of international air services, which are reproduced below. The Committee endorsed Option 1 as a model clause to be included in the ICAO Template Air Services Agreement (TASA). It also agreed that States should be informed of the availability of the other two options, with the understanding that it is totally within a State's prerogative to determine whether or not to utilize these clauses.

Model clauses on slot allocation for bilateral air service agreements

OPTION 1

1. Each Party shall ensure that its procedures, guidelines and regulations to manage slots applicable to airports in its territory are applied in a fair, transparent, effective and non-discriminatory manner.

OPTION 2

1. Each Party shall facilitate the operation of the agreed services by the designated airlines of the other Party, including granting the necessary landing and take-off slots, subject to the applicable national and international rules and regulations, and in accordance with the principle of fair and equal opportunity, reciprocity, non-discrimination and transparency.

2. Both Parties shall make every effort to resolve any dispute over the issue of slots affecting the operation of the agreed services, through consultation and negotiation in accordance with the provisions of Article X (Consultation) or through the dispute resolution provisions of Article Y (Dispute settlement).

OPTION 3

1. In respect of the allocation and grant of slots at airports in its territory, each Party will, in accordance with local slot allocation rules, procedures or practices which are in effect or otherwise permitted, ensure that the airlines of the other Party:

- (i) are accorded fair and equal opportunity to secure slots for the operation of the agreed services; and
- (ii) are afforded no less favourable treatment than any other national or international airlines operating similar services to/from the same airport.

The terms of this paragraph are subject to national and international laws and regulations applicable to the allocation and grant of slots at their airports.

2. In case of any dispute over the issue of slot allocation affecting the exercise of the rights granted under the present Agreement, both Parties shall endeavour to resolve the dispute through consultation and negotiation in accordance with the provisions of Article X (Consultation), or through the dispute resolution provisions of Article Y (Dispute settlement).

B. LEASE, CHARTER AND INTERCHANGE OF AIRCRAFT

8.3 Article 83 *bis*, an amendment to the Chicago Convention approved by the Assembly in its Resolution A23-2, deals with the transfer of certain responsibilities of States under the Convention in connection with the lease, charter, or interchange of aircraft. Two other Assembly resolutions, A23-3 and A23-13, also deal with the subject, focusing mainly on the ratification of the Article and certain measures to facilitate the transfer of relevant functions. Article 83 *bis* entered into force on 20 June 1997 in respect of those States that have ratified it, and as at 1 July 2016 it had been ratified by 169 States.

In recent years, along with the trend of air transport liberalization, the use of leased aircraft for international operations has been on the rise, which has also attracted increasing regulatory attention. ICAO has addressed this issue and developed some guidance for States, including a model clause on leasing (see Part 2, Section B, sub-section 2.4, ATConf/5 Conclusions, Model Clauses and Recommendations, and Appendix 1 on Template Air Services Agreements), as well as the *Manual on the Implementation of Article 83 bis of the Convention on International Civil Aviation* (Doc 10059) which replaces the previous guidelines contained in Circular 295 — *Guidance on the Implementation of Article 83 bis of the Convention on International Civil Aviation*. Additional information on aircraft leasing can be found in the *Manual on the Regulation of International Air Transport* (Doc 9626), Chapter 4.7.

Article 83 *bis*

Transfer of certain functions and duties

- a) Notwithstanding the provisions of Articles 12, 30, 31 and 32 a), when an aircraft registered in a contracting State is operated pursuant to an agreement for the lease, charter or interchange of the aircraft or any similar arrangement by an operator who has his principal place of business or, if he has no such place of business, his permanent residence in another contracting State, the State of registry may, by agreement with such other State, transfer to it all or part of its functions and duties as State of registry in respect of that aircraft under Articles 12, 30, 31 and 32 a). The State of registry shall be relieved of responsibility in respect of the functions and duties transferred.
- b) The transfer shall not have effect in respect of other contracting States before either the agreement between States in which it is embodied has been registered with the Council and made public pursuant to Article 83 or the existence and scope of the agreement have been directly communicated to the authorities of the other contracting State or States concerned by a State party to the agreement.
- c) The provisions of paragraphs a) and b) above shall also be applicable to cases covered by Article 77.

Assembly Resolutions

A23-3: Ratification of Protocol incorporating Article 83 *bis* into the Chicago Convention

The Assembly:

Having adopted Resolution A23-2 amending the Chicago Convention by the addition of a new Article 83 *bis*,

Urges all Contracting States to complete any necessary changes in their national law and to ratify the amendment as soon as possible.

A23-13: Lease, Charter and Interchange of Aircraft in International Operations (excerpts)

...

The Assembly:

...

3. *Urges* that, where arrangements for the lease, charter and interchange of aircraft — particularly aircraft without crew — would be facilitated, the State of Registry of such an aircraft, to the extent considered necessary, delegate to the State of the Operator its functions under Annex 6 to the *Convention on International Civil Aviation*;

4. *Urges* that in such cases, the State of the Operator change, if necessary, its national regulations to the extent required to empower it both to accept such delegation of functions and to oblige the operator to fulfil the obligations imposed by Annex 6;

5. *Invites* all Contracting States, the provisions of whose laws inhibit the lease, charter or interchange of aircraft, to review in due time such provisions with a view to removing those inhibitions and extending their powers in order to better enable them to exercise the new functions and duties which could be placed upon them as State of the Operator; and

...

C. AIRPORT AND AIR NAVIGATION SERVICES CHARGES

8.4 Article 15 of the Chicago Convention sets out basic principles on airport and similar charges. Additional detailed policy guidance developed by ICAO in this area is provided in Doc 9082 — *ICAO's Policies on Charges for Airports and Air Navigation Services*, while supplementary practical guidance can be found in Doc 9562 — *Airport Economics Manual*, and Doc 9161 — *Manual on Air Navigation Services Economics*. Reproduced below is an excerpt from the Assembly resolution on the continuing ICAO policies in the air transport field that deals with airport and air navigation services charges.

ICAO policies make a distinction between charges and taxes in that charges are levies to defray the costs of providing facilities and services for civil aviation, whereas taxes are levies to raise general national or local governmental revenues that are applied for non-aviation purposes. ICAO has also developed separate policy guidance for States on taxation, which can be found in *ICAO's Policies on Taxation in the Field of International Air Transport* (Doc 8632) and which is also dealt with in Part 6, Section D of the present document.

Article 15

Airport and similar charges

Every airport in a contracting State which is open to public use by its national aircraft shall likewise, subject to the provisions of Article 68, be open under uniform conditions to the aircraft of all the other contracting States. The like uniform conditions shall apply to the use, by aircraft of every contracting State, of all air navigation facilities, including radio and meteorological services, which may be provided for public use for the safety and expedition of air navigation.

Any charges that may be imposed or permitted to be imposed by a contracting State for the use of such airports and air navigation facilities by the aircraft of any other contracting State shall not be higher,

- a) As to aircraft not engaged in scheduled international air services, than those that would be paid by its national aircraft of the same class engaged in similar operations, and
- b) As to aircraft engaged in scheduled international air services, than those that would be paid by its national aircraft engaged in similar international air services.

All such charges shall be published and communicated to the International Civil Aviation Organization, provided that, upon representation by an interested contracting State, the charges imposed for the use of airports and other facilities shall be subject to review by the Council, which shall report and make recommendations thereon for the consideration of the State or States concerned. No fees, dues or other charges shall be imposed by any contracting State in respect solely of the right of transit over or entry into or exit from its territory of any aircraft of a contracting State or persons or property thereon.

Assembly Resolution

A39-15, Appendix C: Airports and air navigation services

Section 1. Charging policy

Whereas Article 15 of the Convention establishes the basis for the application and disclosure of charges for airports and air navigation services;

Whereas ICAO's *Policies on Charges for Airports and Air Navigation Services* as contained in Doc 9082 make a conceptual distinction between a charge and a tax in that "a charge is a levy that is designed and applied specifically to recover the costs of providing facilities and services for civil aviation, and a tax is a levy that is designed to raise national or local government revenues which are generally not applied to civil aviation in their entirety or on a cost-specific basis";

Whereas the matter of aircraft engine emission-related levies and market-based measures is addressed separately in Assembly Resolution A39-1, *Consolidated statement of continuing ICAO policies and practices related to environmental protection — General provisions, noise and local air quality* (Appendix H, *Aviation impact on local air quality*), and in Assembly Resolution A39-2, *Consolidated statement of continuing ICAO policies and practices related to environmental protection — Climate change*;

Whereas the Council has been directed to formulate recommendations for the guidance of Member States with regard to the principles on which providers of airports and air navigation services for international civil aviation may charge to recover the costs of their provision and derive other reasonable revenue therefrom, and with regard to the methods that may be employed to that effect; and

Whereas the development of air transport infrastructure and the global plan for Aviation System Block Upgrades (ASBUs) requires necessary business case justification to secure funding and financing to support implementation;

The Assembly:

1. *Urges* Member States to ensure that Article 15 of the Convention is fully respected;
2. *Urges* Member States to base the recovery of the costs of the airports and air navigation services they provide or share in providing for international civil aviation on the principles set forth in Article 15 of the Convention and in Doc 9082, *ICAO's Policies on Charges for Airports and Air Navigation Services*, regardless of the organizational structure under which the airports and air navigation services are operated;
3. *Urges* Member States to ensure that airport and air navigation services charges are applied towards defraying the costs of providing facilities and services for civil aviation;
4. *Urges* Member States to make every effort pursuant to Article 15 of the Convention to publish and communicate to the Organization any charges that may be imposed or permitted to be imposed by a Member State for the use of air navigation facilities and airports by the aircraft of any other Member State;
5. *Urges* Member States to adopt the principles of non-discrimination, cost-relatedness, transparency and consultation, as set out in Doc 9082, in national legislation, regulation or policies, as well as in air services agreements, to ensure compliance by airports and air navigation services providers;
6. *Urges* Member States to ensure that the current ICAO policies for cost recovery of security measures and functions at airports and by air navigation services providers, as set out in Doc 9082, are implemented so that security user charges are reasonable, cost-effective and foster harmonization worldwide; and
7. *Requests* the Council to continue to develop or refine, as required, guidance on funding of air transport infrastructure, appropriate oversight functions and financing of the air transport system, including mechanisms to support operational improvements as described in the ASBU modules.

Section II. Economics and management of aviation infrastructure

Whereas the global costs of providing airports and air navigation services may continue to rise in order to handle growing volumes of traffic;

Whereas Member States are placing increased emphasis on improving efficiency and cost-effectiveness in the provision of airports and air navigation services;

Whereas a balance should be maintained between the respective financial interests of providers of airports and air navigation services on the one hand and air carriers and other users on the other and which should be based on promoting cooperation between providers and users;

Whereas Member States have called on the Organization to provide advice and guidance aimed at promoting equitable recovery of airport and air navigation services costs;

Whereas Member States are increasingly assigning the operation of airports and air navigation services to commercialized and privatized entities, which may have less awareness and knowledge of States' obligations specified in the Convention and its Annexes and of ICAO's policies and guidance material in the economic field, and are using multinational facilities and services to meet the commitments they have assumed under Article 28 of the Convention; and

Whereas the Council has adopted policy guidance on the allocation of Global Navigation Satellite System (GNSS) costs to ensure an equitable treatment of all users;

The Assembly:

1. *Reminds* Member States that with regard to airports and air navigation services they remain responsible for the commitments they have assumed under Article 28 of the Convention, regardless of what entity or entities operate the airports or air navigation services concerned;
2. *Encourages* Member States to consider the establishment of autonomous entities to operate airports and air navigation services providers, taking into account economic viability as well as the interests of the users and other interested parties;
3. *Urges* Member States to promote quality air navigation services performance through good governance;
4. *Urges* Member States to cooperate in the recovery of costs of multinational air navigation facilities and services and to consider the use of the ICAO policy guidance on the allocation of GNSS costs;
5. *Requests* the Council to continue to develop ICAO's policy and guidance material with a view to contributing to increased efficiency and improved cost-effectiveness in the provision and operation of airports and air navigation services, including the foundation for a sound cooperation between providers and users;
6. *Requests* the Council to continue, as required, refinement of its policy guidance on the allocation of GNSS costs and the coordination of technical, legal and economic aspects, including cost-efficient interoperability; and
7. *Requests* the Council to promote ICAO's policies on user charges and related guidance material in order to increase the awareness of, and implementation by, Member States and their airports and air navigation services entities.

D. INTERNATIONAL AIR MAIL

8.5 ICAO's policy dealing with international air mail is reflected in the continuing ICAO policies in the air transport field, which is given below.

Assembly Resolution
(excerpts)

A39-15, Appendix E, Forecasting, planning and economic analyses

...

Section III. Air mail

Whereas air mail is an integral component of international air transport, which is increasingly affected by e-commerce;

The Assembly:

1. *Urges* Member States to take into account the effects on international civil aviation whenever policy is being formulated in the field of international air mail, and particularly at meetings of the Universal Postal Union (UPU); and
 2. *Directs* the Secretary General to furnish to the UPU, on request and as stipulated in relevant cooperation arrangements between UPU and ICAO, information of a factual character which may be readily available.
-

Appendix 1

ICAO Template Air Services Agreements

This Appendix contains the texts of the bilateral and regional/plurilateral versions of the ICAO Template Air Services Agreements (TASAs). The TASAs are a comprehensive framework of air services agreements, which include draft provisions on traditional, transitional and most liberal approaches, including optional wording, to the various elements in an air services agreement. The wording is based on model clauses or language developed by ICAO on various air services agreement articles, such as capacity, tariffs, competition laws, “doing business” and safety and aviation security provisions. The source for the language in the provisions of the TASA is the practice and usage of States language in their agreements; the text for most of the provisions therefore represents a distillation of the most common and current usage by States in this field.

The format of the TASA is arranged in two columns. The left column sets out the actual text of an Article or Annex in the agreement, including, if applicable, the different options and approaches (traditional, transitional and full liberalization). The various options (such as an alternative wording or provision within an Article) provided within any approach, in particular the transitional approach, are not presented in any order of progression or priority. The right column includes the Explanatory Notes that are either specific to the provision or to the Article in general and which provide information on the use of a particular approach. Most of the bilateral provisions have been adapted for regional or plurilateral use by a change of wording. However, the regional or plurilateral version includes also a number of Articles that contain issues only relevant in a regional or plurilateral context, for example, Article 36 (Exceptions).

The 2003 Fifth Worldwide Air Transport Conference (ATConf/5) gave widespread support for the concept and contents of the TASA, its optional use by States in their air services relationships and its further development by ICAO as “living documents”. This ability to choose different approaches for different provisions in a TASA would allow States to shape agreements which best fit their own pace and path for changes in market access and other aspects of liberalization. In addition, it could help them identify potential areas and formulae for liberalization by comparing their existing agreements with the TASA. This template will continue to be developed, particularly regarding additional material as to its application, in order to provide comprehensive guidance to States to facilitate liberalization and improve the harmonization of air services agreements in terms of language and approach.

In addition to the printed copy in this appendix, the TASA is also available in electronic form, which includes texts covering each of the traditional, transitional and full liberalization approaches in MS Word format. This enables users to tailor the wording and options of the TASA to their specific needs and circumstances, particularly when preparing for air service agreement negotiations or developing their own liberalization approaches. This product can be ordered by contacting the ICAO Customer Service (Telephone: +1 514-954-8022; Fax: +1 514-954-6769; E-mail: sales@icao.int).

Throughout this Appendix on Template Air Services Agreements (TASAs):

- 1) an asterisk is used to indicate that a specific provision within an article is common to each of the traditional, transitional and full liberalization approaches. No asterisk appears if the whole article applies to all three approaches. However in some articles, such as "Designation and authorization", the provision is reproduced in full for each approach for purposes of readability and clarity of the Article;*
- 2) in an article which provides for more than one approach, i.e. traditional, transitional, full liberalization, the same sequential order of presentation is maintained down the page, for ease of readability;*
- 3) similarly, where there are options within an approach (for example, two options within the transitional approach) these are also provided separately, but not in any order of priority.*

BILATERAL TEMPLATE AIR SERVICES AGREEMENT

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Preamble	Explanatory Notes
<p style="text-align: center;">[Option 1 of 2]</p> <p>The Government of and the Government of hereinafter referred to as the "Parties";</p> <p>Being parties to the <i>Convention on International Civil Aviation</i>, opened for signature at Chicago on 7 December 1944;</p> <p>Desiring to contribute to the progress of international civil aviation;</p> <p>Desiring to conclude an agreement for the purpose of establishing and operating air services between and beyond their respective territories;</p> <p>Have agreed as follows:</p> <p style="text-align: center;">[Option 2 of 2]</p> <p>The Government of and the Government of (hereinafter, "the Parties");</p> <p>Being Parties to the <i>Convention on International Civil Aviation</i>, opened for signature at Chicago on 7 December, 1944;</p> <p>Desiring to promote an international aviation system based on competition among airlines in the marketplace with minimum government interference and regulation;</p> <p>Desiring to facilitate the expansion of international air services opportunities;</p> <p>Recognizing that efficient and competitive international air services enhance trade, the welfare of consumers, and economic growth;</p> <p>Desiring to make it possible for airlines to offer the travelling and shipping public a variety of service options [at the lowest prices that are not discriminatory and do not represent abuse of a dominant position], and wishing to encourage individual airlines to develop and implement innovative and competitive prices; and</p> <p>Desiring to ensure the highest degree of safety and security in international air services and reaffirming their grave concern about acts or threats against the security of aircraft, which jeopardize the safety of persons or property, adversely affect the operation of air services, and undermine public confidence in the safety of civil aviation.</p> <p>Have agreed as follows:</p>	<p><i>The initial part of the agreement presents the reason for entering into the agreement and declares that they have agreed to what will follow in subsequent parts of the agreement.</i></p> <p><i>This approach is common in more liberal agreements and the bracketed text is common to "open skies" agreements.</i></p>

Article 1 Definitions	Explanatory Notes
<p>For the purposes of this Agreement, unless otherwise stated, the term:</p> <p>a) "air transportation" means the public carriage by aircraft of passengers, baggage, cargo and mail, separately or in combination, for remuneration or hire;</p> <p>b) "aeronautical authorities" means, in the case of __ the __; in the case of __ the __; or in both cases any other authority or person empowered to perform the functions now exercised by the said authorities;</p> <p>c) "Agreement" means this Agreement, its Annex, and any amendments thereto;</p> <p>d) "capacity" is the amount(s) of services provided under the agreement, usually measured in the number of flights (frequencies) or seats or tons of cargo offered in a market (city pair, or country-to-country) or on a route during a specific period, such as daily, weekly, seasonally or annually;</p> <p>e) "Convention" means the <i>Convention on International Civil Aviation</i> opened for signature at Chicago on the seventh day of December, 1944, and includes any Annex adopted under Article 90 of that Convention, and any amendment of the Annexes or Convention under Articles 90 and 94, insofar as such Annexes and amendments have become effective for both Parties;</p> <p>f) "designated airline" means an airline which has been designated and authorized in accordance with Article __ of this Agreement;</p> <p>g) "domestic air transportation" is air transportation in which passengers, baggage, cargo and mail which are taken on board in a States territory are destined to another point in that same State's territory;</p> <p>h) "ICAO" means the International Civil Aviation Organization;</p> <p>i) "intermodal air transportation" means the public carriage by aircraft and by one or more surface modes of transport of passengers, baggage, cargo and mail, separately or in combination, for remuneration or hire;</p> <p>j) "international air transportation" is air transportation in which the passengers, baggage, cargo and mail which are taken on board in the territory of one State are destined to another State;</p> <p>k) "Party" is a State which has formally agreed to be bound by this Agreement;</p> <p>l) ["price"] or ["tariff"] means any fare, rate or charge for the carriage of passengers, baggage and/or cargo (excluding mail) in air transportation (including any other mode of transportation in connection therewith) charged by airlines, including their agents, and the conditions governing the availability of such fare, rate or charge;</p>	<p><i>While the Parties to an air services agreement may choose to define any number of terms used in their agreement, for the purposes of clarity or in the event of any possible ambiguity, the foregoing are the terms that may be commonly found in a Definitions article.</i></p> <p><i>For "aeronautical authorities" the required insertions will depend on the prevailing administrative structures and arrangements in place in each Party.</i></p> <p><i>Although the broader and more modern term "price" is used rather than "tariff"; the definition is essentially the same for both terms.</i></p>

Article 1 Definitions	Explanatory Notes
<p>m) "territory" in relation to a State [means the land areas and territorial waters adjacent thereto and the airspace above them under the sovereignty of that State] has the meaning assigned to it in Article 2 of the Convention;</p> <p>n) "user charges" means a charge made to airlines by the competent authorities, or permitted by them to be made, for the provision of airport property or facilities or of air navigation facilities, or aviation security facilities or services, including related services and facilities, for aircraft, their crews, passengers and cargo; and</p> <p>o) "air service", "international air service", "airline", and "stop for non-traffic purposes", have the meanings assigned to them in Article 96 of the Convention.</p>	<p><i>For the term "territory" there are two possible ways to define it, one by reference to the definition of that word in Article 2 of the Convention, and the other spelling out the usual meaning attributed to it in international law and practice. Both are presented as alternative language.</i></p>

Article 2 Grant of rights	Explanatory Notes
<p>1.* Each Party grants to the other Party the rights specified in this Agreement for the purpose of operating international air services on the routes specified in the Route Schedule.</p> <p>2.* Subject to the provisions of this Agreement, the airline(s) designated by each Party shall enjoy the following rights:</p> <p>a)* the right to fly without landing across the territory of the other Party;</p> <p>b)* the right to make stops in the territory of the other Party for non-traffic purposes;</p> <div data-bbox="305 1283 699 1335" style="border: 1px solid black; text-align: center; padding: 5px; margin: 10px auto; width: fit-content;"> <p>Traditional</p> </div> <p>c) the right to make stops at the point(s) on the route(s) specified in the Route Schedule to this Agreement for the purpose of taking on board and discharging international traffic in passengers, cargo and mail [separately or in combination].</p> <div data-bbox="305 1619 699 1671" style="border: 1px solid black; text-align: center; padding: 5px; margin: 10px auto; width: fit-content;"> <p>Transitional and Full liberalization</p> </div> <p>c) the rights otherwise specified in this Agreement.</p>	<p><i>The Grant of rights provision sets out both the traffic and non-traffic rights the Parties grant to each other and usually needs to be read in conjunction with a schedule or annex that sets out the routes, rights and any applicable conditions.</i></p> <p><i>The foregoing first two Freedoms of the air, although included in multilateral agreements (for scheduled services, the International Air Services Transit Agreement (IASTA); for non-scheduled services, Article 5 of the Convention), are also commonly included in bilateral and regional/plurilateral agreements, either because some States may not be, or may cease to be, parties to the IASTA.</i></p> <p><i>This provision exchanges the other traffic rights on the basis of the Route schedule. It is not necessary to distinguish among the Third, Fourth and Fifth Freedoms in the Grant of rights Article since the Route schedule will establish the routes and points for which the specific Freedoms apply. One phrase "separately or in combination" is bracketed as being optional since its insertion would enable the operation of all-cargo services. However, these could also be the subject of separate treatment and negotiation between the Parties, including specified routes.</i></p> <p><i>Traffic rights in liberal agreements are exchanged using this formulation, in particular, "open skies" agreements. The Route schedule will, by its presentation and wording, establish the various "Freedoms of the air" as well as the routes which may specify points to be exchanged.</i></p>

<p style="text-align: center;">Article 2 Grant of rights</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>3.* The airlines of each Party, other than those designated under Article (Designation) of this Agreement, shall also enjoy the rights specified in paragraphs 2 a) and b) of this Article.</p> <div style="border: 1px solid black; width: fit-content; margin: 20px auto; padding: 5px; text-align: center;"> <p>Traditional and Transitional</p> </div> <p>4. Nothing in paragraph 2 shall be deemed to confer on the designated airline(s) of one Party the privilege of taking on board, in the territory of the other Party, passengers, cargo and mail for remuneration and destined for another point in the territory of the other Party.</p>	<p><i>The use of the term “airlines of each Party” includes both airlines which are designated and those which are not.</i></p> <p><i>A standard provision that excludes cabotage operations from the grant of rights. Under full liberalization where cabotage rights have been exchanged, this is usually covered in the context of the Route schedule.</i></p>

<p style="text-align: center;">Article 3 Designation and authorization</p>	<p style="text-align: center;">Explanatory Notes</p>
<div style="border: 1px solid black; width: fit-content; margin: 20px auto; padding: 5px; text-align: center;"> <p>Traditional</p> </div> <p>1. Each Party shall have the right to designate in writing to the other Party an airline to operate the agreed services [in accordance with this Agreement] and to withdraw or alter such designation.</p> <p>2.* On receipt of such a designation, and of application from the designated airline, in the form and manner prescribed for operating authorization [and technical permission], each Party shall grant the appropriate operating authorization with minimum procedural delay, provided that:</p> <p>a) substantial ownership and effective control are vested in the Party designating the airline, nationals of that Party, or both;</p>	<p><i>The formulation of the Designation and authorization provision may be simplified by addressing the reasons in paragraph 2 for a State to receive an authorization in the Revocation of authorization Article, since the conditions for not granting an authorization are the same.</i></p> <p><i>The traditional approach refers to one airline or a single designation.</i></p> <p><i>The traditional “substantial ownership and effective control” formula is still used in the majority of bilateral agreements. The phrase is not defined and the authorizing Party is the sole judge of whether the ownership and control criteria have been met. Nevertheless, “substantial ownership” is broadly considered to mean more than 50 per cent equity ownership. On the other hand, States take varying views in their domestic legislation or practice as to what might constitute “effective control”. With the traditional clause, there have been individual instances where the authorizing Party has waived its right to require that the ownership and control criteria be met.</i></p> <p><i>For a Party which receives the designation, it would retain the discretionary right of refusal as a measure of control to address legitimate concerns if and when required. This provision addresses potential concerns such as safety, security or other economic aspects including potential emergence of “flags of convenience”.</i></p>

<p style="text-align: center;">Article 3 Designation and authorization</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>3.* On receipt of the operating authorization of paragraph 2, a designated airline may at any time begin to operate the agreed services for which it is so designated, provided that the airline complies with the applicable provisions of this Agreement.</p> <div style="text-align: center; border: 1px solid black; width: fit-content; margin: 20px auto; padding: 5px;"> <p>Transitional</p> </div> <p>1. Each Party shall have the right to designate in writing to the other Party one or more airlines to operate the agreed services [in accordance with this Agreement] and to withdraw or alter such designation.</p> <p>2. On receipt of such a designation, and of application from the designated airline, in the form and manner prescribed for operating authorization [and technical permission], each Party shall grant the appropriate operating authorization with minimum procedural delay, provided that:</p> <p style="text-align: center;">[Sub-paragraphs 2a) through 2 c)*, option 1 of 2]</p> <p>a) the airline is and remains substantially owned and effectively controlled by nationals of any one or more States in a group, or by any one or more of the Parties themselves;</p> <p>b)* the Party designating the airline is in compliance with the provisions set forth in Article __ (Safety) and Article __ (Aviation Security); and</p> <p>c)* the designated airline is qualified to meet other conditions prescribed under the laws and regulations normally applied to the operation of international air transport services by the Party receiving the designation.</p>	<p><i>The transitional approach refers to one or more airlines or multiple designation. The phrasing was sometimes interpreted as being met by the designation of two airlines. The transitional approach also includes formulae for increasing the number of designated airlines on specific routes based on, for example, negotiated multi-year increases or the achievement of a specified level of passenger traffic in city-pair markets.</i></p> <p><i>This approach uses the recommendation of the 1994 Worldwide Air Transport Conference (ATConf/4) which refers to an airline which is and remains substantially owned and effectively controlled by nationals of one or more States that are not necessarily party to the agreement concerned but are within a predefined group with a “community of interest”. A second group formulation by ATConf/4 is an airline which is substantially owned and effectively controlled by nationals of any one or more States that are parties to an agreement, or any one or more of the parties themselves. The definition of a European Union (EU) air carrier is an example of this ownership and control within a group (the EU criteria also includes principal place of business and administrative headquarters in a Member State).</i></p> <p><i>In agreements where a reference is made to ownership by nationals within a group of States, for example, Member States within the European Union, the text would be modified to take into consideration any changes in the European Community legislation.</i></p>

<p style="text-align: center;">Article 3 Designation and authorization</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center;">[Sub-paragraphs a) through d)*, option 2 of 2]</p> <p>a) the designated airline has its principal place of business (see (i) below) [and permanent residence] in the territory of the designating Party;</p> <p>b) the Party designating the airline has and maintains effective regulatory control (see (ii) below) of the airline;</p> <p>Notes: —</p> <p>(i) evidence of principal place of business includes such factors as: the airline is established and incorporated in the territory of the designating Party in accordance with relevant national laws and regulations, has a substantial amount of its operations and capital investment in physical facilities in the territory of the designating Party, pays income tax, registers and bases its aircraft there, and employs a significant number of nationals in managerial, technical and operational positions.</p> <p>3.* On receipt of the operating authorization of paragraph 2, a designated airline may at any time begin to operate the agreed services for which it is so designated, provided that the airline complies with the applicable provisions of this Agreement.</p> <div style="text-align: center; border: 1px solid black; width: fit-content; margin: 10px auto; padding: 5px;">Full liberalization</div> <p>1. Each Party shall have the right to designate in writing to the other Party as many airlines as it wishes to operate the agreed services [in accordance with this Agreement] and to withdraw or alter such designation.</p> <p>2.* On receipt of such a designation, and of application from the designated airline, in the form and manner prescribed for operating authorization [and technical permission], each Party shall grant the appropriate operating authorization with minimum procedural delay, provided that:</p> <p>a) the airline is under the effective regulatory control of the designating State;</p> <p>b)* the Party designating the airline is in compliance with the provisions set forth in Article __ (Safety) and Article __ (Aviation Security); and</p> <p>c)* the designated airline is qualified to meet other conditions prescribed under the laws and regulations normally applied to the operation of international air transport services by the Party receiving the designation.</p>	<p><i>This approach recommended by ICAO would enable a State to designate air carriers as it sees qualified (including those with majority national ownership) to use and benefit from its entitled market access rights under a bilateral agreement. At the same time, it would reinforce the obligation on the part of the designating party to maintain effective regulatory control (including safety and security oversight) over the airline it designates. Such control is envisioned primarily through licensing which can include both economic and operational elements. The arrangement would not require the State to change its existing laws, policies or regulations pertaining to national ownership and control of its own national air carrier(s), but would allow such change if and when the State wishes to do so.</i></p> <p><i>The full liberalization approach refers to as many airlines or no quantitative limit on the number of airlines which can be designated.</i></p> <p><i>Full liberalization removes all criteria pertaining to the airline, but requires effective regulatory control by the designating State to ensure compliance with Safety and Security standards. It would also include a "right of establishment" that is a right for non-nationals to establish and operate an airline in the territory of a Party which could then engage in domestic and international air services.</i></p>

Article 3 Designation and authorization	Explanatory Notes
3.* On receipt of the operating authorization of paragraph 2, a designated airline may at any time begin to operate the agreed services for which it is so designated, provided that the airline complies with the applicable provisions of this Agreement.	

Article 4 Withholding, revocation and limitation of authorization	Explanatory Notes
<p>1.* The aeronautical authorities of each Party shall have the right to withhold the authorizations referred to in Article (Authorization) of this Agreement with respect to an airline designated by the other Party, and to revoke, suspend or impose conditions on such authorizations, temporarily or permanently:</p> <div style="text-align: center; border: 1px solid black; width: fit-content; margin: 10px auto; padding: 2px 10px;">Traditional</div> <p>a) in the event that they are not satisfied that substantial ownership and effective control are vested in the Party designating the airline, nationals of that Party, or both;</p> <p>b)* in the event of failure of the Party designating the airline to comply with the provisions set forth in Article __ (Safety) and Article __ (Aviation Security); and</p> <p>c)* in the event of failure that such designated airline is qualified to meet other conditions prescribed under the laws and regulations normally applied to the operation of international air transport services by the Party receiving the designation.</p> <div style="text-align: center; border: 1px solid black; width: fit-content; margin: 10px auto; padding: 2px 10px;">Transitional</div> <p>[Sub-paragraphs a) through c)*, option 1 of 2]</p> <p>a) in the event that they are not satisfied that the airline is and remains substantially owned and effectively controlled by nationals of any one or more States in a group, or by any one or more of the Parties themselves;</p> <p>b)* in the event of failure of the Party designating the airline to comply with the provisions set forth in Article __ (Safety) and Article __ (Aviation Security); and</p> <p>c)* in the event of failure that such designated airline is qualified to meet other conditions prescribed under the laws and regulations normally applied to the operation of international air transport services by the Party receiving the designation.</p>	<p><i>The reasons for a State that receives a request for an authorization to not authorize initially or to subsequently revoke, suspend or condition an authorization it has granted are the same. Consequently, if the criteria for designation requires such formulation as "substantial ownership and effective control" or "principal place of business", then the failure to meet that requirement will be grounds for revocation, suspension or the imposition of conditions on the operating permission.</i></p> <p><i>Other bases for revocation are broader in scope and are covered by cross reference to the requirements to comply with the provisions on safety, security and the laws and regulations of that Party.</i></p> <p><i>In agreements where a reference is made to ownership by nationals within a group of States, for example, Member States within the European Union, the text would be modified to take into consideration any changes in the European Common Law legislation.</i></p>

<p style="text-align: center;">Article 4 Withholding, revocation and limitation of authorization</p>	<p style="text-align: center;">Explanatory Notes</p>
<div style="text-align: center; border: 1px solid black; width: fit-content; margin: 0 auto; padding: 5px;"> <p>Transitional</p> </div> <p style="text-align: center;">[Sub-paragraphs a) through d)*, option 2 of 2]</p> <p>a) in the event that they are not satisfied that the designated airline has its principal place of business (see (i) below) [and permanent residence] in the territory of the designating Party;</p> <p>b) in the event that they are not satisfied that the Party designating the airline has and maintains effective regulatory control (see (ii) below) of the airline;</p> <p><i>Notes: —</i></p> <p>(i) evidence of principal place of business includes such factors as: the airline is established and incorporated in the territory of the designating Party in accordance with relevant national laws and regulations, has a substantial amount of its operations and capital investment in physical facilities in the territory of the designating Party, pays income tax, registers and bases its aircraft there, and employs a significant number of nationals in managerial , technical and operational positions.</p> <p>ii) evidence of effective regulatory control includes but is not limited to: the airline holds a valid operating licence or permit issued by the licensing authority such as an Air Operator Certificate (AOC), meets the criteria of the designating Party for the operation of international air services, such as proof of financial health, ability to meet public interest requirement, obligations for assurance of service; and the designating Party has and maintains safety and security oversight programmes in compliance with ICAO standards.</p> <p>c)* in the event of failure of the Party designating the airline to comply with the provisions set forth in Article __ (Safety) and Article __ (Aviation Security); and</p> <p>d)* in the event of failure that such designated airline is qualified to meet other conditions prescribed under the laws and regulations normally applied to the operation of international air transport services by the Party receiving the designation.</p> <div style="text-align: center; border: 1px solid black; width: fit-content; margin: 20px auto; padding: 5px;"> <p>Full liberalization</p> </div> <p>a) in the event that they are not satisfied that the airline is under the effective regulatory control of the designating State;</p> <p>b)* in the event of failure of the Party designating the airline to comply with the provisions set forth in Article __ (Safety) and Article __ (Aviation Security); and</p> <p>c)* in the event of failure that such designated airline is qualified to meet other conditions prescribed under the laws and regulations normally applied to the operation of international air transport services by the Party receiving the designation.</p>	

<p style="text-align: center;">Article 4 Withholding, revocation and limitation of authorization</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>2.* Unless immediate action is essential to prevent infringement of the laws and regulations referred to above or unless safety or security requires action in accordance with the provisions of Articles (Safety) or (Security), the rights enumerated in paragraph 1 of this Article shall be exercised only after consultations between the aeronautical authorities in conformity with Article (Consultations) of this Agreement.</p>	<p><i>Compliance with the laws and regulations as well as safety and security provisions is constrained in paragraph 2 by the need in the first instance for consultation.</i></p>

<p style="text-align: center;">Article 5 Application of laws</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center;">[Paragraph 1, option 1 of 2]</p> <p>1. The laws and regulations of one Party governing entry into and departure from its territory of aircraft engaged in international air services, or the operation and navigation of such aircraft while within its territory, shall be applied to aircraft of the designated airline of the other Party.</p> <p style="text-align: center;">[Paragraph 1, option 2 of 2]</p> <p>1. While entering, within, or leaving the territory of one Party, its laws and regulations relating to the operation and navigation of aircraft shall be complied with by the other Party's airlines.</p> <p style="text-align: center;">[Paragraph 2, option 1 of 2]</p> <p>2. The laws and regulations of one Party relating to the entry into, stay in and departure from its territory of passengers, crew and cargo including mail such as those regarding immigration, customs, currency and health and quarantine shall apply to passengers, crew, cargo and mail carried by the aircraft of the designated airline of the other Party while they are within the said territory.</p> <p style="text-align: center;">[Paragraph 2, option 2 of 2]</p> <p>2. While entering, within, or leaving the territory of one Party, its laws and regulations relating to the admission to or departure from its territory of passengers, crew or cargo on aircraft (including regulations relating to entry, clearance, aviation security, immigration, passports, customs and quarantine, or in the case of mail, postal regulations) shall be complied with by, or on behalf of, such passengers, crew or cargo of the other Party's airlines.</p>	<p><i>This Article is found in most bilateral agreements and reproduces the substance of Article 11 of the Convention. There is a general commitment by the Parties to use ICAO Standards and Recommended Practices (SARPs) concerning facilitation. The Article on "Inadmissible and undocumented passengers and deportees" contains a more specific commitment concerning Annex 9 procedures.</i></p> <p><i>Under the first alternative, paragraph 1 recognizes that a Party's laws with respect to the operation of aircraft and admission of passengers, crew, cargo and mail will be applied to the other Party's airlines.</i></p> <p><i>Under the second alternative, paragraph 1 shifts the emphasis to compliance by airlines with a Party's laws on operation and navigation of aircraft and the admission, transit and departure of passengers, crew, cargo and mail.</i></p> <p><i>Paragraph 2 focuses on the application of, which is to say, compliance with those laws and regulations related to customs, immigration, currency, health and quarantine of the other Party.</i></p> <p><i>Paragraph 2 focuses on the application of, which is to say, compliance with those laws and regulations related to customs, immigration, currency, health and quarantine of the other Party.</i></p>

Article 5 Application of laws	Explanatory Notes
3.* Neither Party shall give preference to its own or any other airline over a designated airline of the other Party engaged in similar international air transportation in the application of its immigration, customs, quarantine and similar regulations.	<i>Paragraph 3 is common to both alternatives and addresses non-discrimination.</i>

Article 6 Direct transit	Explanatory Notes
<p data-bbox="418 657 565 682" style="text-align: center;">[Option 1 of 2]</p> <p data-bbox="188 705 795 806">Passengers, baggage, cargo and mail in direct transit shall be subject to no more than a simplified control. Baggage and cargo in direct transit shall be exempt from customs duties and other similar taxes.</p> <p data-bbox="418 831 565 856" style="text-align: center;">[Option 2 of 2]</p> <p data-bbox="188 879 795 1010">Passengers, baggage and cargo in direct transit through the territory of any Party and not leaving the area of the airport reserved for such purpose shall not undergo any examination except for reasons of aviation security, narcotics control, prevention of illegal entry or in special circumstances.</p>	<p data-bbox="824 583 1433 636"><i>In some agreements, this provision could be stated separately or included in the Application of laws Article.</i></p> <p data-bbox="824 705 1433 758"><i>Option 1 is a standard facilitation measure for simplified transit found in most air services agreements.</i></p> <p data-bbox="824 879 1433 957"><i>Option 2, found in "open skies" agreements, addresses the security situation of transit traffic rather than the controls or customs and tax treatment.</i></p>

Article 7 Recognition of certificates	Explanatory Notes
<p data-bbox="188 1163 795 1346">1. Certificates of airworthiness, certificates of competency and licenses issued or rendered valid by one Party and still in force shall be recognized as valid by the other Party for the purpose of operating the agreed services provided that the requirements under which such certificates and licenses were issued or rendered valid are equal to or above the minimum standards which may be established pursuant to the Convention.</p> <p data-bbox="188 1423 795 1682">2. If the privileges or conditions of the licences or certificates referred to in paragraph 1 above, issued by the aeronautical authorities of one 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 Party may request consultations between the aeronautical authorities with a view to clarifying the practice in question.</p>	<p data-bbox="824 1163 1433 1293"><i>This provision on Recognition of Certificates is found in most air service agreements even though, in essence, it simply reproduces in paragraphs 1 and 2 two provisions of the Convention, Articles 33 and 32 b) respectively, with some minor variations in wording.</i></p> <p data-bbox="824 1325 1433 1402"><i>In paragraph 1, the Parties exchange mutual recognition of currently valid certificates of airworthiness and competency and licenses issued by the other Party.</i></p> <p data-bbox="824 1423 1433 1501"><i>States may find it useful to have a procedure to deal with differences filed with respect to the standards established pursuant to the Convention.</i></p>

Article 7 Recognition of certificates	Explanatory Notes
<p>3. Each Party reserves the right, however, to refuse to recognize for the purpose of flights above or landing within its own territory, certificates of competency and licenses granted to its own nationals by the other Party.</p>	<p><i>This provision reserves the right to refuse to recognize any certificates or licences issued by the other Party to the first Party's nationals. Drawn from Article 32 b) of the Convention, the provision is necessary because Article 32 a) requires pilots to be provided with licences issued by the State of registry of the aircraft. Consequently, it is not possible for the recognition to extend to a licence issued to that State's own nationals by another State.</i></p>

Article 8 Safety	Explanatory Notes
<p>1. Each Party may request consultations at any time concerning the safety standards maintained by the other Party in areas relating to aeronautical facilities, flight crew, aircraft and the operation of aircraft. Such consultations shall take place within thirty (30) days of that request.</p> <p>2. If, following such consultations, one Party finds that the other Party does not effectively maintain and administer safety standards in the areas referred to in paragraph 1 that meet the Standards established at that time pursuant to the <i>Convention on International Civil Aviation</i> (Doc 7300), the other Party shall be informed of such findings and of the steps considered necessary to conform with the ICAO Standards. The other Party shall then take appropriate corrective action within an agreed time period.</p> <p>3. Pursuant to Article 16 of the Convention, it is further agreed that, any aircraft operated by, or on behalf of an airline of one Party, on service to or from the territory of another Party, may, while within the territory of the other Party be the subject of a search by the authorized representatives of the other Party, provided this does not cause unreasonable delay in the operation of the aircraft. Notwithstanding the obligations mentioned in Article 33 of the Chicago Convention, the purpose of this search is to verify the validity of the relevant aircraft documentation, the licensing of its crew, and that the aircraft equipment and the condition of the aircraft conform to the Standards established at that time pursuant to the Convention.</p> <p>4. When urgent action is essential to ensure the safety of an airline operation, each Party reserves the right to immediately suspend or vary the operating authorization of an airline or airlines of the other Party.</p> <p>5. Any action by one Party in accordance with paragraph 4 above shall be discontinued once the basis for the taking of that action ceases to exist.</p>	<p><i>The foregoing model clause on safety developed by ICAO provides a standardized process for Parties to an agreement to address safety concerns. It is intended to ensure that aircraft operated by, or on behalf of, designated airlines in the other Party's territory are operated and maintained in accordance with ICAO Standards and Recommended Practices. The provision takes a wide view of an aircraft operation by including aeronautical facilities, which implies the provision of facilities such as air traffic control, airport and navigation aids, in addition to the aircraft and its crew.</i></p> <p><i>However, nothing prevents the Parties from inserting additional or more restrictive criteria that they feel may be necessary for assessing the safety of an aircraft operation, such as the alternative wording for ramp inspection which specifies the findings and determinations that can be made by aeronautical authorities following a ramp inspection, and additionally addresses the situation where there is a denial of access for a ramp inspection.</i></p> <p><i>Except for this provision, there is no specific reference to sanctions in the Safety Article in view of the possibility of taking action under the Revocation provision to revoke, suspend or impose conditions on a designated airlines authorization for failing to comply with, inter alia, the Safety Article.</i></p>

Article 8 Safety	Explanatory Notes
6. With reference to paragraph 2, if it is determined that one Party remains in non-compliance with ICAO Standards when the agreed time period has lapsed, the Secretary General of ICAO should be advised thereof. The latter should also be advised of the subsequent satisfactory resolution of the situation.	

Article 9 Aviation security	Explanatory Notes
<p>1. Consistent with their rights and obligations under international law, the Parties reaffirm that their obligation to each other to protect the security of civil aviation against acts of unlawful interference forms an integral part of this Agreement. Without limiting the generality of their rights and obligations under international law, the Parties shall, in particular, act in conformity with the provisions of the <i>Convention on Offences and Certain Other Acts Committed on Board Aircraft</i>, signed at Tokyo on 14 September 1963, the <i>Convention for the Suppression of Unlawful Seizure of Aircraft</i>, signed at The Hague on 16 December 1970 and the <i>Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation</i>, signed at Montreal on 23 September 1971, the <i>Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, Done at Montreal on 23 September 1971</i>, signed at Montreal on 24 February 1988, as well as with any other Convention and Protocol relating to the security of civil aviation which both Parties adhere to.</p> <p>2. The Parties shall provide, upon request, all necessary assistance to each other to prevent acts of unlawful seizure of civil aircraft and other unlawful acts against the safety of such aircraft, their passengers and crew, airports and air navigation facilities, and any other threat to the security of civil aviation.</p> <p>3. The Parties shall, in their mutual relations, act in conformity with the aviation security provisions established by ICAO and designated as Annexes to the Convention; they shall require that operators of aircraft of their registry or operators of aircraft who have their principal place of business or permanent residence in their territory and the operators of airports in their territory act in conformity with such aviation security provisions. [Each Party shall advise the other Party of any difference between its national regulations and practices and the aviation security standards of the Annexes. Either Party may request immediate consultations with the other Party at any time to discuss any such differences.]</p> <p>4. Each Party agrees that such operators of aircraft may be required to observe the aviation security provisions referred to in paragraph 3) above required by the other Party for entry into, departure from, or while within, the territory of that other Party. Each Party shall ensure that adequate measures are effectively applied within its territory to protect the aircraft and to inspect passengers, crew, carry-on items, baggage, cargo and aircraft stores prior to and during boarding or loading. Each Party shall also give sympathetic consideration to any request from the</p>	<p><i>The provision on aviation security was developed by ICAO. It incorporates by general reference, in paragraphs 1 and 3 respectively, obligations on aviation security arising from the various international instruments on unlawful interference to which the Parties may be signatories, and to Annex 17 to the Convention (Aviation Security), which applies to all Contracting States of ICAO. Any changes to the Standards and Recommended Practices of the latter which may come into effect subsequent to the adoption of the agreement would also apply to the Parties. The clause emphasizes mutual assistance in the prevention of unlawful seizure or other such acts, requests for special security measures and whenever there is an unlawful act or the threat of one. The clause does not limit the contractual freedom of Parties to expand or limit its scope or to use a different approach.</i></p> <p><i>The bracketed language in paragraph 3 provides a procedure for handling differences which could be filed for security standards.</i></p>

<p style="text-align: center;">Article 9 Aviation security</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>other Party for reasonable special security measures to meet a particular threat.</p> <p>5. When an incident or threat of an incident of unlawful seizure of civil aircraft or other unlawful acts against the safety of such aircraft, their passengers and crew, airports or air navigation facilities occurs, the Parties shall assist each other by facilitating communications and other appropriate measures intended to terminate rapidly and safely such incident or threat thereof.</p> <p>[6. Each Party shall have the right, within sixty (60) days following notice (or such shorter period as may be agreed between the aeronautical authorities), for its aeronautical authorities to conduct an assessment in the territory of the other Party of the security measures being carried out, or planned to be carried out, by aircraft operators in respect of flights arriving from, or departing to the territory of the first Party. The administrative arrangements for the conduct of such assessments shall be agreed between the aeronautical authorities and implemented without delay so as to ensure that assessments will be conducted expeditiously.]</p> <p>[7. When a Party has reasonable grounds to believe that the other Party has departed from the provisions of this Article, the first Party may request consultations. Such consultations shall start within fifteen (15) days of receipt of such a request from either Party. Failure to reach a satisfactory agreement within fifteen (15) days from the start of consultations shall constitute grounds for withholding, revoking, suspending or imposing conditions on the authorizations of the airline or airlines designated by the other Party. When justified by an emergency, or to prevent further non-compliance with the provisions of this Article, the first Party may take interim action at any time.]</p>	<p><i>The alternative paragraphs 6 and 7 address, respectively, the inspection of security facilities and procedures in the other Party's territory and the need for prompt consultations on security matters (which have greater urgency than consultation on other issues) as well as the ability to take interim action when warranted.</i></p>

<p style="text-align: center;">Article 10 Security of travel documents</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>1. Each Party agrees to adopt measures to ensure the security of their passports and other travel documents.</p> <p>2. In this regard, each Party agrees to establish controls on the lawful creation, issuance, verification and use of passports and other travel documents and identity documents issued by, or on behalf of, that Party.</p> <p>3. Each Party also agrees to establish or improve procedures to ensure that travel and identity documents issued by it are of such quality that they cannot easily be misused and cannot readily be unlawfully altered, replicated or issued.</p> <p>4. Pursuant to the objectives above, each Party shall issue their passports and other travel documents in accordance with ICAO Doc 9303, <i>Machine Readable Travel Documents</i>: Part 1 — <i>Machine Readable Passports</i>, Part 2 — <i>Machine Readable Visas</i>, and/or Part 3 — <i>Size 1 and Size 2 Machine Readable Official Travel Documents</i>.</p>	<p><i>ICAO's Machine Readable Travel Document's technical specifications, contained in ICAO Doc 9303, permit reliable verification of the authenticity of travel documents and their holders and provide strong safeguards against alteration, forgery or counterfeit. Nearly 100 Contracting States issue Machine Readable Passports and other Machine Readable Travel Documents, in accordance with the specifications in Doc 9303. ICAO's Resolutions recognize that Doc 9303's specifications not only are effective in accelerating the movement of international passengers and crew members through border control, they also enhance security and immigration compliance programmes. Resolutions of the United Nations (UN) Security Council and other bodies of the UN, call upon States to enhance international cooperation to combat the smuggling of aliens and to prevent the use of fraudulent documents.</i></p> <p><i>Inclusion of this Article in air services agreements would enhance international efforts, by States, against the use of fraudulent and counterfeit travel documents for illegal migration, the smuggling of migrants and the movement of terrorists or terrorist groups across borders.</i></p>

<p style="text-align: center;">Article 10 Security of travel documents</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>5. Each Party further agrees to exchange operational information regarding forged or counterfeit travel documents, and to cooperate with the other to strengthen resistance to travel document fraud, including the forgery or counterfeiting of travel documents, the use of forged or counterfeit travel documents, the use of valid travel documents by imposters, the misuse of authentic travel documents by rightful holders in furtherance of the commission of an offence, the use of expired or revoked travel documents, and the use of fraudulently obtained travel documents.</p>	

<p style="text-align: center;">Article 11 Inadmissible and undocumented passengers and deportees</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>1. Each Party agrees to establish effective border controls.</p> <p>2. In this regard, each Party agrees to implement the Standards and Recommended Practices of Annex 9 (Facilitation) to the Chicago Convention concerning inadmissible and undocumented passengers and deportees in order to enhance cooperation to combat illegal migration.</p> <p>3. Pursuant to the objectives above, each Party agrees to issue, or to accept, as the case may be, the letter relating to "fraudulent, falsified or counterfeit travel documents or genuine documents presented by imposters" set out in Appendix 9 b) to Annex 9 (Twelfth Edition), when taking action under relevant paragraphs of Chapter 3 of the Annex regarding the seizure of fraudulent, falsified or counterfeit travel documents.</p>	<p><i>Chapter 3 of Annex 9 (Facilitation) to the Chicago Convention includes Standards and Recommended Practices setting out general procedures to be followed by States and airlines when dealing with inadmissible passengers, undocumented passengers and deportees. Appendix 9 is intended to replace, as a travel document, fraudulent, falsified or counterfeit travel documents seized from passengers who have used them for travel. The idea behind existing paragraphs and Appendix 9 is to remove, from circulation, fraudulent, falsified and counterfeit documents.</i></p> <p><i>Inclusion of this Article in air services agreements would enhance international efforts, by States, against the smuggling of migrants and the movement of terrorists or terrorist groups across borders.</i></p>

<p style="text-align: center;">Article 12 User charges</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center;">[Paragraphs 1 and 2, option 1 of 2]</p> <p>1. Neither Party shall impose or permit to be imposed on the designated airlines of the other Party user charges higher than those imposed on its own airlines operating similar international services.</p>	<p><i>These two alternative approaches to a provision on user charges differ significantly. Some provisions refer to "designated airlines". Parties would need to consider whether the provisions on the activities contained in this Party should also be extended to all airlines of a Party rather than only designated ones.</i></p> <p><i>This alternative is less detailed and merely reproduces in the first paragraph the non-discrimination principle governing user charges in Article 15 of the Convention viz. that charges on a foreign aircraft shall be no higher than those that would be imposed on its own aircraft in similar international operations.</i></p>

<p style="text-align: center;">Article 12 User charges</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>2. Each Party shall encourage consultations on user charges between its competent charging authority [or airport or air navigation service provider] and airlines using the service and facilities provided by those charging authorities [or service provider], where practicable through those airlines' representative organizations. Reasonable notice of any proposals for changes in user charges should be given to such users to enable them to express their views before changes are made. Each Party shall further encourage its competent charging authority [or service provider] and such users to exchange appropriate information concerning user charges.</p> <p style="text-align: center;">[Paragraphs 1 and 2, option 2 of 2]</p> <p>1. User charges that may be imposed by the competent charging authorities or bodies of each Party on the airlines of the other Party shall be just, reasonable, not unjustly discriminatory, and equitably apportioned among categories of users. In any event, any such user charges shall be assessed on the airlines of the other Party on terms not less favourable than the most favourable terms available to any other airline at the time the charges are assessed.</p> <p>2. User charges imposed on the airlines of the other Party may reflect, but shall not exceed, the full cost to the competent charging authorities or bodies of providing the appropriate airport, airport environmental, air navigation, and aviation security facilities and services at the airport or within the airport system. Such full costs may include a reasonable return on assets, after depreciation. Facilities and services for which charges are made shall be provided on an efficient and economic basis.</p> <p>3. Each Party shall encourage consultations between the competent charging authorities or bodies in its territory and the airlines using the services and facilities, and shall encourage the competent authorities or bodies and the airlines to exchange such information as may be necessary to permit an accurate review of the reasonableness of the charges in accordance with the principles in paragraphs 1 and 2. Each Party shall encourage the competent charging authorities to provide users with reasonable notice of any proposal for changes in user charges to enable users to express their views before changes are made.</p> <p>4. Neither Party shall be held, in dispute resolution procedures pursuant to Article __ (Settlement of Disputes), to be in breach of a provision of this Article, unless:</p> <p>a) it fails to undertake a review of the charge or practice that is the subject of complaint by the other Party within a reasonable amount of time; or</p> <p>b) following such a review it fails to take all steps within its power to remedy any charge or practice that is inconsistent with this Article.</p>	<p><i>The provision encourages consultation between the charging authority and the users, that reasonable notice is given for any changes in charges and that appropriate information is exchanged concerning charges. These principles reflect ICAO policy on charges (Doc 9082). Because some States have commercialized or privatized their airport and air navigation service providers, and have delegated authority to set user charges, suitable wording in brackets is added to address such situations.</i></p> <p><i>In the second alternative, this provision includes certain principles which again reflect ICAO-developed policy. However, rather than use the formula from Article 15 of the Convention, as is done in the first alternative, this version applies a type of "most favoured nation" provision which is broader in application than Article 15.</i></p> <p><i>Certain ICAO cost-recovery principles are set out in this provision.</i></p> <p><i>There are similar requirements regarding consultations, exchange of information and reasonable notice as can be found in the first alternative.</i></p> <p><i>The second approach introduces a review process prior to any treatment of user charges within the dispute settlement framework, and indicates that there is no breach of the Article, for purposes of the dispute settlement mechanism, if that review process is undertaken.</i></p>

<p style="text-align: center;">Article 12 User charges</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>[5. Airports, airways, air traffic control and air navigation services, aviation security, and other related facilities and services that are provided in the territory of one Party shall be available for use by the airlines of the other Party on terms no less favourable than the most favourable terms available to any airline engaged in similar international air services at the time arrangements for use are made.]</p>	<p><i>The bracketed language is essentially a more detailed version of Article 15 of the Convention.</i></p>

<p style="text-align: center;">Article 13 Customs duties</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>1. Each Party shall on the basis of reciprocity exempt a designated airline of the other Party to the fullest extent possible under its national law from [import restrictions,] customs duties, excise taxes, inspection fees and other national duties and charges [not based on the cost of services provided on arrival] on aircraft, fuel, lubricating oils, consumable technical supplies, spare parts including engines, regular aircraft equipment, aircraft stores and other items [such as printed ticket stock, air waybills, any printed material which bears the insignia of the company printed thereon and usual publicity material distributed free of charge by that designated airline] intended for use or used solely in connection with the operation or servicing of aircraft of the designated airline of such other Party operating the agreed services.</p> <p>2. The exemptions granted by this article shall apply to the items referred to in paragraph 1:</p> <p>a) introduced into the territory of the Party by or on behalf of the designated airline of the other Party;</p> <p>b) retained on board aircraft of the designated airline of one Party upon arrival in or leaving the territory of the other Party; or</p> <p>c) taken on board aircraft of the designated airline of one Party in the territory of the other Party and intended for use in operating the agreed services;</p> <p>whether or not such items are used or consumed wholly within the territory of the Party granting the exemption, provided the ownership of such items is not transferred in the territory of the said Party.</p> <p>3. The regular airborne equipment, as well as the materials and supplies normally retained on board the aircraft of a designated airline of either Party, may be unloaded in the territory of the other Party only with the approval of the customs authorities of that territory. In such case, they may be placed under the supervision of the said authorities up to such time as they are re-exported or otherwise disposed of in accordance with customs regulations.</p>	<p><i>A provision on customs and other duties is to be found in nearly all air services agreements and supplements the exemption on fuel, lubricating oils, spare parts, regular equipment and aircraft stores retained on board on arrival in another State's territory, found in Article 24 of the Convention. It also reflects ICAO policies on the taxation of international air transport (Doc 8632). The purpose of the provision is to exempt international aviation operations from various customs duties and other taxes on fuel, spare parts, supplies and equipment, that would normally be applied to a foreign aircraft when operating in another jurisdiction. The nature of international air transport and the potentially adverse economic impact of such imposts have been the rationale for the almost global acceptance of this provision.</i></p> <p><i>It should be noted that there are different interpretations of what constitutes an international leg of a service, for example, as it applies to tariffs and customs duties exemptions. States may therefore seek to include a clarification to this effect in any air services agreement entered into, particularly where cabotage rights are exchanged. In such cases, exemptions provided by this Article would be modified to take into account the nature of the service and its compatibility with domestic laws.</i></p> <p><i>In some situations the exemption is not a blanket exemption from all taxes and charges and where, for instance, there are government-imposed charges for services provided to international air transport (e.g. customs and quarantine fees), then the agreement would need a qualifying statement such as: "not based on the cost of services provided on arrival". Other items that could be covered (but have not been inserted in this Article) are equipment used for reservations and operations, security equipment, cargo loading and passenger-handling equipment, instructional material and training aids.</i></p>

<p style="text-align: center;">Article 14 Taxation</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center;">[Paragraphs 1 through 3, option 1 of 2]</p> <p>1. Profits from the operation of the aircraft of a designated airline in international traffic shall be taxable only in the territory of the Party in which the place of effective management of that airline is situated.</p> <p>2. Capital represented by aircraft operated in international traffic by a designated airline and by movable property pertaining to the operation of such aircraft shall be taxable only in the territory of the Party in which the place of effective management of the airline is situated.</p> <p>3. Where a special agreement for the avoidance of double taxation with respect to taxes on income and on capital exists between the Parties, the provisions of the latter shall prevail.</p>	<p><i>A provision on the taxation of income and capital in agreements is not widespread, in part because such matters may be the subject of a separate treaty on double taxation between the parties. One is presented above in light of the policy of ICAO (Doc 8632) that such an exemption be granted. Since the issue of taxation and taxation agreements between States would be an issue for financial authorities, a provision such as is presented here would require the involvement of those authorities in its formulation and negotiation.</i></p> <p><i>In this alternative, paragraphs 1 and 2 address the taxation of income and capital, respectively.</i></p> <p><i>Paragraph 3 provides for a treaty between the Parties on double taxation to override the provisions of this agreement.</i></p>
<p style="text-align: center;">[Paragraphs 1 through 3, option 2 of 2]</p> <p>1. Profits or income from the operation of aircraft in international traffic derived by an airline of one Party, including participation in inter-airline commercial agreements or joint business ventures, shall be exempt from any tax on profits or income imposed by the Government of the other Party.</p> <p>2. Capital and assets of an airline of one Party relating to the operation of aircraft in international traffic shall be exempt from all taxes on capital and assets imposed by the Government of the other Party.</p> <p>3. Gains from the alienation of aircraft operated in international traffic and movable property pertaining to the operation of such aircraft which are received by an airline of one Party shall be exempt from any tax on gains imposed by the Government of the other Party.</p> <p>[4.* Each Party shall on a reciprocal basis grant relief from value added tax or similar indirect taxes on goods and services supplied to the airline designated by the other Party and used for the purposes of its operation of international air services. The tax relief may take the form of an exemption or a refund.]</p> <p style="text-align: center;">[Option 3]</p> <p>1. Each party shall undertake to reduce to the fullest practicable extent and make plans to eliminate as soon as its economic conditions permit all forms of taxation on the sale or use of international air transport, including such taxes for services which are not required for international civil aviation or which may discriminate against it.</p>	<p><i>This alternative exempts airlines from certain taxes imposed by the Government of the other Party rather than specifying where airlines are taxable, i.e., in the territory of effective management of the airline, thereby clarifying the scope of tax exemptions.</i></p> <p><i>Paragraph 1 specifically exempts profits and income from inter-airline commercial agreements.</i></p> <p><i>The exemption is reciprocal though its coverage may vary as indicated by the bracketed text. For example, the Parties may also choose to include import restrictions, or airline supplies such as ticket stock, or computer equipment.</i></p> <p><i>This clause is recommended by the Sixth Worldwide Air Transport Conference as an option for use by States at their discretion. States may choose to use this provision in a Memorandum of Understanding (MoU) or a Memorandum of Cooperation (MoC).</i></p>

<p align="center">Article 15 Fair competition</p>	<p align="center">Explanatory Notes</p>
<p align="center" style="border: 1px solid black; padding: 5px;">Traditional</p> <p>Each designated airline shall have a fair opportunity to operate the routes specified in the Agreement.</p> <p align="center" style="border: 1px solid black; padding: 5px;">Transitional</p> <p>Each Party agrees:</p> <p>a) that each designated airline shall have a fair and equal opportunity to compete in providing the international air transportation governed by the agreement; and</p> <p>b) to take action to eliminate all forms of discrimination or unfair competitive practices adversely affecting the competitive position of a designated airline of the other Party.</p> <p align="center" style="border: 1px solid black; padding: 5px;">Full liberalization</p> <p>Each designated airline shall have a fair competitive environment under the competition laws of the Parties.</p>	<p><i>The traditional formulation is based on the phrase in the Convention (Article 44 f) which refers to every contracting State having "a fair opportunity to operate international air services".</i></p> <p><i>A limited transitional approach would be to apply the fair and equal opportunity to the routes specified in the annex to the agreement. However, a broader version is provided here, as well as in paragraph b).</i></p> <p><i>Under full liberalization, the Parties' competition laws would be used to ensure a fair competitive environment for all designated airlines.</i></p> <p><i>Some States, while fully supporting the application of competition laws, sometimes refer to them in memoranda of consultations rather than in the actual air services agreement.</i></p>
<p align="center">Article 16 Slot allocation</p> <p>1. Each Party shall ensure that its procedures, guidelines and regulations to manage slots applicable to airports in its territory are applied in a fair, transparent, effective and non-discriminatory manner.</p>	<p align="center">Explanatory Notes</p> <p><i>Provisions on slot allocation may be included in the Agreement either as a stand-alone Article or be placed under an appropriate Article (for example, under a Commercial Opportunity Article) .</i></p> <p><i>This clause sets out the general principles that the parties should apply in handling slot-related issues.</i></p> <p><i>Two other options which States may use are available in Part 8, Section A).</i></p>
<p align="center">Article 17 Capacity</p>	<p align="center">Explanatory Notes</p> <p><i>The model clauses for Predetermination, Bermuda I and full liberalization methods of capacity determination were developed by ICAO in the early 1980s to encompass the principal regulatory approaches by States to the determination of the capacity offered by their designated airlines. Extensive guidance on the application and objectives of each of these methods is set out in the Policy and Guidance Material on the Economic</i></p>

Article 17 Capacity	Explanatory Notes
<p style="text-align: center;">Traditional</p> <p style="text-align: center;">Predetermination</p> <p>1. The total capacity to be provided on the agreed services by the designated airlines of the Parties shall be agreed between, or approved by, the aeronautical authorities of the Parties before the commencement of the operations, and thereafter according to anticipated traffic requirements.</p> <p>2. The agreed services to be operated by the designated airlines of the Parties shall have as their primary objective the provision at reasonable load factors of capacity adequate to meet the traffic requirements between the territories of the two Parties.</p> <p>3. Each Party shall allow fair and equal opportunity for the designated airlines of both Parties to operate the agreed services between their respective territories so as to achieve equality and mutual benefit, in principle by equal sharing of the total capacity between the Parties.</p> <p>4. Each Party and its designated airline(s) shall take into consideration the interests of the other Party and its designated airline(s) so as not to affect unduly the services which the latter provides.</p> <p>5. If, on review, the Parties fail to agree on the capacity to be provided on the agreed services, the capacity that may be provided by the designated airlines of the Parties shall not exceed the total capacity (including seasonal variations) previously agreed to be provided.</p>	<p>Regulation of International Air Transport (Doc 9587).</p> <p><i>Each designated airline may offer capacity based on predetermination where both Parties, or all designated airlines with government approval, agree jointly, in advance, on the total capacity to be offered on each route; increases require approval of both Parties.</i></p> <p><i>In terms of the number of bilateral agreements, the traditional and most widely used method of capacity regulation is predetermination. The requirement for mutual government and airline agreement ensures that a Party can require that the designated airlines of both Parties offer the same amount of capacity on all routes, and that both governments must agree on any change in the capacity offered. Some flexibility is provided by the practice of Parties individually approving "extra sections" (flights in addition to those regularly scheduled), for example, during holiday periods when demand increases sharply but temporarily. A more formal approach is for the Parties, after agreement has been reached on basic entitlements to capacity, to agree on temporary increases which would not, however, constitute a change in capacity entitlements.</i></p>
<p style="text-align: center;">Transitional</p> <p style="text-align: center;">Bermuda I [see alternatively, "Partial liberalization and predetermined increase" below]</p> <p>1. The air transport facilities available to the travelling public should bear a close relationship to the requirements of the public for such transport.</p> <p>2. The designated airline or airlines of each Party shall have a fair and equal opportunity to [compete] [operate] on any agreed route between the territories of the two Parties.</p> <p>3. Each Party shall take into consideration the interests of the airlines of the other Party so as not to affect unduly their opportunity to offer the services covered by this Agreement.</p>	<p><i>Each designated airline may offer capacity based on Bermuda I where airlines determine capacity individually, based on qualitative criteria and subject to ex post facto review by the Parties.</i></p> <p><i>In the Bermuda I type method of capacity regulation, the Parties adopt the capacity principles for airlines to follow, but then allow each airline the freedom to determine, in conformity with these principles, its own capacity based on airline analysis of market requirements. The capacity operated on the agreed routes is subject to ex post facto review by aeronautical authorities through their consultations. The Parties continued agreement on the principles on which capacity is to be determined as well as</i></p>

<p align="center">Article 17 Capacity</p>	<p align="center">Explanatory Notes</p>
<p>4. Services provided by a designated airline under this Agreement shall retain as their primary objective the provision of capacity adequate to the traffic demands between the country of which such airline is a national and the country of ultimate destination of the traffic. The right to embark or disembark on such services international traffic destined for and coming from third countries at a point or points on the routes specified in this Agreement shall be exercised in accordance with the general principles of orderly development of international air transport to which both Parties subscribe and shall be subject to the general principle that capacity should be related to:</p> <p>a) the traffic requirements between the country of origin and the countries of ultimate destination of the traffic;</p> <p>b) the requirements of through airline operations; and</p> <p>c) the traffic requirements of the area through which the airline passes, after taking account of local and regional services.</p> <p>5. Consultations between the Parties shall be arranged whenever a Party requests that the capacity provided under the Agreement be reviewed to ensure the application of the principles in the Agreement governing the conduct of the services.</p> <p align="center">Partial liberalization and predetermined increases [see alternatively, "Bermuda I" above]</p> <div data-bbox="297 1759 675 1808" style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p align="center">Full liberalization</p> </div>	<p><i>the effective functioning of the ex post facto review mechanism is critical to the successful functioning of this method.</i></p> <p><i>Each designated airline may offer capacity based on partial liberalization and predetermined increases where Parties agree not to regulate capacity on certain services or routes and/or on one of several formulae for individual airlines to increase capacity on a regular basis. Additional flexibility for airlines to determine capacity falls into two general categories: 1) partial liberalization — allowing airlines to freely and individually determine their own capacity in certain markets or for certain services and 2) predetermined increases — agreement on formulae or schedules for future capacity increases.</i></p> <p><i>Examples of Partial liberalization include no capacity restrictions on: 1) all-cargo services; 2) non-scheduled passenger services to points not served by scheduled airlines; and 3) scheduled services to points not being served under existing agreements, including aircraft size limitation, but no limitation on the number of frequencies which could be operated.</i></p> <p><i>Examples of Predetermined increases include: 1) varying the percentages of capacity between the designated airlines on a route from 50-50 to 60-40; 2) agreed annual increases in the number of seats offered by individual airlines in city-pair markets; and 3) negotiated capacity increases over a multi-year period. Transitions are frequently negotiated as part of an "open skies" agreement.</i></p> <p><i>Some agreements do not require a separate article on Capacity but make a reference to it in the Route schedule.</i></p>

<p align="center">Article 17 Capacity</p>	<p align="center">Explanatory Notes</p>
<p align="center">Free determination</p> <p>1. Each Party shall allow each designated airline to determine the frequency and capacity of the international air transportation it offers based on commercial considerations of the marketplace.</p> <p>2. Neither Party shall unilaterally limit the volume of traffic, frequency, or regularity of service, or the aircraft type or types operated by the designated airlines of the other Party, except as may be required for customs, technical, operational, or environmental reasons under uniform conditions consistent with Article 15 of the Convention.</p> <p>3. Neither Party shall impose on the other Party's designated airlines a first refusal requirement, uplift ratio, no-objection fee, or any other requirement with respect to the capacity, frequency or traffic which would be inconsistent with the purposes of this Agreement.</p> <p>4. Neither Party shall require the filing of schedules, programmes for charter flights, or operational plans by airlines of the other Party for approval, except as may be required on a non-discriminatory basis to enforce uniform conditions as foreseen by paragraph 2) of this Article or as may be specifically authorized in an Annex to this Agreement. If a Party requires filings for information purposes, it shall minimize the administrative burdens of filing requirements and procedures on air transportation intermediaries and on designated airlines of the other Party.</p>	<p><i>Each designated airline may offer capacity based on free determination where individual airlines determine capacity to be offered without government approval or intervention, subject to competition law(s).</i></p> <p><i>In the Free determination method typically found in "open skies" agreements and arrangements, the parties agree to abrogate their direct bilateral control of capacity while retaining the ability to apply non-discriminatory, multilateral controls consistent with the Convention.</i></p> <p><i>No specific provision on the relationship between capacity and demand is contained in the Free determination method, the competitive pricing and scheduling responses of airlines to market forces being relied on to bring about necessary adjustment. This mechanism may work less effectively where the free play of market forces is impaired or inhibited.</i></p> <p><i>The Free determination method normally proscribes all forms of discrimination or unfair competitive practices, including predatory pricing, such practices being the cause for possible consultation and remedy. The provision on safeguards for unfair competitive practices addresses this additional and complementary procedure.</i></p> <p><i>Given the wide latitude accorded designated airlines on the capacity they may offer and in view of the increased potential for anti-competitive actions such as "capacity dumping", the full liberalization approach should be subject to intervention on the basis of the competition laws of the Parties.</i></p>

<p align="center">Article 18 Pricing (Tariffs)</p>	<p align="center">Explanatory Notes</p>
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <p align="center">Traditional</p> </div> <p align="center">Double approval</p>	<p><i>ICAO has developed extensive guidance on all aspects of international fares and rates. Additional detailed explanatory notes on the usage and application of these provisions can be found in Doc 9587. Hybrid approaches are possible with the traditional and transitional approaches, where for example one regulatory approach is chosen for normal tariffs and another for promotional. The provisions are therefore capable of being used in a flexible manner with appropriate elements being selected from each approach as required.</i></p> <p><i>The definition of a "tariff" or "pricing" is included in the article on definitions.</i></p> <p><i>The traditional double approval model remains the most common (in terms of the number of bilateral agreements) approach for establishing tariffs. A degree of liberalization can be provided under this approach if both Parties allow designated airlines wide latitude in the tariffs they are prepared to approve, or if they agree to approve certain tariffs, such as those meeting the criteria of a zone-pricing regime.</i></p>

<p style="text-align: center;">Article 18 Pricing (Tariffs)</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>1. The tariffs to be applied by the designated airline or airlines of a Party for services covered by this Agreement shall be established at reasonable levels, due regard being paid to all relevant factors, including interests of users, cost of operation, characteristics of service, reasonable profit, tariffs of other airlines and other commercial considerations in the marketplace.</p> <p style="text-align: center;">[Paragraph 2, option 1 of 3]</p> <p>2. The tariffs shall, wherever possible, be agreed by the designated airlines concerned of both Parties, after discussion as required with their respective governments and, if applicable, consultation with other airlines. Such agreement shall, wherever possible, be reached by the use of the appropriate international tariff coordination mechanism. Failing any multilateral or bilateral agreement, each designated airline may develop tariffs individually.</p> <p style="text-align: center;">[Paragraph 2, option 2 of 3]</p> <p>2. The tariffs may be agreed by the designated airlines concerned of both Parties, after consultation, if applicable, with other airlines. Such agreement may be reached by the use of the appropriate international tariff coordination mechanism. However, neither Party shall make participation in multilateral carrier tariff coordination a condition for approval of any tariff nor shall either Party prevent or require participation by the designated airline(s) of either Party in such multilateral tariff coordination. Each designated airline may, at its option, develop tariffs individually.</p> <p style="text-align: center;">[Paragraph 2, option 3 of 3]</p> <p>2. The tariffs shall, wherever possible, be established by the designated airlines individually. However, tariffs may be agreed by the designated airlines of the Parties if both Parties permit designated airlines to participate in the activities of the appropriate international tariff coordination mechanism(s). Any tariff agreement resulting from such activities shall be subject to the approval of each Party, and may be disapproved at any time whether or not previously approved.</p> <p>3. Each Party may require notification or filing of tariffs proposed by the designated airline(s) [of the other Party] [of both Parties] for carriage to or from its territory. Such notification or filing may be required not more than ___ days before the proposed date of introduction. In special cases, this period may be reduced.</p> <p>4. The tariffs to be charged by the designated airlines of the Parties for carriage between their territories shall be subject to the approval of both Parties. [The tariffs to be charged by a designated airline of one Party for carriage between the territory of the other Party and that of a third State on services covered by this agreement shall be subject to the approval requirements of the other Party.]</p> <p>5. Approval of tariffs consequent upon the provisions of Paragraph 4 above may be given expressly by either Party to the airline(s) filing the tariffs. However, if a Party has not given</p>	<p><i>Parties may need to agree on which factors should be included or emphasized.</i></p> <p><i>The mechanism for developing tariffs includes two other options which would place progressively less emphasis on the need for a multilateral or bilateral airline agreement. Airlines may participate, under the auspices of the International Air Transport Association (IATA), in tariff coordination for the purpose of interlining, subject to government approval and conditions.</i></p> <p><i>In recognition of the need to streamline filing procedures, the provision expresses the period for filing as a maximum period, with the number of days left blank (usually 30) and to be settled by the Parties according to the circumstances prevailing for the bilateral in question.</i></p> <p><i>Unlike the filing requirements, which can be far reaching, the scope of approval falls primarily on tariffs for Third and Fourth Freedom services which are completely within the regulatory ambit of the two Parties. It also incorporates an option to address tariffs for third-party carriage.</i></p> <p><i>With regard to the alternative procedures of express and tacit approval, the provision recognizes the need for streamlining the handling of tariff submissions and emphasizes the latter</i></p>

<p style="text-align: center;">Article 18 Pricing (Tariffs)</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>in writing to the other Party [and [or] the airline(s) concerned] notice of disapproval of such tariffs of the airline(s) of the other Party within ___ days from the date of submission, the tariffs concerned shall be considered approved. In the event of the period of submission being reduced in accordance with Paragraph 3, the Parties may agree that the period within which any disapproval shall be given be reduced accordingly. No tariff shall come into force if either Party has given notice of disapproval [except as provided in Paragraph 6 below].</p> <p>6. Each Party may request consultation regarding any tariff of an airline of either Party for services covered by this Agreement, including where the tariff concerned has been subject to a notice of disapproval. Such consultations shall be held not later than ___ days after receipt of the request. The Parties shall cooperate in securing information necessary for reasoned resolution of the issues. If the Parties reach agreement, each Party shall use its best efforts to put that agreement into effect. If no agreement is reached any decision to disapprove a tariff shall prevail.</p> <p>7. [If the Parties cannot resolve an issue with respect to the tariffs mentioned in Paragraph 4, the dispute shall be settled in accordance with the provisions of Article ___ of this Agreement.]</p> <p>8. A tariff established in accordance with the provisions of this clause shall remain in force, unless withdrawn by the airline(s) concerned or until a new tariff has been approved. [However a tariff shall not be prolonged for more than ___ months after the date on which it otherwise would have expired unless approved by the Parties. Where a tariff has been approved without an expiry date and where no new tariff has been filed and approved, that tariff shall remain in force until either of the Parties gives notice terminating its approval on its own initiative or at the request of the airline(s) concerned. Such termination shall not take place with less than ___ days notice.]</p> <p>9. [The Parties shall endeavour to ensure that active and effective machinery exists within their jurisdictions to investigate violations by any airline, passenger or freight agent, tour organizer, or freight forwarder, of tariffs established in accordance with this Article. They shall furthermore ensure that the violation of such tariffs is punishable by deterrent measures on a consistent and non-discriminatory basis.]</p>	<p><i>approach. As with the filing period, the period within which any disapproval must be notified has been left blank (usually fifteen (15) days for a thirty (30) day filing/notification), to be settled by the Parties according to their particular bilateral circumstances.</i></p> <p><i>This is a provision for a specific consultative process to be invoked under the bilateral regulation of tariffs, without limiting the circumstance under which it applies. In each case the time scale for holding such consultation is left blank to be settled by the Parties according to their particular circumstances.</i></p> <p><i>The optional text presents the traditional arbitration procedure for the settlement of disputes when the consultation process has failed to resolve an issue between the Parties.</i></p> <p><i>The text on the duration of established tariffs covers such circumstances as a withdrawal of the tariffs by the airline(s) concerned, or a disapproval (of a previously approved tariff) by one or both of the Parties. Prolongation beyond the expiry date is subject to the applicable approval regime and may be limited to twelve (12) months.</i></p> <p><i>A provision on tariff enforcement is included on an optional basis.</i></p>
<div style="border: 1px solid black; width: fit-content; margin: 0 auto; padding: 5px; text-align: center;"> <p>Transitional</p> </div> <p style="text-align: center;">Country of origin</p> <p style="text-align: center;">[See alternatively “Dual disapproval” below]</p> <p>1. The tariffs to be applied by the designated airline or airlines of a Party for services covered by this Agreement shall be established at reasonable levels, due regard being paid to all relevant factors, including interests of users, cost of operation,</p>	<p><i>The country of origin tariffs approach forms a middle ground between double approval, the most widely adopted method of regulating tariffs, and the dual disapproval, where the Parties concerned have no unilateral powers of intervention in tariffs.</i></p> <p><i>Parties may need to agree on which factors should be included or emphasized.</i></p>

<p style="text-align: center;">Article 18 Pricing (Tariffs)</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>characteristics of service, reasonable profit, tariffs of other airlines, and other commercial considerations in the marketplace.</p> <p>2. The Parties agree to give particular attention to tariffs which may be objectionable because they appear unreasonably discriminatory, unduly high or restrictive because of the abuse of a dominant position, or artificially low because of direct or indirect governmental subsidy or support.</p> <p style="text-align: center;">[Paragraph 3, option 1 of 3]</p> <p>3. The tariffs shall, wherever possible, be agreed by the designated airlines concerned of both Parties, after discussion as required with their respective governments and, if applicable, consultation with other airlines. Such agreement shall, wherever possible, be reached by the use of the appropriate international tariff coordination mechanism. Failing any multilateral or bilateral agreement, each designated airline may develop tariffs individually.</p> <p style="text-align: center;">[Paragraph 3, option 2 of 3]</p> <p>3. The tariffs may be agreed by the designated airlines concerned of both Parties, after consultation, if applicable, with other airlines. Such agreement may be reached by the use of the appropriate international tariff coordination mechanism. However, neither Party shall make participation in multilateral carrier tariff coordination a condition for approval of any tariff nor shall either Party prevent or require participation by the designated airline(s) of either Party in such multilateral tariff coordination. Each designated airline may, at its option, develop tariffs individually.</p> <p style="text-align: center;">[Paragraph 3, option 3 of 3]</p> <p>3. The tariffs shall, wherever possible, be established by the designated airlines individually. However, tariffs may be agreed by the designated airlines of the Parties if both Parties permit designated airlines to participate in the activities of the appropriate international tariff coordination mechanism(s). Any tariff agreement resulting from such activities shall be subject to the approval of each Party, and may be disapproved at any time whether or not previously approved.</p> <p>4. Each Party may require notification or filing of tariffs proposed by the designated airline(s) [of the other Party] [of both Parties] for carriage to or from its territory. Such notification or filing may be required not more than ___ days before the proposed date of introduction. In special cases, this period may be reduced.</p> <p>5. Each Party shall have the right to approve or disapprove tariffs for one-way or round-trip carriage between the territories of the two Parties which commences in its own territory. [The tariffs to be charged by a designated airline of one Party for carriage between the territory of the other Party and that of a third State on services covered by this agreement shall be subject to the approval requirements of the other Party.] Neither Party shall take unilateral action to prevent the inauguration of proposed tariffs or the continuation of effective tariffs for</p>	<p><i>The mechanism for developing tariffs includes two other options which would place progressively less emphasis on the need for a multilateral or bilateral airline agreement. Airlines may participate, under the auspices of IATA, in tariff coordination for the purpose of interlining, subject to government approval and conditions.</i></p> <p><i>In recognition of the need to streamline filing procedures, the provision expresses the period for filing as a maximum period, with the number of days left blank (usually 30) and to be settled by the Parties according to the circumstances prevailing for the bilateral in question.</i></p> <p><i>Unlike the filing requirements, which can be far reaching, the scope of approval falls primarily on tariffs for Third and Fourth Freedom services which are completely within the regulatory ambit of the two Parties. The country of origin approach forms a middle ground between double approval, the most widely adopted method of regulating tariffs, and the dual disapproval, where the Parties concerned have no unilateral powers of intervention in tariffs. The approval paragraph also incorporates an option to address tariffs for third party carriage.</i></p>

<p style="text-align: center;">Article 18 Pricing (Tariffs)</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>one-way or round-trip carriage between the territories of the two Parties commencing in the territory of the other Party.</p> <p>6. Approval of tariffs consequent upon the provisions of Paragraph 5 above may be given expressly by either Party to the airline(s) filing the tariffs. However, if the Party concerned has not given in writing to the other Party [and [or] the airline(s) concerned] notice of disapproval of such tariffs of the airline(s) of the other Party within ___ days from the date of submission, the tariffs concerned shall be considered approved. In the event of the period of submission being reduced in accordance with Paragraph 4, the Parties may agree that the period within which any disapproval shall be given be reduced accordingly.</p> <p>7. Where either Party believes that a tariff for carriage to its territory falls within the categories described in Paragraph 2 above, such Party shall give notice of dissatisfaction to the other Party [as soon as possible and at least] within ___ days of the date of notification or filing of the tariff, and may avail itself of the consultation procedures set out in Paragraph 8 below.</p> <p>8. Each Party may request consultation regarding any tariff of an airline of either Party for services covered by this Agreement, including where the tariff concerned has been subject to a notice of disapproval or dissatisfaction. Such consultations shall be held not later than ___ days after receipt of the request. The Parties shall cooperate in securing information necessary for reasoned resolution of the issues. If the Parties reach agreement, each Party shall use its best efforts to put that agreement into effect. If no agreement is reached, the decision of the Party in whose territory the carriage originates shall prevail.</p> <p>9. A tariff established in accordance with the provisions of this clause shall remain in force, unless withdrawn by the airline(s) concerned or until a new tariff has been approved. [However a tariff shall not be prolonged for more than ___ months after the date on which it otherwise would have expired unless approved by the Parties. Where a tariff has been approved without an expiry date and where no new tariff has been filed and approved, that tariff shall remain in force until either of the Parties gives notice terminating its approval on its own initiative or at the request of the airline(s) concerned. Such termination shall not take place with less than ___ days' notice.]</p> <p>10. [The Parties shall endeavour to ensure that active and effective machinery exists within their jurisdictions to investigate violations by any airline, passenger or freight agent, tour organizer, or freight forwarder, of tariffs established in accordance with this Article. They shall furthermore ensure that the violation of such tariffs is punishable by deterrent measures on a consistent and non-discriminatory basis.]</p> <p style="text-align: center;">Dual disapproval [See alternatively "Country of origin" above]</p>	<p><i>The filing period, the period within which any disapproval must be notified has been left blank (usually fifteen (15) days for a thirty (30) day filing/notification), to be settled by the Parties according to their particular bilateral circumstances.</i></p> <p><i>A traditional settlement of dispute provision involving arbitration is not applicable in the case of country of origin or dual disapproval, where only a consultation provision would apply. However, disputes that arise over such anti-competitive practices as predatory pricing may well arise in the case of the country of origin and dual disapproval approaches. Because of the time-sensitive nature of tariffs in these kinds of disputes under these more liberal regimes, the Parties may wish to utilize the more accelerated dispute resolution procedure specifically developed for tariffs and capacity as set out in the article on dispute settlement.</i></p> <p><i>The text on the duration of established tariffs covers such circumstances as a withdrawal of the tariffs by the airline(s) concerned, or a disapproval (of a previously approved tariff) by the Party in whose territory the carriage originates.</i></p> <p><i>Prolongation beyond the expiry date is subject to the applicable approval regime and may be limited to twelve (12) months.</i></p> <p><i>A provision on tariff enforcement is included on an optional basis.</i></p> <p><i>The requirement for both Parties to disapprove a tariff to prevent its going into effect gives airlines wider latitude in setting fares. Unless a Party had reason to believe that the other Party could be convinced in consultations to disapprove or modify a fare, it would be unlikely to take action against it because such action would have no practical effect.</i></p>

Article 18 Pricing (Tariffs)	Explanatory Notes
<p>1. The Parties agree to give particular attention to tariffs which may be objectionable because they appear unreasonably discriminatory, unduly high or restrictive because of the abuse of a dominant position, or artificially low because of direct or indirect governmental subsidy or support.</p> <p style="text-align: center;">[Paragraph 2, option 1 of 2]</p> <p>2. Each Party may require notification or filing of tariffs proposed by the designated airline(s) [of the other Party] [of both Parties] for carriage to or from its territory. Such notification or filing may be required not more than ___ days before the proposed date of introduction. In special cases, this period may be reduced.</p> <p style="text-align: center;">[Paragraph 2, option 2 of 2]</p> <p>2. Prices for international air transportation between the territories of the Parties shall not be required to be filed, unless such filing shall be required for the purpose of implementing a mutual agreement reached under paragraph 3 of this Article. Neither Party shall require notification or filing by airlines of the other Party of prices charged by caterers to the public, except as may be required on a non-discriminatory basis for information purposes. Notwithstanding the foregoing, the designated airlines of the Parties shall continue to provide immediate access, on request, to information on historical, existing and proposed prices to the aeronautical authorities of the Parties in a manner and format acceptable to those aeronautical authorities.</p> <p>3. Neither Party shall take unilateral action to prevent the inauguration of a proposed tariff or the continuation of an effective tariff of a designated airline of either Party [or on the basis of reciprocity of the airline(s) of a third State] for carriage between the territories of the Parties [or between the territory of the other Party and that of a third State.]</p>	<p><i>The wide latitude accorded the airlines to set tariffs and the limited ability of the Parties to intervene to prevent a tariff from coming into effect at this and subsequent full liberalization stages may argue for a mechanism outside of the tariff regime to deal with anti-competitive behaviour. Two possibilities are the Safeguard Article in the TASA and the competition laws of the Parties.</i></p> <p><i>In some dual disapproval articles, the terms “tariffs” is replaced by the more general term “pricing”.</i></p> <p><i>In agreements where a reference is made to pricing within a group of States, for example, Member States within the European Union, the text would be modified to take into consideration any changes in the European Common Law legislation.</i></p> <p><i>This provision is particularly common in “open skies” provisions on pricing. It incorporates the approval element of the dual disapproval approach but limits intervention to three criteria and relies specifically on the marketplace to determine the tariffs offered by the designated airlines. The approach here is to allow the airlines to establish prices unilaterally and to specifically limit intervention to situations involving certain specified unfair competitive practices by the airlines.</i></p> <p><i>Two alternative approaches to the filing of tariffs are set out in paragraph 2, one which requires filing and the other which does not. Parties may agree to dispense with formal tariff filing altogether.</i></p> <p><i>The possibility of unilateral action to intervene is further circumscribed in this provision by paragraph 3 which prohibits unilateral action to prevent the inauguration or continuation of a price proposed to be charged. The only recourse, if one Party is dissatisfied or believes that a price is inconsistent with the considerations on unfair competitive practices set out in paragraph 1, is to the consultation mechanism. The prices would go into effect or continue in effect if no agreement comes out of the consultation process.</i></p>

Article 18 Pricing (Tariffs)	Explanatory Notes
<p>4. [Approval of tariffs consequent upon the provisions of Paragraph 3 above may be given expressly by either Party to the airline(s) filing the tariffs. Where either Party believes that a tariff falls within the categories described in Paragraph 1 above, such Party shall give notice of dissatisfaction to the other Party [as soon as possible and at least] within __ days of the date of notification or filing of the tariff, and may avail itself of the consultation procedures set out in Paragraph 5 below. However, unless both Parties have agreed in writing to disapprove the tariffs concerned under those procedures, the tariffs shall be considered approved.]</p> <p>5. Each Party may request consultation regarding any tariff of an airline of either Party for services covered by this Agreement, including where the tariff concerned has been subject to a notice of dissatisfaction. Such consultations shall be held not later than __ days after receipt of the request. The Parties shall cooperate in securing information necessary for reasoned resolution of the issues. If the Parties reach agreement with respect to a tariff for which notice of dissatisfaction has been given, each Party shall use its best efforts to put that agreement into effect but if no agreement is reached the tariff in question shall go into or continue in effect.</p> <div style="border: 1px solid black; padding: 5px; text-align: center; margin: 10px auto; width: fit-content;"> Full liberalization </div> <p>Prices [Tariffs] charged by airlines shall not be required to be filed with, or approved, by either Party.</p>	<p><i>As with the country of origin approach, the Parties may wish to modify this provision to address a dispute through the article on dispute settlement when the consultation process fails to achieve agreement. In such a case the final sentence of paragraph 3, on the price going into effect if there is no agreement, would be affected. The filing period, the period within which any disapproval must be notified has been left blank (usually fifteen (15) days for a thirty (30) day filing/notification), to be settled by the Parties according to their particular bilateral circumstances.</i></p> <p><i>A text, similar to the country of origin, on the duration of established tariffs may be included to cover such circumstances as a withdrawal of the tariffs by the airline(s) concerned, or a disapproval by both Parties.</i></p> <p><i>Under full liberalization, tariffs could not be disapproved for any reason. Airlines practices with respect to tariffs would continue, however, to be subject to the competition laws of the Parties.</i></p>

Article 19 Safeguards	Explanatory Notes
<p>1. The Parties agree that the following airline practices may be regarded as possible unfair competitive practices which may merit closer examination:</p> <ul style="list-style-type: none"> a) charging fares and rates on routes at levels which are, in the aggregate, insufficient to cover the costs of providing the services to which they relate; b) the addition of excessive capacity or frequency of service; c) the practices in question are sustained rather than temporary; d) the practices in question have a serious negative economic effect on, or cause significant damage to, another airline; e) the practices in question reflect an apparent intent or have the probable effect, of crippling, excluding or driving another airline from the market; and f) behaviour indicating an abuse of dominant position on the route. 	<p><i>The provision on Safeguards will only be relevant and applicable if the Parties have agreed to move to a liberalized, even if not a fully "open skies" environment for their designated carriers. The list of airline commercial practices that may be signals of possible unfair competitive practices are indicative only and were developed by ICAO and distributed to Contracting States as a Recommendation. This provision could be used where two States have agreed to move toward a less controlled regime but either one or both parties do not have competition laws, they may need to have a mutually-agreed set of descriptions of what would constitute unfair and/or fair competitive practices as a safeguard measure. Given the particular competitive environment in which the airlines will operate and the competition law regimes applicable to their respective territories, the Parties may decide on other indicators of unfair competitive behaviour which could be included in this provision.</i></p> <p><i>The "safeguard mechanism" consists of the safeguards provision together with the fourth alternative on dispute settlement, a mediation process based on an ICAO Recommendation which is contained in the Dispute Settlement Article.</i></p>

Article 19 Safeguards	Explanatory Notes
<p>2. If the aeronautical authorities of one Party consider that an operation or operations intended or conducted by the designated airline of the other Party may constitute unfair competitive behaviour in accordance with the indicators listed in paragraph 1, they may request consultation in accordance with Article __ [Consultation] with a view to resolving the problem. Any such request shall be accompanied by notice of the reasons for the request, and the consultation shall begin within fifteen (15) days of the request.</p> <p>3. If the Parties fail to reach a resolution of the problem through consultations, either Party may invoke the dispute resolution mechanism under Article __ [Settlement of disputes] to resolve the dispute.</p>	<p><i>As an alternative to the safeguard mechanism, Parties could agree on the phasing in of full market access and other provisions, to ease the transition to full liberalization (see Annex IV).</i></p>

Article 20 Competition laws	Explanatory Notes
<p>1. The Parties shall inform each other about their competition laws, policies and practices or changes thereto, and any particular objectives thereof, which could affect the operation of air transport services under this agreement and shall identify the authorities responsible for their implementation.</p> <p>2. The Parties shall, to the extent permitted under their own laws and regulations, assist each other's airlines by providing guidance as to the compatibility of any proposed airline practice with their competition laws, policies and practices.</p> <p>3. The Parties shall notify each other whenever they consider that there may be incompatibility between the application of their competition laws, policies and practices and the matters related to the operation of this Agreement; the consultation process contained in this Agreement shall, if so requested by either Party, be used to determine whether such a conflict exists and to seek ways of resolving or minimizing it.</p> <p>4. The Parties shall notify one another of their intention to begin proceedings against each other's airline(s) or of the institution of any relevant private legal actions under their competition laws which may come to their attention.</p> <p>5. Without prejudice to the right of action of either Party the consultation process contained in this agreement shall be used whenever either Party so requests and should aim to identify the respective interests of the Parties and the likely implications arising from the particular competition law action.</p> <p>6. The Parties shall endeavour to reach agreement during such consultations, having due regard to the relevant interests of each Party and to alternative means which might also achieve the objectives of that competition law action.</p> <p>7. In the event agreement is not reached, each Party shall, in implementing its competition laws, policies and practices, give</p>	<p><i>The foregoing model clause developed by ICAO is intended to be a comprehensive but adaptable set of procedures wherever two Parties have experienced or may experience difficulties in their air transport relations from the application of national competition laws. The provisions place emphasis on notification, cooperation, restraint and the consultation process to avoid and resolve conflicts or potential conflicts. Its use by the Parties would not be relevant, for example, where both Parties endorse cooperative airline practices, such as tariff coordination, and neither Party has a competition law. Nor is it intended to supplement any existing procedures and the obligations to be included would, of course, have to be agreed by the Parties' competition authorities. In general it seeks to strengthen the bilateral machinery for conflict avoidance and resolution and to bring issues in the application of competition law standards to air transport into the bilateral framework. The clause draws mainly on the concepts and principles set out in detailed Guidelines on this topic that were developed by ICAO concurrently with this model clause (see Doc 9587).</i></p>

<p style="text-align: center;">Article 20 Competition laws</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>full and sympathetic consideration to the views expressed by the other Party and shall have regard to international comity, moderation and restraint.</p> <p>8. The Party under whose competition laws a private legal action has been instituted shall facilitate access by the other Party to the relevant judicial body and/or, as appropriate, provide information to that body. Such information could include its own foreign relations interests, the interests of the other Party as notified by that Party and, if possible, the results of any consultation with that other Party concerning the action.</p> <p>9. The Parties shall cooperate, to the extent not precluded by their national laws or policies and in accordance with any applicable international obligations, in allowing the disclosure by their airlines or other nationals of information pertinent to a competition law action to the competent authorities of each other, provided that such cooperation or disclosure would not be contrary to their significant national interests.</p> <p>10. While an action taken by the competition law authorities of one Party is the subject of consultations with the other Party, the Party in whose territory the action is being taken shall, pending the outcome of these consultations, refrain from requiring the disclosure of information situated in the territory of the other Party and that other Party shall refrain from applying any blocking legislation.</p>	

<p style="text-align: center;">Article 21 Currency conversion and remittance of earnings</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>Each Party shall permit airline(s) of the other Party to convert and transmit abroad to the airline's(s') choice of State, on demand, all local revenues from the sale of air transport services and associated activities directly linked to air transport in excess of sums locally disbursed, with conversion and remittance permitted promptly without restrictions, discrimination or taxation in respect thereof at the rate of exchange applicable as of the date of the request for conversion and remittance.</p>	<p><i>In some agreements, this provision could be a separate article or could also be part of a "Commercial opportunities" Article.</i></p> <p><i>This ICAO-developed provision to facilitate currency conversion and remittance is a more comprehensive version of a provision found in almost all bilateral air service agreements.</i></p> <p><i>The term "associated activities directly linked to air transport" would normally include activities closely related to the provision of air services, such as a bus service between the airport and hotels, and where permitted, the provision of ground handling services to other airlines. The term would not include activities such as revenue from hotels, car rentals, investments in local real estate or stocks and bonds, which will presumably be subject to a different conversion and remittance regime. The term "without taxation" refers to taxation on the conversion and remittance, not to national income tax, which is dealt with in the Article on "Taxation".</i></p>

<p style="text-align: center;">Article 22 Sale and marketing of air service products</p>	<p style="text-align: center;">Explanatory Notes</p>
	<p><i>In some agreements, this provision could be a separate article or could also be part of a "Commercial opportunities" Article.</i></p>

<p style="text-align: center;">Article 22 Sale and marketing of air service products</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>1. Each Party shall accord airlines of the other Party the right to sell and market international air services and related products in its territory (directly or through agents or other intermediaries of the airline's choice), including the right to establish offices, both on-line and off-line.</p> <p>2. [Each airline shall have the right to sell transportation in the currency of that territory or, at its discretion, in freely convertible currencies of other countries, and any person shall be free to purchase such transportation in currencies accepted by that airline.]</p>	<p><i>Some provisions in this Article refer to "designated airlines". Parties would need to consider whether the provisions on the activities contained in this Article should also be extended to all airlines of a Party rather than only designated ones.</i></p> <p><i>This ICAO-developed provision provides a simple but fair standard for authorizing airlines to sell and market their services. This clause does not apply to the sale and marketing of air service products through computer reservation systems (CRSs) which is dealt with by a separate provision. The term "on-line office" describes a situation where an office is located in a city or country served by the airline directly; an "off-line office" is located in a city/country not directly served by the airline. Some recent bilateral agreements add the alternative provision in brackets.</i></p> <p><i>The optional text provides assurance to airlines that they can freely sell in convertible currencies accepted for sale by that airline, while not requiring airlines to accept currencies in which the airlines do not deal.</i></p>

<p style="text-align: center;">Article 23 Non-national personnel and access to local services</p>	<p style="text-align: center;">Explanatory Notes</p>
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto 20px auto;"> <p style="text-align: center;">Traditional and Transitional</p> </div> <p>1. The designated airline or airlines of one Party shall be allowed, on the basis of reciprocity, to bring into and to maintain in the territory of the other Party their representatives and commercial, operational and technical staff as required in connection with the operation of the agreed services.</p> <p>2. These staff requirements may, at the option of the designated airline or airlines of one Party, be satisfied by its own personnel or by using the services of any other organization, company or airline operating in the territory of the other Party and authorized to perform such services for other airlines.</p> <p>3. The representatives and staff shall be subject to the laws and regulations in force of the other Party, and consistent with such laws and regulations:</p> <p>a) each Party shall, on the basis of reciprocity and with the minimum of delay, grant the necessary employment authorizations, visitor visas or other similar documents to the representatives and</p>	<p><i>In some agreements, this provision could be a separate article or could also be part of a "Commercial opportunities" Article.</i></p> <p><i>Some provisions in this Article refer to "designated airlines". Parties would need to consider whether the provisions on the activities contained in this Article should also be extended to all airlines of a Party rather than only designated ones.</i></p> <p><i>The traditional and transitional approaches rely on reciprocity which, if interpreted in a quantitative manner, would result in a numerical limitation on the number of airline employees which could be stationed in the other Party's territory.</i></p>

<p style="text-align: center;">Article 23 Non-national personnel and access to local services</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>staff referred to in paragraph 1 of this Article; and</p> <p>b) both Parties shall facilitate and expedite the requirement of employment authorizations for personnel performing certain temporary duties not exceeding ninety (90) days.</p> <div style="text-align: center; border: 1px solid black; width: fit-content; margin: 10px auto; padding: 5px;">Full liberalization</div> <p>Each Party shall permit designated airlines of the other Party to:</p> <p>a) bring in to its territory and maintain non-national employees who perform managerial, commercial, technical, operational and other specialist duties which are required for the provision of air transport services, consistent with the laws and regulations of the receiving State concerning entry, residence and employment; and</p> <p>b) use the services and personnel of any other organization, company or airline operating in its territory and authorized to provide such services.</p>	<p><i>Paragraph 3 b) provides for temporary employees for whom the employment and residence requirements could be less extensive than for long-term employees.</i></p> <p><i>Paragraph a) of this ICAO provision on non-national personnel, is intended to facilitate the stationing abroad of certain airline personnel — those who perform managerial, commercial, technical and operational duties. The provision is subject to international obligations as well as national laws of the receiving Party concerning entry, residence and employment, which in most cases should be flexible enough to accommodate the obligations of a Party under this provision.</i></p> <p><i>Paragraph b) is intended to respond to the need to accommodate the more frequent use of personnel from third countries by air carriers as a result of the increasing number of alliances and the globalization of airline commercial activities. Consequently, it would include the ability to use personnel and services of an airline partner in an alliance or codeshare arrangement, as well as any local company or organization authorized to provide a service.</i></p> <p><i>In some agreements, this provision could be a separate article, could also be part of a “Commercial opportunities” Article, or could be covered in the Route schedule.</i></p>

<p style="text-align: center;">Article 24 Change of gauge</p>	<p style="text-align: center;">Explanatory Notes</p>
<div style="text-align: center; border: 1px solid black; width: fit-content; margin: 10px auto; padding: 5px;">Traditional</div> <p>1. In operating any agreed service on any specified route a designated airline of one Party may substitute one aircraft for another at a point in the territory of the other Party on the following conditions only:</p> <p>a) that it is justified by reason of economy of operation;</p> <p>b) that the aircraft used on the section of the route more distant from the terminal in the territory of the first Party is not larger in capacity than that used on the nearer section;</p> <p>c) that the aircraft used on the more distant section shall operate only in connection with and as an extension of the service provided by the aircraft used on the nearer section and shall be scheduled so to do; the former shall arrive at the point of change for the purpose of carrying traffic transferred from or to be transferred into, the aircraft used on the nearer section; and its capacity shall be determined with primary reference to</p>	<p><i>A provision on change of gauge may be a stand-alone article or be dealt with in the route schedule. Generally, a change of gauge enables an airline to operate more economically over international route sectors distant from its own territory by more closely matching the capacity of its flights on such sectors to the lower volumes of traffic to and from its home territory normally expected in the case of the more remote sectors of a long-haul route.</i></p> <p><i>In the traditional type of change of gauge formula a change of aircraft is permitted, but subject to a number of conditions including scheduling coordination, size of aircraft, volume of traffic and capacity limitations in the case of a capacity controlled regime. The conditions are aimed at permitting, but nevertheless circumscribing the use of change of gauge. In sub-paragraph e), optional text is given to encompass other modern marketing and selling means than advertising when holding out a change of gauge service. In sub-paragraph h), the</i></p>

<p style="text-align: center;">Article 24 Change of gauge</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>this purpose;</p> <p>d) that there is an adequate volume of through traffic;</p> <p>e) that the airline [shall not hold itself out to the public by advertisement or otherwise] [shall not hold itself out directly or indirectly and whether in timetables, computer reservation systems, fare quote systems or advertisements, or by other means], [as providing a service which originates at a point where the change of aircraft is made] as providing any service other than the agreed service on the relevant specified routes;</p> <p>f) that where an agreed service includes a change of aircraft this fact is shown in all timetables, computer reservation systems, fare quote systems, advertisements and other like means;</p> <p>g) that the provisions of Article ___ of this Agreement shall govern all arrangements made with regard to change of aircraft; and</p> <p>h) that in connection with any one aircraft flight into the territory in which the change of aircraft is made, only one flight may be made out of that territory [unless the airline is authorized by the aeronautical authorities of the other Party to operate more than one flight].</p> <p>2. The provisions of paragraph 1 of this Article shall:</p> <p>a) not restrict the right of a designated airline to change aircraft in the territory of the Party designating that airline; and</p> <p>b) not allow a designated airline of one Party to station its own aircraft in the territory of the other Party for the purpose of change of aircraft.</p> <p>3. The provisions of this Article shall not limit the ability of an airline to provide services through code-sharing and/or blocked space arrangements as provided for in this Agreement [the Route Schedules of this Agreement].</p>	<p><i>optional text provides greater flexibility for the operating carrier by enabling, subject to authorization, more than one flight from the change point. However, the other conditions on change of gauge would continue to apply.</i></p> <p><i>Paragraph 2 allows unrestricted change of gauge in an airline's own country but prohibits stationing aircraft in the other Party's territory.</i></p> <p><i>The provisions of traditional change of gauge articles often cannot be practically applied to codeshare and/or blocked space situations and if these activities are to be permitted, an exception to the change of gauge provisions is needed. The bracketed language will be used when the Route schedules are contained in an Annex to the Agreement. In such cases, States may wish to include change of gauge provisions in that Annex.</i></p>
<div style="text-align: center; border: 1px solid black; width: fit-content; margin: 0 auto; padding: 5px;">Transitional</div> <p>1. Each designated airline may on any or all flights on the agreed services and at its option, change aircraft in the territory of the other Party or at any point along the specified routes, provided that:</p> <p>a) aircraft used beyond the point of change of aircraft shall be scheduled in coincidence with the inbound or outbound aircraft, as the case may be; and</p> <p>b) in the case of a change of aircraft in the territory of the other Party and where more than one aircraft is operated beyond the point of change, not more than one such aircraft may be of equal size and none may be larger than the aircraft used on the Third and Fourth Freedom sector.</p>	<p><i>The transitional approach is a more modern and flexible change of gauge formula, one which is constrained only by conditions regarding scheduling coordination, and size of aircraft when there is more than one aircraft operating beyond the point of change. The references in paragraph 2 to the use of leased equipment and commercial arrangements presupposes that the Parties have also agreed on these matters.</i></p>

<p style="text-align: center;">Article 24 Change of gauge</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>2. For the purpose of change of gauge operations, a designated airline may use its own equipment and, subject to national regulations, leased equipment, and may operate under commercial arrangements with another airline.</p> <p>3. A designated airline may use different or identical flight numbers for the sectors of its change of aircraft operations.</p> <div style="text-align: center; border: 1px solid black; width: fit-content; margin: 20px auto; padding: 5px;"> <p>Full liberalization</p> </div> <p>On any international segment or segments of the agreed routes, a designated airline may perform international air transportation without any limitation as to change, at any point on the route, in type or number of aircraft operated; provided that [with the exception of all-cargo services] the transportation beyond such point is a continuation of the transportation from the territory of the Party that has designated the airline and, in the inbound direction, the transportation to the territory of the Party that has designated the airline is a continuation of the transportation from beyond such point.</p>	<p><i>The full liberalization approach is found in many “open skies” agreements and it provides extensive operational flexibility in the use of equipment. This type of provision would, for example, enable a hub-type operation to be established at the change point, subject of course to agreement being reached with other relevant bilateral partners. The only restriction is that services be conducted in a linear fashion, that is that the flight on the second sector be the extension or continuation of the prior connecting outbound or inbound flight. The bracketed language removes this restriction for all-cargo services.</i></p> <p><i>In some fully liberalized agreements, there is no need to retain a restriction requiring a service to be a continuation of a connecting flight. In these agreements, there is no need for a separate article, and a reference to “no restriction” is made in the Route schedule.</i></p>

<p style="text-align: center;">Article 25 Ground handling</p>	<p style="text-align: center;">Explanatory Notes</p>
<div style="text-align: center; border: 1px solid black; width: fit-content; margin: 20px auto; padding: 5px;"> <p>Traditional</p> </div> <p>Subject to applicable safety provisions, including ICAO Standards and Recommended Practices (SARPs) contained in Annex 6, the designated airline may on the basis of reciprocity, use the services of a designated airline of the other Party for ground handling services in that Party’s territory.</p> <div style="text-align: center; border: 1px solid black; width: fit-content; margin: 20px auto; padding: 5px;"> <p>Transitional</p> </div> <p style="text-align: center;">[Option 1 of 2]</p>	<p><i>In some agreements, this provision could be a separate article or could also be part of a “Commercial opportunities” Article.</i></p> <p><i>All provisions should contain a cross reference to safety provisions, or a sentence which indicates that ground handling will be covered by Annex 6.</i></p> <p><i>Some provisions in this Article refer to “designated airlines”. Parties would need to consider whether the provisions on the activities contained in this Article should also be extended to all airlines of a Party rather than only designated ones.</i></p> <p><i>The reciprocal nature of the traditional approach generally results in satisfactory ground handling services being provided where designated airlines of both Parties serve the same airports in both Parties. However, where there is no reciprocity (for example, if no designated airline of the other Party serves an airport where the designated airlines of the first Party have ground handling services) airlines sometimes find the services unsatisfactory and prices non-competitive.</i></p>

<p style="text-align: center;">Article 25 Ground handling</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>Subject to applicable safety provisions, including ICAO Standards and Recommended Practices (SARPs) contained in Annex 6, the designated airline may choose from among competing providers of ground handling services.</p> <p style="text-align: center;">[Option 2 of 2]</p> <p>1. Subject to applicable safety provisions, including ICAO Standards and Recommended Practices (SARPs) contained in Annex 6, the designated airline or airlines of one Party shall be permitted, on the basis of reciprocity, to perform its own ground handling in the territory of the other Party and, at its option, to have ground handling services provided in whole or in part by any agent authorized by the competent authorities of the other Party to provide such services.</p> <p>2. The designated airline or airlines of one Party shall also have the right to provide ground handling services for other airlines operating at the same airport in the territory of the other Party.</p> <p>3. The exercise of the rights set forth in paragraphs 1 and 2 of this Article shall be subject only to physical or operational constraints resulting from considerations of airport safety or security. Any constraints shall be applied uniformly and on terms no less favourable than the most favourable terms available to any airline engaged in similar international air services at the time the constraints are imposed.</p>	<p><i>This approach allows a designated airline to choose from among competing providers of ground handling services. This can provide some improvement in services and cost depending on the degree of competition among the providers. This approach is commonly found at airports with a large number of airlines and physical limitations on the number of ground handlers that can be accommodated.</i></p> <p><i>This transition permits an airline on the basis of reciprocity to perform its own ground handling, or choose to have those services provided by any agent authorized by the competent authority of the other Party, to provide ground handling services to other airlines operating at the same airport in the territory of the other Party.</i></p> <p><i>Paragraph 3 recognizes that ground handling rights may have to be constrained but only due to airport safety or security considerations. It also accords most favoured nation and national treatment to the application of any such constraints.</i></p>
<div style="text-align: center; border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <p>Full liberalization</p> </div> <p>1. Subject to applicable safety provisions, including ICAO Standards and Recommended Practices (SARPs) contained in Annex 6, each Party shall authorize airline(s) of the other Party, at each airline's choice, to:</p> <ol style="list-style-type: none"> a) perform its own ground handling services; b) handle another or other air carrier(s); c) join with others in forming a service-providing entity; and/or d) select among competing service providers. <p>2. An air carrier is permitted to choose freely from among the alternatives available and to combine or change its option, except where this is demonstrably impractical and also where constrained by relevant safety and security considerations, and (with the exception of self-handling in a) above) by the scale of airport operations being too small to sustain competitive providers.</p> <p>3. Parties would always be required to take the necessary measures to ensure reasonable cost-based pricing and fair and equal treatment for air carrier(s) of the other Party/Parties.</p>	<p><i>In the full liberalization approach, developed by ICAO, the designated airline has a wider choice with respect to ground handling: it can perform its own, or use those of another airline, provide the services to other airlines, or join with other airlines in providing the services collectively, or choose from among competing providers (see Doc 9587).</i></p> <p><i>Depending on their particular circumstances, States should consider the gradual, phased introduction of self-handling and multiple suppliers based, where appropriate, on the size of the airport.</i></p> <p><i>At certain airports the number of air carriers and limited physical facilities may not permit all air carriers to perform their own airside ground handling; in such cases, carriers allowed to do so should be selected by objective, transparent and non-discriminatory procedures and competitive, alternative suppliers should be available.</i></p>

<p style="text-align: center;">Article 26 Code-sharing/Cooperative arrangements</p>	<p style="text-align: center;">Explanatory Notes</p>
<div style="text-align: center; margin-bottom: 20px;"> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Traditional</div> </div> <div style="text-align: center; margin-bottom: 20px;"> <p>[Option 1 of 2]</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Transitional</div> </div> <p>Each designated airline may enter into cooperative marketing arrangements such as joint-venture, blocked space and codeshare with airlines of either Party, provided that both airlines involved hold the appropriate authority and meet the requirements normally applied to such arrangements.</p> <div style="text-align: center; margin-bottom: 20px;"> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Full liberalization</div> </div> <ol style="list-style-type: none"> 1. In operating or holding out the authorized services on the agreed routes, any designated airline of one Party may enter into cooperative marketing arrangements such as joint venture, blocked space or code-sharing arrangements, with: <ol style="list-style-type: none"> a) an airline or airlines of either Party; b) an airline or airlines of a third country; and c) a surface transportation provider of any country, provided that all airlines in such arrangements 1) hold the appropriate authority and 2) meet the requirements normally applied to such arrangements. 2. The Parties agree to take the necessary action to ensure that consumers are fully informed and protected with respect to codeshared flights operating to or from their territory and that, as a minimum, passengers be provided with the necessary information in the following ways: <ol style="list-style-type: none"> a) orally and, if possible, in writing at the time of booking; b) in written form, on the ticket itself and/or (if not possible), on 	<p><i>Code-sharing may be treated in the same manner as other cooperative airline arrangements, requiring the airlines involved to have the appropriate authority (in the case of code-sharing, the underlying traffic rights) and meet the requirements normally applied to such agreements. However, for States which may wish to have a specific article on code-sharing, the following text is provided.</i></p> <p><i>Alternatively, some States may find it preferable that code-sharing be addressed in an Article on Commercial opportunities or in the notes to the Route schedules.</i></p> <p><i>Most traditional agreements deal implicitly with interlining through the approval of interline tariffs, but rarely have specific provisions concerning the use of leased aircraft, blocked space and the more recent code-sharing arrangements. Such arrangements are either approved by the aeronautical authorities concerned on a case-by-case basis or under Memoranda of Understanding.</i></p> <p><i>The transitional approach specifically recognizes the use of these types of cooperative agreements, but limits them to designated airlines of the Parties to the agreement. As a transition measure, some bilateral agreements limit the use of code-sharing to specific routes or a specific number of flights which could be further modified by subsequent discussions and/or an exchange of notes.</i></p> <p><i>The full liberalization stage includes cooperative arrangements with third-country airlines and surface providers. In most "open skies" agreements it also includes wet leasing between airlines of the Parties but for the purposes of this Template Agreement separate provisions on leasing have been included.</i></p> <p><i>The phrase, "the requirements normally applied" to the cooperative arrangements would include, in the case of code-sharing for example, requirements for consumer notification and protection. This could take the form of an additional article drawn from Doc 9587.</i></p> <p><i>The term in b) "any other document replacing the ticket, such as</i></p>

<p style="text-align: center;">Article 26 Code-sharing/Cooperative arrangements</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>the itinerary document accompanying the ticket or on any other document replacing the ticket, such as a written confirmation, including information on whom to contact in case of a problem and a clear indication of which airline is responsible in case of damage or accident; and</p> <p>c) orally again, by the airline’s ground staff at all stages of the journey.</p> <p>[3. The airlines are required to file for approval any proposed cooperative arrangement with the aeronautical authorities of both Parties at least _ days before its proposed introduction].</p> <p style="text-align: center;">[Option 2 of 2]</p> <div style="border: 1px solid black; padding: 5px; text-align: center; margin: 10px auto; width: fit-content;"> <p>Transitional and Full liberalization</p> </div> <p>1. Subject to the regulatory requirements normally applied to such operations by the aeronautical authorities of each Party, each designated airline of the other Party may enter into cooperative arrangements for the purpose of:</p> <p>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 an airline(s) of either Party [and/or of any third country]; and/or</p> <p>b) carrying traffic under the code of any other airline(s) where such other airline(s) has been authorized by the aeronautical authorities of one Party to sell transportation under its own code on flights operated by that designated airline of the other Party.</p> <p>2. Code-sharing services involving transportation between points in one Party shall be restricted to flights operated by (an) airline(s) authorized by the aeronautical authorities of that Party to provide service between points in that Party’s territory and all transportation between points in such territory under the code of the designated airline(s) of the other Party shall only be available as part of an international journey. All airlines involved in code-sharing arrangements shall hold the appropriate underlying route authority. Airlines shall be permitted to transfer traffic between aircraft involved in codeshare services without limitation. The aeronautical authorities of one Party shall not withhold permission for code-sharing services identified in a) above by the designated airline(s) of the other Party on the basis that the airline(s) operating the aircraft does not have the right from such aeronautical authorities to carry traffic under the code of the designated airline(s) of the other Party.</p> <p>3. For the purposes of Article __ (Capacity) of the Agreement, there shall be no limit imposed by the aeronautical authorities of one Party on the capacity to be offered by the airline or airlines designated by the other Party on code-sharing services.</p>	<p><i>written confirmation” includes electronic ticketing.</i></p> <p><i>The optional filing requirement could serve as a means for the aeronautical authorities to verify that all airlines have the appropriate authority and meet requirements applied to such arrangements. Alternatively, national law and regulations may be used for this purpose.</i></p> <p><i>Sub-paragraph a) allows air carriers to hold out their services by selling transportation under their own codes (marketing carriers) on flights operated by airlines of either Party and/or third country carriers (operating carriers), where the bracketed language is included. (To limit code-sharing to designated airlines of the Parties, the bracketed language should be omitted.)</i></p> <p><i>Sub-paragraph b) allows designated airlines to carry the codes of other airlines.</i></p> <p><i>The first sentence of paragraph 2 allows code-sharing on domestic segments in a Party’s territory, but only as part of an international journey. The last sentence of paragraph 2 prohibits aeronautical authorities of a Party from withholding codeshare approval on the basis that the operating airline does not have the rights from that Party to carry traffic under the code of the designated airline of the other Party. If such withholding were allowed, many potential codeshare opportunities that the provisions are intended to permit could be prevented by the other Party.</i></p> <p><i>Paragraph 3 recognizes the importance of clarity with respect to the capacity entitlements permitted for codeshare operations. Often there are no limitations on the capacity that may be offered by marketing air carriers on codeshare services; however, flights operated with their own equipment by carriers that are designated under the agreement are frequently subject to capacity restrictions whether or not another air carrier’s code is also used on the</i></p>

Article 26 Code-sharing/Cooperative arrangements	Explanatory Notes
	<i>flights. The capacity of third country operating air carriers is normally only subject to the provisions of an air agreement between the State of the operating air carrier and the other Party.</i>

Article 27 Aircraft leasing	Explanatory Notes
<p>1.* Either Party may prevent the use of leased aircraft for services under this agreement which does not comply with Articles ___ (Safety) and ___ (Security).</p>	<p><i>Definitions</i></p> <p>a) <i>The term “wet lease” means the lease of an aircraft with crew.</i></p> <p>b) <i>The term “dry lease” means the lease of an aircraft without crew.</i></p> <p><i>This paragraph treats leased aircraft on the same basis vis-à-vis safety and security as other aircraft operated by designated airlines under the agreement. It makes clear that a party can prevent the use of leased aircraft that do not meet safety and security standards. In implementing this type of paragraph, some States require prior filing of leasing arrangements involving international routes to permit timely action to be taken if the authorities have safety concerns. In some instances, States may use lists of airlines from which aircraft may be leased, and/or lists of airlines from which they may not be leased, based, for example, on ICAO Safety Oversight audit reports or the records of ramp inspections.</i></p> <p><i>To meet safety concerns with the use of leased aircraft in certain situations, States in all three stages can use agreements under Article 83 bis to transfer certain responsibilities of the State of Registry under the Convention to the State of the Aircraft Operator in accordance with relevant ICAO guidance. A Party which has not ratified Article 83 bis (and is therefore not bound to recognize an agreement concluded under that amendment) could agree to recognize a transfer of responsibilities pursuant to an agreement under Article 83 bis concluded by the other (another) Party to the air service agreement. This recognition would, of course, only extend to operations under the relevant air service agreement.</i></p> <p><i>As a practical matter, a Party with safety concerns about a specific situation involving the use of leased aircraft may find it easier, at least initially, to consult with the Party whose airline has leased the aircraft, bearing in mind that the State of the lessor airline may not be a party to the agreement. In considering action under paragraph 1, States should first assess whether their safety concerns with leased aircraft have been addressed by the use of existing ICAO guidance and procedures which make clear the responsibility for continuing airworthiness and the adequacy of operating and maintenance standards in respect of such leased aircraft, taking into account relevant ICAO Standards and Recommended Practices (SARPS) and guidance such as the Manual of Procedures for Operations, Inspection, Certification and Continued Surveillance (Doc 8335), the Airworthiness Manual (Doc 9760), and the Guidance on the Implementation of Article 83 bis of the Convention on International Civil Aviation</i></p>

Article 27 Aircraft leasing	Explanatory Notes
<div data-bbox="370 390 667 438" style="text-align: center; border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> Traditional </div> <p data-bbox="191 453 802 554">2. Subject to paragraph 1 above, the designated airlines of each Party may use leased aircraft from other airlines to operate the agreed services under this agreement, provided that the leasing arrangements entered into satisfy the following conditions:</p> <p data-bbox="191 583 802 659">a) such arrangements are not equivalent to giving a lessor airline of another country access to traffic rights not otherwise available to that airline;</p> <p data-bbox="191 688 802 764">b) the financial benefit to be obtained by the lessor airline will not be related to the financial success of the operations of the lessee airline; and</p> <p data-bbox="191 793 802 894">c) the agreed services operated by the lessee airline when using the leased aircraft will not be linked so as to provide through services by the same aircraft to or from services operated by the lessor airline on its own route or routes.</p> <p data-bbox="191 924 802 1079">3. The proposed leasing arrangements will be subject to the approval of the aeronautical authorities of both Contracting Parties. The designated airline proposing the use of leased aircraft shall give the aeronautical authorities of each Contracting Party the earliest possible notification of the proposed terms of such arrangements.</p> <p data-bbox="191 1108 802 1289">4. However, the aeronautical authorities shall not withhold approval of arrangements under which the designated airline or airlines of either Contracting Party lease aircraft for emergency reasons, provided that the period of such arrangements does not exceed ninety (90) days and the aeronautical authorities are notified of the terms of such arrangements including the nature of the emergency.</p> <p data-bbox="191 1318 802 1499">5. Nothing in the foregoing will prevent the leasing of aircraft by a designated airline from the other designated airline or airlines of either Contracting Party or from a non-airline source which does not control (and is not controlled by and is not under common control with) another airline. In such cases a simple notification by the designated airline to the aeronautical authorities of the other Contracting Party will suffice.</p> <div data-bbox="370 1528 667 1577" style="text-align: center; border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> Transitional </div>	<p data-bbox="829 327 959 352"><i>(Circular 295).</i></p> <p data-bbox="829 453 1435 604"><i>These paragraphs set out conditions for the use of leased aircraft, which are designed to ensure that the rights granted in the agreement are exercised by, and benefit, only the designated airlines of the two Contracting Parties. Procedurally, prior approval by the aeronautical authorities is generally required for using leased aircraft except the cases specified in paragraph 5.</i></p> <p data-bbox="829 1591 1435 1667"><i>Under this approach, a choice of two options are provided. The main difference is in the treatment of wet-leased aircraft from third countries.</i></p> <p data-bbox="829 1696 1435 1856"><i>Dry leases from non-airline owners, sometimes known as "financial" leases, are virtually universally permitted and are not generally the subject of air services agreements. Some States, however, have included express reference to such leases in their air services agreements. Optional languages [shown in square brackets] are provided within each approach.</i></p>

Article 27 Aircraft leasing	Explanatory Notes
<p style="text-align: center;">[Option 1 of 2]</p> <p>2 Subject to paragraph 1 above, the designated airlines of each Party may provide services under this agreement by:</p> <p>a) using aircraft dry-leased from any [company including] airlines;</p> <p>b) using aircraft wet-leased from other airlines of the same Party;</p> <p>c) using aircraft wet-leased from airlines of the other Party; and</p> <p>d) using aircraft wet-leased from airlines of third countries,</p> <p>provided that all airlines participating in the arrangements listed in b), c) and d) above, hold the appropriate authorization and meet the requirements normally applied to those arrangements.</p> <p style="text-align: center;">[Option 2 of 2]</p> <p>2. Subject to paragraph 1 above, the designated airlines of each Party may provide services under this agreement by:</p> <p>a) using aircraft dry-leased from any [company including]</p>	<p><i>Some States may, by national law, policy or regulation, or mutual agreement between aeronautical authorities concerned, authorize in advance one or more types of aircraft leases, such as dry leases from any airline, wet leases between airlines of the same Party, wet leases from airlines of the other Party, or wet leases from airlines of third countries, subject in all cases to enforcement of applicable bilateral, national and regional safety and security provisions.</i></p> <p><i>In some cases, a State may prevent the operation of services by an airline whose fleet is composed of mostly or all wet-leased aircraft from a third party.</i></p> <p><i>The term "appropriate authorization" has a meaning broader than the usual "route and/or traffic rights" granted under a bilateral agreement, and includes:</i></p> <p><i>i) the economic and safety-related operating authorization that the lessor and lessee airlines have been granted (whether or not under the bilateral agreement) on the routes to be served; and</i></p> <p><i>ii) any other national or regional approvals required for the particular type of lease involved.</i></p> <p><i>This paragraph covers four leasing situations described in the four subparagraphs. In the case of situation a) [dry leases], such use is permitted without restriction, subject only to safety and security requirements. Some States prefer to deal with dry-leased aircraft owned by airlines only in the agreement while others may want to expressly cover all dry leases including those from non-airline entities.</i></p> <p><i>In the case of situations b) and c), this option allows such use by subjecting it to both safety and security requirements as well as a requirement that the lessor and lessee possess the necessary operating authorization. Although both the lessor and lessee would ordinarily have the necessary operating authorization in such situations, they are listed separately here to cover a possible situation where the safety requirements of the State of the lessee may not permit any wet leases from airlines of other States (e.g. the United States).</i></p> <p><i>For situation d) [wet leases from airlines of third countries], this option allows such use by subjecting it to a broader authority requirement which includes not only the grant of any necessary economic rights to the airlines in the leasing arrangement, but also any national or regional approvals required. This takes into account the situation where States may require specific authorization for certain operations with leased aircraft.</i></p> <p><i>This option allows the use of leased aircraft in the first three situations subject only to safety and security requirements. In the case of situation d), unlike the first option, this second option permits such use with a more specific and restrictive</i></p>

Article 27 Aircraft leasing	Explanatory Notes
<p>airlines;</p> <p>b) using aircraft wet-leased from other airlines of the same Party</p> <p>c) using aircraft wet-leased from airlines of the other Party;</p> <p>d) using aircraft wet-leased from airlines of third countries, provided that this will only be done under arrangements which are not equivalent to giving a lessor airline access to traffic rights not otherwise available to that airline.</p> <p>3. Notwithstanding paragraph 2 d) above, the designated airlines of each Party may provide services under this agreement by using aircraft wet-leased on a short-term, <i>ad hoc</i> basis from airlines of third countries.</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;">Full liberalization</div> <p>2. Subject to paragraph 1, the designated airlines of each Party may operate services under this Agreement by using leased aircraft which meets applicable safety and security requirements.</p>	<p><i>condition, namely, the arrangement would not result in the lessor airline providing the aircraft and crew exercising traffic rights it does not have.</i></p> <p><i>Paragraph 3 of this second option creates an exception to the traffic rights requirement in paragraph 2 d) in order to deal with unforeseen emergency situations such as those in which an aircraft must be replaced by an aircraft with crew on an urgent basis for a limited period of time, such as, for example, the operation of one or several flights when the original aircraft unexpectedly has a mechanical failure and cannot be operated as a scheduled service.</i></p> <p><i>This approach allows the use of leased aircraft of all types as long as such aircraft meet the applicable safety and security requirements</i></p>

Article 28 Intermodal services	Explanatory Notes
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;">Traditional</div> <p>Each designated airline may use intermodal transportation if approved by the aeronautical authorities of both Parties.</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;">Transitional</div> <p>Each designated airline may employ the services of their own or others for the surface transport of air cargo.</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;">Full liberalization</div> <p style="text-align: center;">[Option 1 of 2]</p> <p>Each designated airline may use surface modes of transport without restriction in conjunction with the international air transport of passengers and cargo.</p> <p style="text-align: center;">[Option 2 of 2]</p> <p>Notwithstanding any other provision of this Agreement, airlines and indirect providers of cargo transportation of both Parties shall be permitted, without restriction, to employ in connection with</p>	<p><i>In the traditional approach the filing and approval of intermodal passenger and cargo tariffs (e.g. air/rail, air/truck) implicitly recognized this form of intermodal transport .</i></p> <p><i>The transition stage includes such facilities as the use of airport customs facilities for surface cargo, transport under bond, carriage to or from any points in third countries and charging a single price for the intermodal transport (provided the shipper is not misled as to the facts of such transport).</i></p> <p><i>The inclusion of passengers and the phrase “without restriction” are the principle differences between the transition and full liberalization stages.</i></p> <p><i>This provision is aimed at giving full service, capacity and pricing flexibility as well as access to customs and other facilities, to the various parties in an intermodal shipment of</i></p>

<p style="text-align: center;">Article 28 Intermodal services</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>international air transportation any surface transportation for cargo to or from any points in the territories of the Parties or in third countries, including transport to and from all airports with customs facilities, and including, where applicable, the right to transport cargo in bond under applicable laws and regulations. Such cargo, whether moving by surface or by air, shall have access to airport customs processing and facilities. Airlines may elect to perform their own surface transportation or to provide it through arrangements with other surface carriers, including surface transportation operated by other airlines and indirect providers of cargo transportation. Such intermodal cargo services may be offered at a single, through price for the air and surface transportation combined, provided that shippers are not misled as to the facts concerning such transportation.</p>	<p><i>cargo. Such a provision is now inserted in many "open skies" agreements, particularly where the volume of trade by air between the parties warrants such a liberalizing provision.</i></p>
<p style="text-align: center;">Article 29 Computer reservation systems (CRSs)</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center;">[Option 1 of 3]</p> <p>Each Party shall apply the ICAO Code of Conduct for the Regulation and Operation of Computer Reservation Systems within its territory.</p> <p style="text-align: center;">[Option 2 of 3]</p> <p>Each Party shall apply the ICAO Code of Conduct for the Regulation and Operation of Computer Reservation Systems within its territory consistent with other applicable regulations and obligations concerning computer reservation systems.</p> <p style="text-align: center;">[Option 3 of 3]</p> <p>The Parties agree that:</p> <p>a) one of the most important aspects of the ability of an airline to compete is its ability to inform the public of its services in a fair and impartial manner, and that, therefore, the quality of information about airline services available to travel agents who directly distribute such information to the travelling public and the ability of an airline to offer those agents competitive computer reservations systems (CRSs) represent the foundation for an airline's competitive opportunities; and</p> <p>b) it is equally necessary to ensure that the interests of the consumers of air transport products are protected from any misuse of such information and its misleading presentation and that airlines and travel agents have access to effectively competitive computer reservations systems.</p>	<p><i>Some provisions refer to "designated airlines". Parties would need to consider whether the provisions on the activities contained in this Article should also be extended to all airlines of a Party rather than only designated ones.</i></p> <p><i>This alternative is an ICAO model for use, in particular, by Parties which may not have CRS regulations but are willing to apply the ICAO Code of Conduct for the Regulation and Operation of Computer Reservation Systems (see Doc 9587).</i></p> <p><i>This alternative applies the ICAO Code, but it is consistent with any other applicable regulations. (These could include the European Union, the European Civil Aviation Conference and the Arab Civil Aviation Commission CRS Codes, or national regulations. The reference to "obligations" recognizes that some States will apply the provisions of the General Agreement on Trade in Services (GATS) which has an Annex on Air Transport Services applicable to CRSs.)</i></p> <p><i>This alternative recognizes that some bilateral agreements set out in considerable detail the applicable principles to govern the regulation and operation of CRSs, usually because only one of the parties has extensive CRS regulations which are reflected in the detailed provisions of this type of article. However, given the rapidly evolving nature of airline product distribution, a less comprehensive approach may be more flexible and more easily applied to current conditions.</i></p>

<p align="center">Article 30 Ban on smoking</p>	<p align="center">Explanatory Notes</p>
<p>1. Each Party shall prohibit or cause their airlines to prohibit smoking on all flights carrying passengers operated by its airlines between the territories of the Parties. This prohibition shall apply to all locations within the aircraft and shall be in effect from the time an aircraft commences enplanement of passengers to the time deplanement of passengers is completed.</p> <p>2. Each Party shall take all measures that it considers reasonable to secure compliance by its airlines and by their passengers and crew members with the provisions of this Article, including the imposition of appropriate penalties for non-compliance.</p>	<p><i>This Article obligates each Party to prohibit smoking on all passenger flights by its airlines between the Parties, and to take reasonable measures to enforce this ban. The need for this provision would lessen as the practice of prohibiting smoking on flights spreads globally.</i></p>

<p align="center">Article 31 Environmental Protection</p>	<p align="center">Explanatory Notes</p>
<p>The Parties support the need to protect the environment by promoting the sustainable development of aviation. The Parties agree with regard to operations between their respective territories to comply with the ICAO Standards and Recommended Practices (SARPs) of Annex 16 and the existing ICAO policy and guidance on environmental protection.</p>	<p><i>States may wish to consider the inclusion of an aviation environmental clause into their bilateral air services agreements to take into account the impact of air transport industry on the environment.</i></p>

<p align="center">Article 32 Statistics</p>	<p align="center">Explanatory Notes</p>
<div data-bbox="331 1186 651 1234" style="border: 1px solid black; padding: 5px; margin-bottom: 20px; text-align: center;"> <p>Traditional</p> </div> <p>The aeronautical authorities of each Party shall provide [or cause its designated airline or airlines to provide] the aeronautical authorities of the other Party, [upon request,] periodic or other statements of statistics as may be reasonably required for the purpose of reviewing the capacity provided on the agreed services operated by the designated airline(s) of the first Party.</p> <div data-bbox="331 1619 651 1667" style="border: 1px solid black; padding: 5px; margin-top: 20px; text-align: center;"> <p>Transitional</p> </div> <p>The aeronautical authorities of both Parties shall supply each other, on request, with periodic statistics or other similar information relating to the traffic carried on the agreed services.</p>	<p><i>A provision on statistics is usually found in agreements which have either a pre-determination type or a Bermuda I type capacity regime. The principal difference in use of this alternative is that the furnishing of statistics is likely to be mandatory in the case of pre-determination, but "upon request" in the case of Bermuda I. The statistics may be furnished by the aeronautical authority, or alternatively, it may also provide that the designated airlines submit them. When the purpose is to review the capacity on the agreed routes, the origin and destination statistics would be required. Some agreements may specify the periodicity of the traffic period or the submission, such as monthly, if the submission is mandatory.</i></p> <p><i>This alternative may also be applied to pre-determination or Bermuda I arrangements but is more simple and does not spell out the purpose of the submission. It is therefore an approach that might be used in more liberal agreements where the need for statistics is not related to capacity control, but rather review.</i></p>

Article 32 Statistics	Explanatory Notes
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Full liberalization</div>	<p><i>In some such agreements, a Party may require an airline to furnish data with respect to prices (tariff), for example, where there is an allegation of predatory pricing (see Article 17 — Pricing (Tariffs)), Dual disapproval, paragraph 2, alternative 2).</i></p> <p><i>“Open skies” agreements would not normally require the filing of any statistics.</i></p>

Article 33 Approval of schedules	Explanatory Notes
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Traditional</div> <p>1. The designated airline of each Party shall submit its envisaged flight schedules for approval to the aeronautical authorities of the other Party at least thirty (30) days prior to the operation of the agreed services. The same procedure shall apply to any modification thereof.</p> <p>2. For supplementary flights which the designated airline of one Party wishes to operate on the agreed services outside the approved timetable, that airline must request prior permission from the aeronautical authorities of the other Party. Such requests shall usually be submitted at least two (2) working days prior to the operation of such flights.</p>	<p><i>This provision is common to traditional agreements where capacity is determined by both Parties in advance. There is a requirement for the designated airlines to submit to the aeronautical authorities, prior to the operation of the services, the agreed flight schedules including timetables, the frequency of the services and the types of aircraft to be used, as well as any modifications or supplementary flights.</i></p> <p><i>In some agreements, this provision could be covered in the Capacity Article.</i></p>

Article 34 Consultations	Explanatory Notes
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Traditional</div> <p>In the spirit of close cooperation, the aeronautical authorities of the Parties shall consult with each other from time to time with a view to ensuring the implementation of and satisfactory compliance with the provisions of this Agreement. Either Party may also request to hold a “High-level” meeting, up to Ministerial level, if and when deemed necessary, to advance the</p>	<p><i>The consultation provision is normally general in scope and some issues, such as aviation security and safety, but also capacity and tariffs, as well as amendment of the agreement, may be subject to separate and specific consultation processes as regards purpose, time frames and methods (e.g. exchange of documents).</i></p> <p><i>The consultation provision is based on a relatively standardized formula although there are a number of different approaches in wording with regard to the purpose of the consultation, the format of the consultation and the form of the request.</i></p> <p><i>In this approach, the consultation process can take the form of a regular process with the alternative to escalate the consultations to higher governmental levels.</i></p>

<p align="center">Article 34 Consultations</p>	<p align="center">Explanatory Notes</p>
<p>process of consultations.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p align="center">Transitional and Full liberalization</p> </div> <p>1. Either Party may, at any time, request consultation on the interpretation, application, implementation or amendment of this Agreement or compliance with this Agreement.</p> <p>2. Such consultations [which may be through discussion or by correspondence] shall begin within a period of 60 [30] days from the date the other Party receives a [written or oral] request, unless otherwise agreed by the Parties.</p>	<p><i>In this approach, the consultation process can be triggered by a request from either Party to address a specific issue. The "request" rather than the "time to time" formulation is more likely to be used in liberalized or "open skies" agreements, where the need for regular consultation may be considered to be less.</i></p> <p><i>The bracketed language in paragraph 2 is found in more recent agreements and takes into account modern communication methods which lessen the need for meetings between personnel of the Parties.</i></p>

<p align="center">Article 35 Settlement of disputes</p>	<p align="center">Explanatory Notes</p>
<div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p align="center">Traditional</p> </div> <p align="center">Diplomatic channels</p> <p align="center">[See alternatively two "Arbitration" approaches below]</p> <p>1. Any dispute arising between the Parties relating to the interpretation or application of this Agreement [except those that may arise under Article __ (Fair competition), Article __ (Safety), Article __ (Tariffs/Pricing)], the Parties shall in the first place endeavour to settle it by consultations and negotiation.</p> <p>2. If the Parties fail to reach a settlement by negotiation, the dispute shall be settled through diplomatic channels.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p align="center">Arbitration</p> </div> <p align="center">[See alternatively "Diplomatic channels" above or second "Arbitration" approach below]</p> <p>1. Any dispute arising between the Parties relating to the interpretation or application of this Agreement [except those that may arise under Article __ (Fair competition), Article __ (Safety),</p>	<p><i>At the bilateral level, the initial and most successful step in all basic approaches to the settlement of disputes is consultations and/or negotiations. Should that process fail to produce an agreement, or the Parties fail to reach a settlement of the dispute, then three alternatives are provided which includes settlement through diplomatic channels, arbitration and mediation, an intermediate step between consultation and arbitration. The three alternatives link the dispute settlement process to the bilateral agreement. (However, a broad, fair and equal opportunity to compete clause has often been used to address situations not specifically covered by the agreement.)</i></p> <p><i>This provision takes into account an optional wording where there may be a separate consultation process with regard to the article on fair competition or with regard to the article on safety.</i></p> <p><i>This approach relies on diplomatic channels if consultation fails to produce a settlement. It should be recognized that escalating a dispute to higher governmental levels may run the risk of a decision on other than air transport grounds.</i></p>

<p style="text-align: center;">Article 35 Settlement of disputes</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>Article __ (Tariffs/Pricing)], the Parties shall in the first place endeavour to settle it by consultations and negotiation.</p> <p>2. If the Parties fail to reach a settlement through consultations, the dispute may, at the request of either Party, be submitted to arbitration in accordance with the procedures set forth below.</p> <p>3. Arbitration shall be by a Tribunal of three arbitrators, one to be named by each Party and the third to be agreed upon by the two arbitrators so chosen, provided that the third such arbitrator shall not be a national of either Party. Each Party shall designate an arbitrator within a period of sixty (60) days from the date of receipt by either Party from the other Party of a diplomatic note requesting arbitration of the dispute, and the third arbitrator shall be agreed upon within a further period of sixty (60) days. If either of the Parties fails to designate its own arbitrator within the period of sixty (60) days or if the third arbitrator is not agreed on within the period indicated, the President of the Council of ICAO may be requested by either Party to appoint an arbitrator or arbitrators. If the President is of the same nationality as one of the Parties, the most senior Vice-President who is not disqualified on that ground shall make the appointment.</p> <p>4. The arbitration tribunal shall determine its own procedure.</p> <p style="text-align: center;">[Paragraph 5, option 1 of 2]</p> <p>5. Each Party shall [to the degree consistent with its national law] give full effect to any decision or award of the tribunal.</p> <p style="text-align: center;">[Paragraph 5, option 2 of 2]</p> <p>5. The decision of the tribunal shall be binding on the Parties.</p> <p style="text-align: center;">[Paragraph 6, option 1 of 2]</p> <p>6. The expenses of the tribunal shall be shared equally between the Parties.</p> <p style="text-align: center;">[Paragraph 6, option 2 of 2]</p> <p>6. Each Party shall bear the costs of the arbitrator appointed by it. The other costs of the tribunal shall be shared equally by the Parties, including any expenses incurred by the President of the Council of ICAO in implementing the procedures in paragraph 3 of this Article.</p> <p>7. If and so long as either Party fails to comply with any decision given under paragraph 3, the other Party may limit, withhold or revoke any rights or privileges which it has granted by virtue of this Agreement to the Party in default or to the designated airline or airlines in default.</p>	<p><i>Should the process of consultations fail to produce an agreement, or the Parties fail to reach a settlement of the dispute, then this approach relies on settling disputes through arbitration. The arbitration process in bilateral air services agreements has rarely been used in practice, in part because of its costs and the time involved, though also because most disputes do not get beyond the stage of negotiation.</i></p> <p><i>The arbitration process is to provide for the establishment of a three-person arbitration tribunal.</i></p> <p><i>This alternative leaves it to the tribunal to establish its own procedures.</i></p> <p><i>There are different approaches possible on the implementation of a tribunal decision. The arbitral tribunal may hold a conference on the issues to be decided, receive written and oral testimony from both Parties, establish a schedule for reaching a decision, and issue interpretations thereof; and a majority of the tribunal will be sufficient to issue a decision.</i></p> <p><i>There are a number of variations as to the division of the expenses. For example, both Parties may equally share the expenses of the tribunal, or each Party may bear the costs of the arbitrator it appoints and share the other costs of the tribunal.</i></p>

<p style="text-align: center;">Article 35 Settlement of disputes</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center;">[See alternatively, “Diplomatic channels” or first “Arbitration” approach above]</p> <p>1. Any dispute arising between the Parties relating to the interpretation or application of this Agreement [except those that may arise under Article __ (Fair competition), Article __ (Safety), Article __ (Tariffs/Pricing)], the Parties shall in the first place endeavour to settle it by consultations and negotiation.</p> <p>2. If the Parties fail to reach a settlement through consultations, the dispute may, at the request of either Party, be submitted to arbitration in accordance with the procedures set forth below.</p> <p>3. Arbitration shall be by a Tribunal of three arbitrators, one to be named by each Party and the third to be agreed upon by the two arbitrators so chosen, provided that the third such arbitrator shall not be a national of either Party. Each Party shall designate an arbitrator within a period of sixty (60) days from the date of receipt by either Party from the other Party of a diplomatic note requesting arbitration of the dispute, and the third arbitrator shall be agreed upon within a further period of sixty (60) days. If either of the Parties fails to designate its own arbitrator within the period of sixty (60) days or if the third arbitrator is not agreed on within the period indicated, the President of the Council of ICAO may be requested by either Party to appoint an arbitrator or arbitrators. If the President is of the same nationality as one of the Parties, the most senior Vice-President who is not disqualified on that ground shall make the appointment.</p> <p>4. Except as otherwise agreed, the arbitration tribunal shall determine the limits of its jurisdiction in accordance with this Agreement and shall establish its own procedure. At the direction of the tribunal or at the request of either of the Parties, a conference to determine the precise issues to be arbitrated and the specific procedures to be followed shall be held no later than fifteen (15) days after the tribunal is fully constituted.</p> <p>5. Except as otherwise agreed by the Parties or prescribed by the tribunal, each Party shall submit a memorandum within forty-five (45) days of the time the tribunal is fully constituted. Replies shall be due sixty (60) days later. The tribunal shall hold a hearing at the request of either Party or at its discretion within fifteen (15) days after replies are due.</p> <p>6. The tribunal shall attempt to render a written decision within thirty (30) days after completion of the hearing or, if no hearing is held, after the date both replies are submitted. The decision of the majority of the tribunal shall prevail.</p> <p>7. The Parties may submit requests for clarification of the decision within fifteen (15) days after it is rendered and any clarification given shall be issued within fifteen (15) days of such request.</p>	<p><i>Should the process of consultations fail to produce an agreement, or the Parties fail to reach a settlement of the dispute, then this approach relies on settling disputes through arbitration. The arbitration process in bilateral air services agreements has rarely been used in practice, in part because of its costs and the time involved, though also because most disputes do not get beyond the stage of negotiation.</i></p> <p><i>The arbitration process is to provide for the establishment of a three-person arbitration tribunal.</i></p> <p><i>This alternative leaves it to the tribunal to establish its own procedures, including the appointment process for the arbitrators, with time frames, to be followed.</i></p>

<p style="text-align: center;">Article 35 Settlement of disputes</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center;">[See alternatively, “Diplomatic channels” or first “Arbitration” approach above]</p> <p style="text-align: center;">[Paragraph 8, option 1 of 2]</p> <p>8. Each Party shall [to the degree consistent with its national law] give full effect to any decision or award of the tribunal.</p> <p style="text-align: center;">[Paragraph 8, option 2 of 2]</p> <p>8. The decision of the tribunal shall be binding on the Parties.</p> <p style="text-align: center;">[Paragraph 9, option 1 of 2]</p> <p>9. The expenses of the tribunal shall be shared equally between the Parties.</p> <p style="text-align: center;">[Paragraph 9, option 2 of 2]</p> <p>9. Each Party shall bear the costs of the arbitrator appointed by it. The other costs of the tribunal shall be shared equally by the Parties, including any expenses incurred by the President of the Council of ICAO in implementing the procedures in paragraph 4 of this Article.</p> <p>10. If and so long as either Party fails to comply with any decision given under paragraph 3, the other Party may limit, withhold or revoke any rights or privileges which it has granted by virtue of this agreement to the Party in default or to the designated airline or airlines in default.</p> <div style="border: 1px solid black; padding: 5px; margin: 20px auto; width: fit-content;"> <p style="text-align: center;">Transitional and Full liberalization</p> </div> <p>1. Any dispute arising between the Parties relating to the interpretation or application of this Agreement [except those that may arise under Article __ (Fair competition), Article __ (Safety), Article __ (Tariffs/Pricing)], the Parties shall in the first place endeavour to settle it by consultations and negotiation.</p> <p>2. Any dispute which cannot be resolved by consultations, may at the request of either Party to the agreement be submitted to a mediator or a dispute settlement panel. Such a mediator or panel may be used for mediation, determination of the substance of the dispute or to recommend a remedy or</p>	<p><i>This alternative developed by ICAO is to address those commercial disputes, such as on pricing, capacity and other competitive practices that arise in a liberalized environment. It could also be used to address disputes beyond unfair practices, for example, disputes related to market access in a less regulatory controlled environment. The mechanism is deliberately broader in scope and could apply to issues not specifically included in the bilateral agreement. It is not intended as a substitute for the formal arbitration process, but rather as a means to resolve disputes in a relatively simple, responsive and cost-effective manner.</i></p> <p><i>The normal consultation process may resolve such disputes but could also have the effect of prolonging an unfair competitive practice to the commercial detriment of one or more airlines. Consequently, this procedure, which is less formal and time consuming than arbitration, is designed, by means of a panel, to</i></p>

<p style="text-align: center;">Article 35 Settlement of disputes</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>resolution of the dispute.</p> <p>3. The Parties shall agree in advance on the terms of reference of the mediator or of the panel, the guiding principles or criteria and the terms of access to the mediator or the panel. They shall also consider, if necessary, providing for an interim relief and the possibility for the participation of any Party that may be directly affected by the dispute, bearing in mind the objective and need for a simple, responsive and expeditious process.</p> <p>4. A mediator or the members of a panel may be appointed from a roster of suitably qualified aviation experts maintained by ICAO. The selection of the expert or experts shall be completed within fifteen (15) days of receipt of the request for submission to a mediator or to a panel. If the Parties fail to agree on the selection of an expert or experts, the selection may be referred to the President of the Council of ICAO. Any expert used for this mechanism should be adequately qualified in the general subject matter of the dispute.</p> <p>5. A mediation should be completed within sixty (60) days of engagement of the mediator or the panel and any determination including, if applicable, any recommendations, should be rendered within sixty (60) days of engagement of the expert or experts. The Parties may agree in advance that the mediator or the panel may grant interim relief to the complainant, if requested, in which case a determination shall be made initially.</p> <p>6. The Parties shall cooperate in good faith to advance the mediation and to be bound by any decision or determination of the mediator or the panel, unless they otherwise agreed. If the Parties agree in advance to request only a determination of the facts, they shall use those facts for resolution of the dispute.</p> <p>7. The costs of this mechanism shall be estimated upon initiation and apportioned equally, but with the possibility of reapportionment under the final decision.</p> <p>8. The mechanism is without prejudice to the continuing use of the consultation process, the subsequent use of arbitration, or Termination under Article ____.</p> <p>9. If the Parties fail to reach a settlement through mediation, the dispute may, at the request of either Party, be submitted to arbitration in accordance with the procedures set forth below.</p>	<p><i>reach a resolution through mediation, fact finding or decision, using the services of an expert or experts in the subject matter of the dispute. The primary objective is to enable the Parties to restore a healthy competitive environment in the airline market place as expeditiously as possible.</i></p> <p><i>“Open skies” agreements also include a similar recourse to refer disputes “for decision to some person or body”.</i></p> <p><i>The mechanism requires the Parties to agree in advance on such matters as the purpose of the panel, viz its terms of reference and procedure, and in particular whether the panel is permitted to grant any interim or injunctive relief to the complainant. Such relief could take the form, for example, of a temporary freeze or reversion to the status quo ante.</i></p> <p><i>The two important time frames built in to the mechanism are fifteen (15) days for selection of the experts to constitute the panel, and sixty (60) days for the rendering of a decision or determination. Thus the emphasis is on minimizing legal formalities and procedural time-frames, yet allowing adequate time for the panel to arrive at a decision or determination.</i></p> <p><i>The use of the mechanism does not preclude the implementation of the arbitration process if that is also provided for in the agreement and if the above mechanism has failed to resolve the dispute to the satisfaction of one or more Parties. Nevertheless, it may be expected that the subsequent use of arbitration should be unnecessary if the Parties have committed to this complementary procedure for resolving certain kinds of commercial and time-sensitive disputes.</i></p>

Article 35 Settlement of disputes	Explanatory Notes
	<i>The arbitration procedures are the same as outlined in the traditional text.</i>

Article 36 Amendments	Explanatory Notes
<p>1. Either Party may at any time request consultation with the other Party for the purpose of amending the present Agreement [or its Annex] [or its Route Schedule]. Such consultation shall begin within a period of sixty (60) days from the date of receipt of such request. [Such consultations may be conducted through discussion or by correspondence.]</p> <p>2. Any amendment shall enter into force when confirmed by an exchange of diplomatic notes.</p> <p style="text-align: center;">[Paragraph 3, option 1 of 2]</p> <p>3. Any amendment of the [Annex] [Route schedules] may be made by written Agreement between the aeronautical authorities of the Parties and shall come into force when confirmed by an exchange of diplomatic notes.</p> <p style="text-align: center;">[Paragraph 3, option 2 of 2]</p> <p>3. Any amendments of this Agreement agreed by the Parties shall come into effect when confirmed by an exchange of diplomatic notes.</p>	<p><i>The amendment or modification provision in an agreement may take a variety of forms. The variety arises because of differing treatment of air services agreements (whether treaty or executive agreement) and the differing constitutional procedures applied to the approval of such agreements and their amendments. Sometimes the amendment process in an agreement is dealt with in the context of the consultation provision since the negotiation of an amendment may be seen as merely another matter for consultation.</i></p> <p><i>This alternative takes a more detailed approach. It includes a time frame of sixty (60) days for the start of the consultations; optional wording at the end of paragraph 1 enables the consultation process to be in writing.</i></p> <p><i>As regards the date of coming into force, practices differ widely, although the most common approach is to give effect to amendments when there has been an exchange of diplomatic notes.</i></p> <p><i>In order to provide greater flexibility for amending the Route schedule, paragraph 3 allows the consultation and amendment process to take place between the aeronautical authorities.</i></p> <p><i>This alternative takes a more simple approach and does not address the amendment procedure, it simply addresses the coming into force of any agreed amendment. In such an approach it would be presumed that the amendment procedure to be followed would be that of the agreement's general consultation process.</i></p>

<p style="text-align: center;">Article 37 Multilateral agreements</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center;">[Option 1 of 2]</p> <p>If a multilateral agreement concerning air transport comes into force in respect of both Parties, the present Agreement shall be [deemed to be] amended so as [so far as is necessary] to conform with the provisions of that multilateral agreement.</p> <p style="text-align: center;">[Option 2 of 2]</p> <p>If both Parties become parties to a multilateral agreement that addresses matters covered by this agreement, they shall consult to determine whether this Agreement should be revised to take into account the multilateral agreement.</p>	<p><i>This provision concerning the effect on the bilateral agreement of any multilateral agreement that may come into effect for both Parties has been inserted in most bilateral agreements over the years in anticipation of progress towards a broad multilateral air transport agreement for the exchange of traffic rights; in the absence of such an agreement it nevertheless continues to be relevant with respect to more limited regional and plurilateral agreements.</i></p> <p><i>From the bilateral perspective there are at least two options for taking into account that Parties to a bilateral may subsequently become Parties to a multilateral agreement that deals with the same matters as the bilateral: either amend the bilateral to conform to the multilateral or consult on whether this needs to be done. (Different options are presented from the multilateral perspective; these are discussed in the Regional/Plurilateral TASA).</i></p> <p><i>The unbracketed text in this alternative commits the Parties to amend the bilateral to conform the multilateral agreement using the normal amendment procedure. The bracketed text eliminates the need for the normal amendment procedure but adds a limitation “so far as is necessary” on the extent of amendment of the bilateral.</i></p> <p><i>This alternative allows the Parties to decide, after consultations, whether the bilateral should be revised to take into account the multilateral agreement.</i></p>
<p style="text-align: center;">Article 38 Termination</p> <p>Either Party may, at any time, give notice in writing, through diplomatic channels, to the other Party of its [intention] [decision] to terminate this Agreement. Such notice shall be simultaneously communicated to ICAO. This Agreement shall terminate [at midnight (at the place of receipt of the notice) immediately before the first anniversary of] [twelve (12) months after] the date of receipt of the notice by the other Party, unless the notice is withdrawn by agreement before the end of this period. [In the absence of acknowledgement of receipt by the other Party, the notice shall be deemed to have been received fourteen (14) days after receipt of the notice by ICAO.]</p>	<p><i>The termination or withdrawal provision (also called denunciation) is fairly standard in format although some variations in wording exist. The main variation is the optional wording in brackets, in the final sentence, to cover a situation where the Party receiving the notice of termination does not acknowledge receipt — in that case receipt is deemed to have taken place fourteen (14) days after receipt of the notice by ICAO. Termination provisions normally require twelve (12) months’ notice before the termination comes into effect although a shorter period may be agreed.</i></p>
<p style="text-align: center;">Article 39 Registration with ICAO</p>	<p style="text-align: center;">Explanatory Notes</p>
	<p><i>Articles 81 and 83 of the Convention obligate States to register their aeronautical agreements and the above provision formalizes this requirement at the bilateral level. However, in practice, many agreements and amendments are not registered,</i></p>

<p style="text-align: center;">Article 39 Registration with ICAO</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center;">[Option 1 of 2]</p> <p>This Agreement and any amendment thereto shall be registered upon its signature with the International Civil Aviation Organization by [name of the Registering Party].</p> <p style="text-align: center;">[Option 2 of 2]</p> <p>This Agreement and any amendment thereto shall be registered upon its entry into force with the International Civil Aviation Organization by [name of the Registering Party].</p>	<p><i>a fact which has a negative impact on the transparency of the whole process. This clause developed by ICAO includes the requirement to register, upon signature (option 1) or entry into force (option 2), the name of the Party responsible for registering the agreement and is intended to encourage better compliance with the registration requirement.</i></p>

<p style="text-align: center;">Article 40 Entry into force</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center;">[Option 1 of 2]</p> <p>This Agreement shall [be applied provisionally from the date of its signature and shall] enter into force [thirty (30) days after both Parties have notified each other through diplomatic channels that their constitutional procedures for the entry into force of this agreement have been completed] [from the date on which the exchange of diplomatic notes between the Parties has been completed].</p> <p style="text-align: center;">[Option 2 of 2]</p> <p>This Agreement shall enter into force on the date of signature.</p>	<p><i>The two basic approaches to an entry into force provision presented above involve, in the first alternative, an anticipated ratification process and, in the second alternative, a simple and immediate entry into force upon signature. In the former the Parties may wish to allow for protracted constitutional formalities by enabling the agreement to provisionally enter into force upon signature. There are a number of formulae for the date of entry into force following such formalities and two are included in the first alternative. The choices made on the wording of this final provision will largely depend on the respective national processes of the Parties for giving effect to their air services agreements.</i></p>

<p style="text-align: center;">Annex I Route schedules</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>Section 1</p> <p>Airlines of each Party designated under this Annex shall be entitled to provide air transportation between points on the following routes:</p> <div style="text-align: center; border: 1px solid black; width: fit-content; margin: 10px auto; padding: 5px;"> <p>Traditional</p> </div> <p>A. Routes to be operated by the designated airline (or airlines) of Party A:</p> <p>From (named cities) in Party A via (intermediate points) to (named cities) in Party B and beyond (beyond points).</p>	<p><i>The traditional approach limits air transportation to cities named on specified route(s). This formula covers the exchange of Third, Fourth and Fifth Freedoms. It also usually specifically prohibits cabotage.</i></p>

Annex I Route schedules	Explanatory Notes
<p>B. Routes to be operated by the designated airline (or airlines) of Party B:</p> <p>From (named cities) in Party B via (named intermediate points) to (named cities) in Party A and beyond (named beyond points).</p> <div style="text-align: center; border: 1px solid black; width: fit-content; margin: 0 auto; padding: 2px;">Transitional</div> <p style="text-align: center;">[Option 1 of 3]</p> <p>A. Routes to be operated by the designated airline (or airlines) of Party A:</p> <p>From any point or points in Party A via (intermediate points) to any point or points in Party B and beyond (beyond points).</p> <p>B. Routes to be operated by the designated airline (or airlines) of Party B:</p> <p>From any point or points in Party B via (intermediate points) to any point or points in Party A and beyond (beyond points).</p> <div style="text-align: center; border: 1px solid black; width: fit-content; margin: 0 auto; padding: 2px;">Transitional</div> <p style="text-align: center;">[Option 2 of 3]</p> <p>A. Routes to be operated by the designated airline (or airlines) of Party A:</p> <ol style="list-style-type: none"> 1. From points behind Party A via Party A and intermediate points to any point or points in Party B and beyond. 2. For all-cargo service(s) between Party B and any point or points. <p>B. Routes to be operated by the designated airline (or airlines) of Party B:</p> <ol style="list-style-type: none"> 1. From points behind Party B via Party B and intermediate points to any point or points in Party A and beyond. 2. For all-cargo service(s), between Party A and any point or points. <p style="text-align: center;">[Option 3 of 3]</p> <p>A. Routes to be operated by the designated airline (or airlines) of Party A:</p> <p>From points to and from the territory of Party B with limited cabotage.</p> <p>B. Routes to be operated by the designated airline (or airlines) of Party B:</p> <p>From points to and from the territory of Party A with limited cabotage.</p>	<p><i>This approach broadens the choice for international air transportation to any city in one Party to any city in the other Party and beyond to any city in a third country. This choice has been narrowed to include only services between these two countries (Third and Fourth Freedoms). It also usually specifically prohibits cabotage.</i></p> <p><i>This approach further broadens traffic rights by explicitly including Sixth Freedom, covering passengers, mail and cargo, and Seventh Freedom for all-cargo services. It also usually specifically prohibits cabotage.</i></p> <p><i>This transition adds Seventh Freedom for passenger services and limited cabotage which could take two forms. First, a domestic segment operated in conjunction with an international one (used by the European Union for several years in its transition to a single European market) or where two points with international services in a Party are co-terminalized (e.g. both points served by the same flight) by a designated airline of the other party and domestic air transportation is permitted between those two points.</i></p>

Annex I Route schedules	Explanatory Notes
<div style="text-align: center; border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> Full liberalization </div> <p style="text-align: center;">[Option 1 of 2]</p> <p>A. Routes to be operated by the designated airline (or airlines) of Party A:</p> <p>Points to, from and within the territory of Party B.</p> <p>B. Routes to be operated by the designated airline (or airlines) of Party B:</p> <p>Points to, from and within the territory of Party A.</p> <p>Section 2 Operational flexibility</p> <p>The designated airlines of either Party may, on any or all flights and at its option:</p> <ol style="list-style-type: none"> 1. operate flights in either or both directions; 2. combine different flight numbers within one aircraft operation; 3. serve intermediate and beyond points in the territories of the Parties on the routes in any combination and in any order; 4. omit stops at any point or points; 5. transfer traffic (including code-sharing operations) from any of its aircraft to any of its other aircraft at any point on the routes; and 6. serve points behind any point in its territory with or without change of aircraft or flight number and may hold out and advertise such services to the public as through services; <p>without directional or geographic limitation and without loss of any right to carry traffic otherwise permissible under the present Agreement; provided that (with the exception of all-cargo services) the service serves a point in the territory of the Party designating the airlines.</p> <p style="text-align: center;">[Option 2 of 2]</p> <ol style="list-style-type: none"> 1. The designated airlines of each Party shall be entitled to perform air services, whether for the carriage of passengers, cargo, mail or in combination, across, to, from or within the territory of the other Party, without limitation as to route, capacity or frequency. 2. The designated airlines of each Party shall be entitled without limitation to exercise traffic rights on all services and combinations of services. 	<p><i>Full liberalization opens all international as well as the domestic markets of the parties. European Community air carriers have this type of market access within the European Union.</i></p> <p><i>Some of these provisions may be relevant to only one or more approach(es).</i></p> <p><i>Notwithstanding Article __ (Change of gauge) of this Agreement, airlines shall be permitted to transfer traffic between aircraft involved in code-sharing operations without limitation.</i></p> <p><i>Option 2 provides for full liberalization including cabotage.</i></p>

<p style="text-align: center;">Annex II Non-scheduled/Charter operations</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center; border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Traditional</p> <p>1. The provisions of this Agreement, except those dealing with Traffic Rights, Capacity and Tariffs shall be applicable also to non-scheduled flights operated by an air carrier of one Party into or from the territory of the other Party and to the air carrier operating such flights.</p> <p style="text-align: center;">[Paragraph 2, option 1 of 2]</p> <p>2. The provisions of paragraph 1 of this Article shall not affect national laws and regulations governing the authorization of non-scheduled operations or to the conduct of air carriers or other parties involved in the organization of such operations.</p>	<p><i>A provision on non-scheduled operations may be dealt with in a variety of ways and contexts in an agreement. Basically it may be treated as a grant of rights matter or a matter for separate regulatory attention. It may be in the body of the Agreement or in an Annex.</i></p> <p><i>A simpler and more direct approach to the grant of rights for non-scheduled operations would be simply to refer in the grant of rights article to the conduct of "international air services" scheduled and non-scheduled. In this way all the provisions of the agreement would be applicable to both scheduled and non-scheduled services.</i></p> <p><i>This approach may be used when the Parties anticipate the possibility of non-scheduled operations, need to identify the various administrative and commercial opportunity provisions that would be applied to those operations, but wish to take no position on whether authorization would be granted under their respective national laws and regulations. This provision makes clear that the provisions of the main agreement other than those designed for scheduled air services will apply to non-scheduled air services. Alternatively, this clause could list the Articles in the main agreement that would apply to non-scheduled services, e.g. User Charges, Customs Duties, Safety, Security, etc.</i></p> <p><i>The provision leaves to Each Party's national law and regulation the determination of which non-scheduled services would be permitted and under what conditions.</i></p>
<p style="text-align: center; border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Traditional</p> <p style="text-align: center;">[Paragraph 2, option 2 of 2]</p> <p>2. Each Party shall give sympathetic consideration to applications for [non-scheduled flights] [charter flights] between their territories for passengers and cargo in accordance with their respective laws and regulations.</p>	<p><i>The requirement to give "sympathetic consideration" is not a grant of market access but implies a positive treatment to non-scheduled operations in general or, more specifically charter flights. This provision also reflects the fact that the regulatory regime governing authorization for such operations is generally unilateral, with the destination State or States applying their national rules to any applicant.</i></p>
<p style="text-align: center; border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Transitional</p> <p style="text-align: center;">[Option 1 of 3]</p> <p>1. Each Party shall authorize non-scheduled passenger flights between points at which no established scheduled air services exist. In cases where such scheduled services exist, authorizations shall be granted provided the offer of non-scheduled flights does not endanger the economic stability of existing scheduled services.</p> <p>2. When series of non-scheduled passenger flights are requested, these must correspond to the definition of "inclusive</p>	<p><i>This approach has no adverse impact on scheduled services.</i></p> <p><i>Historically, many States were concerned with preventing non-scheduled passenger services from having an adverse impact on scheduled services and a wide variety of policies and mechanisms were developed to address this issue (see Doc 9587). Three such mechanisms are contained in this text: 1) authorizing non-scheduled passenger services between points</i></p>

<p style="text-align: center;">Annex II Non-scheduled/Charter operations</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>package tours” and must be carried out on a round-trip basis, with pre-established departures and returns.</p> <p style="text-align: center;">[Option 2 of 3]</p> <p>1. The airlines of each Party designated pursuant to this Agreement to operate under this Annex shall have the right to operate non-scheduled international air transport over the routes specified and in accordance with the rights granted for scheduled services in this Agreement.</p> <p>2. Each Party shall extend favourable consideration to applications by airlines of the other Party to carry traffic not covered by this Annex on the basis of comity and reciprocity.</p> <p style="text-align: center;">[Option 3 of 3]</p> <p>1. The [designated] airlines of one Party shall [, in accordance with the terms of their designation and of the Route Schedule at Annex __ ,] be entitled to perform international non-scheduled air transportation to and from any point or points in the territory of the other Party, either directly or with stopovers en route, for one-way or round-trip carriage of any traffic to or from a point or points in the territory of the Party which has designated the airline. Multi-destination charters shall also be permitted. In addition, [designated] airlines of one Party may operate charters with traffic originating in or destined for the territory of the other Party.</p> <p>2. Each [designated] airline performing air transportation under this provision shall comply with such laws, regulations and rules of the Party in whose territory the traffic originates, whether on a one-way or round-trip basis, as that Party now or hereafter specifies shall be applicable to such transportation.</p> <div style="border: 1px solid black; padding: 5px; text-align: center; margin: 10px auto; width: fit-content;"> <p>Full liberalization</p> </div>	<p><i>not served by scheduled services (usually referred to as “off-route charters”) 2) not permitting non-scheduled passenger services which would adversely impact on scheduled services, and 3) authorizing types of non-scheduled passenger services (in this case inclusive tour charters which include a ground package of services such as hotels, land transport, etc. in addition to air transport) which are not regarded as endangering the economic viability of scheduled services.</i></p> <p><i>This transitional approach opens the routes in the agreement to non-scheduled services, under the same conditions (e.g. change of gauge) for scheduled services, while off-route non-scheduled services are approved/disapproved on the basis of comity and reciprocity. Depending on the grant of rights for scheduled services this would normally open non-scheduled services to both passengers and cargo.</i></p> <p><i>The use of “comity and reciprocity” results in the amount and type of off-route charters being based on the Party with the most restrictive view of such charters.</i></p> <p><i>In this approach, although the regulatory regime governing non-scheduled operations, and particularly charter type operations, is usually that of the destination State, the Parties to some agreements may choose to stipulate that the rules of the country of origin of the operation should be applied. This should facilitate the conduct of these operations. This is therefore an example of such an arrangement which could be used in a liberal agreement, though it nevertheless requires compliance with rules.</i></p> <p><i>Paragraph 1 spells out a broad market access for these operations whereas the second paragraph applies the country of origin rules.</i></p> <p><i>The text with bracketed language is used where the Route schedule at Annex __ is not city specific and where the Parties designate airlines for non-scheduled services. Without the bracketed language all airlines of each Party (whether or not they are also designated for scheduled services) would be authorized by the other Party to perform the non-scheduled services described in the first paragraph.</i></p> <p><i>The full liberalization approach is an option for States which might wish to liberalize non-scheduled services while continuing to regulate scheduled services. This approach may be found in liberal or “open skies” agreements. Its conditions are minimal.</i></p>

<p style="text-align: center;">Annex II Non-scheduled/Charter operations</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>Section 1</p> <p>Airlines of each Party designated under this Annex shall, in accordance with the terms of their designation, have the right to carry international charter traffic of passengers (and their accompanying baggage) and/or cargo (including, but not limited to, freight forwarder, split, and combination (passenger/cargo) charters):</p> <p>Between any point or points in the territory of the Party that has designated the airline and any point or points in the territory of the other Party; and</p> <p>Between any point or points in the territory of the other Party and any point or points in a third country or countries, provided that, except with respect to cargo charters, such service constitutes part of a continuous operation, with or without a change of aircraft, that includes service to the homeland for the purpose of carrying local traffic between the homeland and the territory of the other Party.</p> <p>In the performance of services covered by this Annex, airlines of each Party designated under this Annex shall also have the right: (1) to make stopovers at any points whether within or outside of the territory of either Party; (2) to carry transit traffic through the other Party's territory; (3) to combine on the same aircraft traffic originating in one Party's territory, traffic originating in the other Party's territory, and traffic originating in third countries; and (4) to perform international air transportation without any limitation as to change, at any point on the route, in type or number of aircraft operated; provided that, except with respect to cargo charters, in the outbound direction, the transportation beyond such point is a continuation of the transportation from the territory of the Party that has designated the airline and in the inbound direction, the transportation to the territory of the Party that has designated the airline is a continuation of the transportation from beyond such point.</p> <p>Each Party shall extend favourable consideration to applications by airlines of the other Party to carry traffic not covered by this Annex on the basis of comity and reciprocity.</p> <p>Section 2</p> <p>Any airline designated by either Party performing international charter air transportation originating in the territory of either Party, whether on a one-way or round-trip basis, shall have the option of complying with the charter laws, regulations, and rules either of its homeland or of the other Party. If a Party applies different rules, regulations, terms, conditions, or limitations to one or more of its airlines, or to airlines of different countries, each designated airline shall be subject to the least restrictive of such criteria.</p> <p>However, nothing contained in the above paragraph shall limit the rights of either Party to require airlines designated under this Annex by either Party to adhere to requirements relating to the protection of passenger funds and passenger cancellation and refund rights.</p>	<p><i>It equates non-scheduled with scheduled services in terms of rights and market access, and without the necessity of compliance with the national regulations of the destination Party, but in the first paragraph limits this to the designated airlines of each party. It also contains a provision for favourable consideration to be given to non-scheduled operations not covered by the rights granted under the first paragraph, for example, services by airlines not designated to provide scheduled services or Seventh Freedom passenger services.</i></p> <p><i>A difference between the previous transitional approach and full liberalization is the ability of the designated airline to choose either the charter rules of its own country or that of the other Party for the operation of its non-scheduled services.</i></p>

Annex II Non-scheduled/Charter operations	Explanatory Notes
<p>Section 3</p> <p>Except with respect to the consumer protection rules referred to in the preceding paragraph above, neither Party shall require an airline designated under this Annex by the other Party, in respect of the carriage of traffic from the territory of that other Party or of a third country on a one-way or round-trip basis, to submit more than a declaration of conformity with the applicable laws, regulations and rules referred to under section 2 of this Annex or of a waiver of these laws, regulations, or rules granted by the applicable aeronautical authorities.</p>	

Annex III Air cargo services	Explanatory Notes
<div data-bbox="386 1066 597 1115" style="border: 1px solid black; text-align: center; margin: 10px auto; width: fit-content;"> <p>Transitional</p> </div> <p>1. Every designated airline when engaged in the international transport of air cargo:</p> <ol style="list-style-type: none"> a) shall be accorded non-discriminatory treatment with respect to access to facilities for cargo clearance, handling, storage, and facilitation; b) subject to local laws and regulations may use and/or operate directly other modes of transport; c) may use leased aircraft, provided that such operation complies with the equivalent safety and security standards applied to other aircraft of designated airlines; d) may enter into cooperative arrangements with other air carriers including, but not limited to, code-sharing, blocked spaced, and interlining; and e) may determine its own cargo tariffs which shall not be required to be filed with the aeronautical authorities of either Party. <p>2. In addition to the rights in paragraph 1 above, every designated airline when engaged in all cargo transportation as scheduled or non-scheduled services may provide such services to and from the territory of each Party, without restriction as to frequency, capacity, routing, type of aircraft, and origin or destination of cargo.</p>	<p><i>Some agreements provide no specific provision on all-cargo operations as the right to operate all-cargo services is usually implicit in the grant of rights wherein the Parties typically grant the right for their designated airlines to transport passengers, cargo and mail on the agreed scheduled international air services. However, other agreements are more specific, referring to "passengers, cargo and mail or in any combination". The agreement may in the route schedule specify particular routes, including restrictions or flexibility as agreed, for all-cargo services, or the routes may be those exchanged for scheduled passenger services.</i></p> <p><i>The purpose of this paragraph is to achieve a fair competitive balance between all air carriers engaged in the transport of international air cargo. Where the main agreement contains a provision which also appears in the Annex (for example, leasing), that provision should be omitted from the Annex.</i></p> <p><i>This paragraph provides the Third through the Seventh Freedoms of the air for only all-cargo services operated on a scheduled or non-scheduled basis. The first two Freedoms <input type="checkbox"/> overflight and technical stops <input type="checkbox"/> are not included as they are normally provided in the main agreement. Operational flexibility is described in general terms and includes those elements generally regarded as important for all-cargo operations.</i></p>

Annex III Air cargo services	Explanatory Notes
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: auto;">Full liberalization</div>	<p><i>The Annex on air cargo services is unlikely to be used in full liberalization and more recent "open skies" agreements in which the rights and operational flexibility in this Annex will be in the main agreement.</i></p>

Annex IV Transitional measures	Explanatory Notes
<p>The following transitional measures shall expire on (date), or such earlier date as is agreed upon by the Parties:</p> <ol style="list-style-type: none"> 1. Notwithstanding the provisions of Article ___ (or Annex ___), the designated airline (or airlines) of Party A (or each Party) may (shall) 2. Notwithstanding the provisions of Article ___ (or Annex ___), the designated airline (or airlines) of Party A (or each Party) may (shall) as follows: <ol style="list-style-type: none"> a) From (date) through (date), b) From (date) through (date), 3. Notwithstanding the provisions of Article ___ (or Annex ___), the following provisions shall govern 	<p><i>The Annex is an ICAO recommendation which addresses the issues of participation as well as sustainability in moving towards liberalization. It is drawn from existing practices and approaches covering both participation and preferential measures. It consists of one or more of three types of clauses. If these clauses apply to each Party in the same manner, then they would be considered to be participation measures. If not, then they would be regarded as preferential measures.</i></p> <p><i>In giving effect to the three clauses of the Annex, the following three paragraphs of the Explanatory notes, excluding the examples given, could be made part of the Annex.</i></p> <p><i>The first clause would be used when a particular Article (or Annex) would not take effect immediately but be implemented in a limited way during the transition period. By way of example, the Parties would agree that, notwithstanding the Annex on Route schedules granting each Party unlimited Fifth Freedom rights, the airline(s) of one Party (the developed State) would not be permitted to exercise those local traffic rights fully between the other Party (the developing State) and a third State until a specified date.</i></p> <p><i>The second clause would be similar to the first clause but with phase-in periods. For example, the Parties would agree that, notwithstanding an Article allowing unlimited code-sharing, the airlines of each Party would be permitted to expand their third-country codeshare services (frequencies) only in a gradual manner for specified periods.</i></p> <p><i>The third clause would be used when an Article (or Annex) would not take effect immediately and a different scheme would be applied during the transition period. For example, the Parties would agree that, notwithstanding a tariff Article with a double disapproval regime, a country-of-origin regime would govern pricing until a specific date.</i></p> <p><i>The following is an indicative list of subjects that States may use at their discretion as transitional measures in the Annex: the number of designated airlines, ownership and control criteria, capacity and frequency, routes and traffic rights, code-sharing, charter operations, intermodal services, tariffs, slot allocation and "doing business" matters such as ground handling. The language in the Annex is a framework, into which the Parties would need to agree on the terms and wording. ICAO Doc 9587 contains material on possible participation and preferential measures.</i></p>

<p style="text-align: center;">Annex V Essential Service and Tourism Development Routes</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>1. A Party, following consultations with (or after having consent of) the other Party and after having informed an airline or airlines operating on the route, may specify an essential air service route or an essential tourism development route linking a point in a remote or peripheral area or a development area in its territory with a point in the territory of the other Party. On such route or a group of routes, an adequate level of air services set forth in Paragraph 2 of this Annex shall be considered vital for the protection of the lifeline provision for or the economic development of an area, [including tourism route development], but would not be provided if airlines solely considered their commercial interest [or could be provided solely at unreasonably discriminatory, unduly high or restrictive prices].</p> <p>2. The Party having specified an essential air service route or an essential tourism development route shall assess an adequate level of scheduled air services [on each route or a group of routes] [in a flexible and market-oriented manner], taking into consideration, <i>inter alia</i>, the particular needs for scheduled air services on the route concerned; the level of demand; the availability of connecting air services, third country airlines, non-scheduled operators and other forms of transport; airfares and conditions; and the effect on all airlines operating or intending to operate on the route and adjacent routes. [Non-scheduled air services may also be considered adequate, provided they meet the terms set forth in Paragraph 1 of this Annex.]</p> <p>3. [Notwithstanding the provisions of Article __ (Capacity) and Article __ (Pricing)], the Party concerned, following consultations with (or after having consent of) the other Party, may require an airline operating or intending to operate on an essential air service route or an essential tourism development route to provide air services satisfying the adequate level for a period of up to __ years. [The Party may require an airline wishing to terminate, suspend or reduce an existing service on the route below an adequate level to file notice at least __ days prior to the proposed service reduction.]</p> <p>4. Notwithstanding the provisions of [Article __ (Capacity), Article __ (Pricing) and] Annex __ (Route schedules), if no airline has assumed or is about to assume air services at the adequate level [individually or in the aggregate] on an essential air service route or an essential tourism development route, the Party concerned may invite applications to provide such services, and if necessary and following consultations with (or after having consent of) the other Party, may limit access to that route to only one airline [excluding airlines of third countries] for a period of up to __ years, and/or provide the payment of subsidy compensation</p>	<p><i>The application of an Essential Service and Tourism Development Routes (ESTDR) scheme presupposes the existence of, or the transitional process to a liberalized international market. In exceptional cases the scheme could be applied to non-liberalized routes with tourism potential, as traditional-type air services agreements already provide implicit assistance to operations on such routes by limiting the scope of competition.</i></p> <p><i>The Annex gives legal certainty to the parties involved in implementing an ESTDR scheme and also allows a Party to exercise flexibility in how they interpret and administer, for example, the criteria for the route selection and adequate service levels, the tendering procedure for carrier selection, and the contents of contractual arrangements.</i></p> <p><i>An example of the flexible approach is to set minimum requirement of capacities only, leaving the airline to decide frequencies, aircraft types, tariffs, etc. Capacity requirements could be defined in terms of numbers of seats from the origin(s) to the destination(s) as X “units of carriage” per week over part or all of the tourism season.</i></p> <p><i>The optional text requires an incumbent airline to file an advance notice of its intention to withdraw or reduce services on the route.</i></p> <p><i>The model explicitly provides three options for support: a) a guarantee of a monopoly operation with a subsidy, b) a guarantee of a monopoly without a subsidy, or c) a subsidy without a guarantee of a monopoly operation.</i></p>

<p style="text-align: center;">Annex V Essential Service and Tourism Development Routes</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>to the airline. The right to operate such services shall be offered by public tender [either singly or for a group of such routes] to any designated airline entitled to operate [and market] its service between the territories. [Airlines of third countries eligible to operate on the route shall also have the right to tender.]</p> <p>5. The invitation to tender and subsequent contract shall cover, <i>inter alia</i>, the following information: the required level and standard of services set forth in Paragraph 2 of this Annex; the period of validity of the contract; rules concerning amendment, termination or review of the contract, in particular to take account of unforeseeable changes; and penalties in the event of failure to comply with the contract.</p> <p>6. The selection of an airline shall be made within a period of ___ months by the Party having issued the invitation of tender, taking into consideration, <i>inter alia</i>, applicants' financial viability, proposed business plan, ways to develop partnerships with the tourism sector, airfares and conditions, and the amount of the compensation required, if any.</p> <p>7. The Party having issued the invitation of tender may reimburse an airline, which has been selected under Paragraph 6 of this Annex, for the losses as a result of the required operation at the adequate level in accordance with the contract. Such reimbursement shall be assessed as the [expected] shortfall between costs and revenues generated by the service with a reasonable remuneration for capital employed. [No additional subsidy shall be paid for services above the adequate level that the airline may choose to undertake.]</p> <p>8. Consultations between the Parties shall be arranged in accordance with Article ___ (Consultations) whenever either Party considers that the selection of and/or compensation for an airline are inconsistent with the considerations set forth in Paragraphs 6 and 7 of this Annex, or that the development of and competition on a route is being unduly restricted by the terms of this Annex. [If the Parties fail to reach a resolution of the problem through consultations, either Party may invoke the dispute settlement mechanism under Article ___ (Settlement of disputes) to resolve the dispute.]</p>	<p><i>It is important to note, that regardless of the duration of the contract, the ESTDR application would not be permanent but transitional or only for a reasonable period of time (mostly for a start-up period) especially on routes serving "development areas". For instance, if the public demand goes up as a result of network development or through the improvement of the aviation infrastructure, it will make the route less likely a natural monopoly and with no need for regulation.</i></p> <p><i>The inclusion of both ex ante and ex post facto review-style consultations between States and/or the requirement of getting an advance agreement from other State(s) could be an effective deterrent against a potential risk that each State would favour its national airlines and use the scheme excessively.</i></p>

REGIONAL OR PLURILATERAL TEMPLATE AIR SERVICES AGREEMENT

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Preamble	Explanatory Notes
<p style="text-align: center;">[Option 1 of 2]</p> <p>The Government of and the Government of hereinafter referred to as the “Parties”;</p> <p>Being parties to the <i>Convention on International Civil Aviation</i>, opened for signature at Chicago on 7 December 1944;</p> <p>Desiring to contribute to the progress of international civil aviation;</p> <p>Desiring to conclude an agreement for the purpose of establishing and operating air services between and beyond their respective territories;</p> <p>Have agreed as follows:</p> <p style="text-align: center;">[Option 2 of 2]</p> <p>The Government of and the Government of.... (hereinafter, “the Parties”);</p> <p>Being Parties to the <i>Convention on International Civil Aviation</i>, opened for signature at Chicago on 7 December, 1944;</p> <p>Desiring to promote an international aviation system based on competition among airlines in the marketplace with minimum government interference and regulation;</p> <p>Desiring to facilitate the expansion of international air services opportunities;</p> <p>Recognizing that efficient and competitive international air services enhance trade, the welfare of consumers, and economic growth;</p> <p>Desiring to make it possible for airlines to offer the travelling and shipping public a variety of service options [at the lowest prices that are not discriminatory and do not represent abuse of a dominant position], and wishing to encourage individual airlines to develop and implement innovative and competitive prices; and</p> <p>Desiring to ensure the highest degree of safety and security in international air services and reaffirming their grave concern about acts or threats against the security of aircraft, which jeopardize the safety of persons or property, adversely affect the operation of air services, and undermine public confidence in the safety of civil aviation.</p> <p>Have agreed as follows:</p>	<p><i>The initial part of the agreement presents the reason for entering into the agreement and declares that they have agreed to what will follow in subsequent parts of the agreement.</i></p> <p><i>This approach is common in more liberal agreements and the bracketed text is common to “open skies” agreements.</i></p>

Article 1 Definitions	Explanatory Notes
<p>For the purposes of this Agreement, unless otherwise stated, the term:</p> <p>a) "air transportation" means the public carriage by aircraft of passengers, baggage, cargo and mail, separately or in combination, for remuneration or hire;</p> <p>b) "aeronautical authorities" means, in the case of __ the __; in the case of __ the __; or in both cases any other authority or person empowered to perform the functions now exercised by the said authorities;</p> <p>c) "Agreement" means this Agreement, its Annex, and any amendments thereto;</p> <p>d) "capacity" is the amount(s) of services provided under the agreement, usually measured in the number of flights (frequencies) or seats or tons of cargo offered in a market (city pair, or country-to-country) or on a route during a specific period, such as daily, weekly, seasonally or annually;</p> <p>e) "Convention" means the <i>Convention on International Civil Aviation</i> opened for signature at Chicago on the seventh day of December, 1944, and includes any Annex adopted under Article 90 of that Convention, and any amendment of the Annexes or Convention under Articles 90 and 94, insofar as such Annexes and amendments have become effective for both Parties;</p> <p>f) "designated airline" means an airline which has been designated and authorized in accordance with Article __ of this Agreement;</p> <p>g) "domestic air transportation" is air transportation in which passengers, baggage, cargo and mail which are taken on board in a States territory are destined to another point in that same State's territory;</p> <p>h) "ICAO" means the International Civil Aviation Organization;</p> <p>i) "intermodal air transportation" means the public carriage by aircraft and by one or more surface modes of transport of passengers, baggage, cargo and mail, separately or in combination, for remuneration or hire;</p> <p>j) "international air transportation" is air transportation in which the passengers, baggage, cargo and mail which are taken on board in the territory of one State are destined to another State;</p> <p>k) "Party" is a State which has formally agreed to be bound by this agreement;</p> <p>l) ["price"] or ["tariff"] means any fare, rate or charge for the carriage of passengers, baggage and/or cargo (excluding mail) in air transportation (including any other mode of transportation in connection therewith) charged by airlines, including their agents, and the conditions governing the availability of such fare, rate or charge;</p>	<p><i>While the Parties to an air services agreement may choose to define any number of terms used in their agreement, for the purposes of clarity or in the event of any possible ambiguity, the foregoing are the terms that may be commonly found in a Definitions article.</i></p> <p><i>For "aeronautical authorities" the required insertions will depend on the prevailing administrative structures and arrangements in place in each Party.</i></p> <p><i>Although the broader and more modern term "price" is used rather than "tariff"; the definition is essentially the same for both terms.</i></p>

Article 1 Definitions	Explanatory Notes
<p>m) “territory” in relation to a State [means the land areas and territorial waters adjacent thereto and the airspace above them under the sovereignty of that State] has the meaning assigned to it in Article 2 of the Convention;</p> <p>n) “user charges” means a charge made to airlines by the competent authorities, or permitted by them to be made, for the provision of airport property or facilities or of air navigation facilities, or aviation security facilities or services, including related services and facilities, for aircraft, their crews, passengers and cargo; and</p> <p>o) “air service”, “international air service”, “airline”, and “stop for non-traffic purposes”, have the meanings assigned to them in Article 96 of the Convention.</p>	<p><i>For the term “territory” there are two possible ways to define it, one by reference to the definition of that word in Article 2 of the Convention, and the other spelling out the usual meaning attributed to it in international law and practice. Both are presented as alternative language.</i></p>

Article 2 Grant of rights	Explanatory Notes
<div style="text-align: center; border: 1px solid black; width: fit-content; margin: 0 auto; padding: 2px 10px;"> Traditional </div> <p>1.* Each Party grants to the other Parties the following rights for the conduct of international air transportation by the airlines of the other Parties:</p> <p>a)* the right to fly across its territory without landing;</p> <p>b)* the right to make stops in its territory for non-traffic purposes;</p> <p>c) the right to provide international air transportation to and from any other Party, provided such services originate or terminate in the territory of the Party designating the airline. [International air transportation to or coming from the territories of non-Party State shall require the authorization of the Parties involved.]</p> <p style="text-align: center;">[Paragraph 2, option 1 of 2]</p> <p>2. Nothing in this Agreement shall be deemed to confer on the airline or airlines of one Party the right to take on board, in the territory of another Party, passengers, baggage, cargo, or mail carried for remuneration and destined for another point in the territory of that other Party.</p>	<p><i>A key issue for States negotiating a regional or plurilateral agreement is what provisions, if any, should be made in the regional or plurilateral agreement with respect to rights for air services between Parties to the agreement and non-Party States.</i></p> <p><i>The foregoing first two Freedoms of the air, although included in multilateral agreements (for scheduled services, the International Air Services Transit Agreement (IASTA); for non-scheduled services, Article 5 of the Convention), are also commonly included in regional or plurilateral agreements, either because some States may not be, or may cease to be, parties to the IASTA.</i></p> <p><i>In a traditional approach, an agreement does not deal with air services between a Party and a non-Party, leaving those rights to be determined by the relevant agreements between a Party and non-Parties. In this sense such agreements could be described as self-contained. An alternative for this type of self-contained agreement is for the Parties to define and exchange the first five Freedoms of the air.</i></p> <p><i>In a manner similar to the practice in bilateral agreements, an approach may be for Parties to explicitly exclude cabotage rights (option 1), or to make it clear in the agreement that Parties to the Agreement are not required to grant such rights, leaving this decision to the Parties to the Agreement (option 2).</i></p>

<p style="text-align: center;">Article 2 Grant of rights</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center;">[Paragraph 2, option 2 of 2]</p> <p>2. A Party shall not be required to grant cabotage rights to an airline of another Party.</p> <div style="text-align: center; border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;">Transitional</div> <p>1.* Each Party grants to the other Parties the following rights for the conduct of international air transportation by the airlines of the other Parties:</p> <p>a)* the right to fly across its territory without landing;</p> <p>b)* the right to make stops in its territory for non-traffic purposes; and</p> <p>c) the right to provide international air transportation to and from any other Party, and between non-Party States and those other Parties with which the designating State has negotiated Fifth Freedom rights, provided such services originate or terminate in the territory of the Party designating the airline; and</p> <p>d) the right to provide [scheduled and] non-scheduled air cargo services between any other Party and a non-Party State.</p>	<p><i>The foregoing first two Freedoms of the air, although included in multilateral agreements (for scheduled services, the International Air Services Transit Agreement (IASTA); for non-scheduled services, Article 5 of the Convention), are also commonly included in regional or plurilateral agreements, either because some States may not be, or may cease to be, parties to the IASTA.</i></p> <p><i>This transitional approach envisions the negotiation between Parties to the Agreement of beyond rights to non-Parties (Fifth Freedom rights) on the basis of specific criteria. Exercise of these rights would, of course, be dependent on obtaining the corresponding rights from the non-Party State.</i></p> <p><i>This approach includes Seventh Freedom for scheduled (as an option) and non-scheduled all-cargo services.</i></p>
<p style="text-align: center;">[Paragraph 2, option 1 of 2]</p> <p>2. Until [insert a date agreed to by the Parties], a Party shall authorize cabotage traffic rights for the designated airline(s) of every other Party, provided that the traffic rights are exercised on a service which constitutes and is scheduled as an extension of a service from, or as preliminary to, the Party designating the airline.</p>	<p><i>The transitional approach to cabotage would usually precede a conversion to unrestricted cabotage after the agreed date.</i></p> <p><i>The direct link of domestic and international flight segments caused this type of operation to be described as consecutive cabotage (Eighth Freedom).</i></p>
<p style="text-align: center;">[Paragraph 2, option 2 of 2]</p> <p>2. A Party shall authorize cabotage rights for the designated airline(s) of every other Party provided the cabotage segment is operated between two international segments of the flight.</p> <div style="text-align: center; border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;">Full liberalization</div> <p>1.* Each Party grants to the other Parties the following rights for the conduct of international air transportation by the airlines of the other Parties:</p> <p>a)* the right to fly across its territory without landing;</p> <p>b)* the right to make stops in its territory for non-traffic purposes; and</p>	<p><i>This option limits cabotage to situations where an air carrier provides international transportation to two points in another State on a co-terminal basis (where the same flight serves two points in another State.)</i></p> <p><i>The foregoing first two Freedoms of the air, although included in multilateral agreements (for scheduled services, the International Air Services Transit Agreement (IASTA); for non-scheduled services, Article 5 of the Convention), are also commonly included in regional or plurilateral agreements, either because some States may not be, or may cease to be, parties to the IASTA.</i></p>

Article 2 Grant of rights	Explanatory Notes
<p>c) the right, in accordance with the terms of their designations, to perform scheduled and charter international air transportation between points on the following routes:</p> <p>i) from points behind the territory of the Party designating the airline via the territory of that Party and intermediate points to any point or points in the territory of the Party granting the right and beyond;</p> <p>ii) for passenger and all-cargo service or services, between the territory of the Party granting the right and any point or points; and</p> <p>d) the rights otherwise specified in the Agreement.</p> <p>2. Each designated airline may on any or all flights and at its option:</p> <p>a) operate flights in either or both directions;</p> <p>b) combine different flight numbers within one aircraft operation;</p> <p>c) serve behind, intermediate and beyond points and points in the territories of the Parties on the routes in any combination and in any order;</p> <p>d) omit stops at any point or points;</p> <p>e) transfer traffic from any of its aircraft to any of its other aircraft at any point on the routes;</p> <p>f) serve points behind any point in its territory with or without change of aircraft or flight number and hold out and advertise such services to the public as through services;</p> <p>g) make stopovers at any points whether within or outside the territory of any Party;</p> <p>h) carry transit traffic through any other Party's territory; and</p> <p>i) combine traffic on the same aircraft regardless of where such traffic originates;</p> <p>without directional or geographic limitation and without loss of any right to carry traffic otherwise permissible under the present Agreement.</p> <p>3. On any international segment or segments of the agreed routes, a designated airline may perform international air transportation without any limitation as to change, at any point on the route, in type or number of aircraft operated; provided that [with the exception of all-cargo services] the transportation beyond such point is a continuation of the transportation from the territory of the Party that has designated the airline and, in the inbound direction, the transportation to the territory of the Party that has designated the airline is a continuation of the transportation from beyond such point.</p>	<p><i>The full liberalization formula accords each Party not only full traffic rights to/from every other Party to the agreement but Fifth Freedom rights to/from the territory of every other Party and non-Party States as well as Seventh Freedom for all-cargo services. However, as with the transitional formulation, the exercise of Fifth Freedom rights between another Party and a non-Party will depend on the rights available between the non-Party and the Party exercising the Fifth Freedom rights in the regional or plurilateral agreement. (For example, the more "open skies" bilateral agreements which a Party has with non-Party States, the more potential Fifth Freedom routes it will have to/from other Parties to the agreement.) Some agreements may also grant rights with respect to a specific type of service, for example including a provision dealing with non-scheduled cargo flights to non-Party States.</i></p> <p><i>Most of these provisions on operational flexibility are similar to that of liberal bilateral provisions that are usually covered in a Route schedule.</i></p> <p><i>This provision may not be needed if the agreement includes an article on Change of gauge.</i></p> <p><i>The provision provides extensive operational flexibility in the use of equipment. This type of provision would, for example, enable a hub type operation to be established at the change point, subject of course to agreement being reached with other relevant partners. The only restriction is that services be conducted in a linear fashion, that is that the flight on the second sector be the extension or continuation of the prior connecting</i></p>

Article 2 Grant of rights	Explanatory Notes
<p>4. A Party shall authorize cabotage rights for the designated airline(s) of every other Party without restriction.</p>	<p><i>outbound or inbound flight. The bracketed language removes this restriction for all-cargo services.</i></p> <p><i>Full liberalization does not require any link between the cabotage segment and any international segment; it would permit a designated airline of one Party to establish a hub and spoke operation (with domestic segments as the spokes) in the territory of any other Party (stand-alone cabotage or Ninth Freedom).</i></p>

Article 3 Designation and authorization	Explanatory Notes
<div data-bbox="328 825 634 873" style="border: 1px solid black; text-align: center; padding: 2px; margin: 10px auto; width: fit-content;"> Traditional </div> <p>1. Each Party shall have the right to designate in writing an airline [or an eligible airline from another Party State] to operate the agreed services in accordance with this Agreement and to withdraw or alter such designation. Such designation shall be transmitted to the other Parties in writing through diplomatic channels [and to the Depository].</p> <p>2.* On receipt of such a designation, and of application from the designated airline, in the form and manner prescribed for operating authorization [and technical permission], each Party shall grant the appropriate operating authorization with minimum procedural delay, provided that:</p> <p>a) the airline is substantially owned and effectively controlled by one or more of the Parties to this Agreement, their nationals or both;</p> <p>b)* the Party designating the airline is in compliance with the provisions set forth in Article ___ (Safety) and Article ___ (Aviation Security); and</p> <p>c)* the designated airline is qualified to meet other conditions prescribed under the laws and regulations normally applied to the operation of international air transport services by the Party considering the application or applications.</p>	<p><i>The formulation of the Designation and authorization provision may be simplified by addressing the reasons in paragraph 2 for a State to receive an authorization in the Revocation of authorization Article, since the conditions for not granting an authorization are the same.</i></p> <p><i>The traditional approach refers to one airline or a single designation. An option may also be for a State Party to designate an eligible airline from another State Party to operate air services on its behalf. In this case the Parties, prior to granting the authorization, should agree on certain eligibility criteria such as the right of establishment, licensing, and safety and security standards.</i></p> <p><i>The traditional ownership and control criteria in regional or plurilateral agreements and arrangements is common ownership and control of the air carrier concerned by Parties to the agreement and/or their nationals. As an attempt to broaden the ownership and control requirement and to encourage multinational airlines this has faced the problem of the acceptance of this criteria by non-Party States. In the absence of widespread acceptance by non-Party States of common ownership and control criteria, regionally owned airlines may find their markets confined to the territories of other Parties to the regional or plurilateral agreement or arrangement.</i></p> <p><i>For a Party which receives the designation, it would retain the discretionary right of refusal as a measure of control to address legitimate concerns if and when required. This provision addresses potential concerns such as safety, security or other economic aspects including potential emergence of "flags of convenience".</i></p>

<p style="text-align: center;">Article 3 Designation and authorization</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>3.* On receipt of the operating authorization of paragraph 2, a designated airline may at any time begin to operate the agreed services for which it is so designated, provided that the airline complies with the applicable provisions of this Agreement.</p> <p>[4.* Parties granting operating authorizations in accordance with paragraph 2 of this Article shall notify such action to the Depository.]</p> <div style="text-align: center; border: 1px solid black; width: fit-content; margin: 10px auto; padding: 5px;"> <p>Transitional</p> </div> <p>1. Each Party shall have the right to designate one or more airlines to operate the agreed services in accordance with this Agreement and to withdraw or alter such designation. Such designation shall be transmitted to the other Parties in writing through diplomatic channels [and to the Depository].</p> <p>2.* On receipt of such a designation, and of application from the designated airline, in the form and manner prescribed for operating authorization [and technical permission], each Party shall grant the appropriate operating authorization with minimum procedural delay, provided that:</p> <p>a) the designated airline has its principal place of business (see (i) below) [and permanent residence] in the territory of the designating Party;</p> <p>b) the Party designating the airline has and maintains effective regulatory control (see (ii) below) of the airline;</p> <p><i>Notes.—</i></p> <p>(i) evidence of principal place of business includes such factors as: the airline is established and incorporated in the territory of the designating Party in accordance with relevant national laws and regulations, has a substantial amount of its operations and capital investment in physical facilities in the territory of the designating Party, pays income tax, registers and bases its aircraft there, and employs a significant number of nationals in managerial, technical and operational positions.</p> <p>(ii) evidence of effective regulatory control includes but is not limited to: the airline holds a valid operating licence or permit issued by the licensing authority such as an Air Operator Certificate (AOC), meets the criteria of the designating Party for the operation of international air services, such as proof of financial health, ability to meet public interest requirement, obligations for assurance of service; and the designating Party has and maintains safety and security oversight programmes in compliance with ICAO standards.</p>	<p><i>As an option, upon granting of an authorization, Parties agree to notify the Depository of the agreement who is responsible for maintaining a centralized register of airline designation and operating authorizations.</i></p> <p><i>The transitional approach refers to one or more airlines or multiple designation. The phrasing was sometimes interpreted as being met by the designation of two airlines. The transitional approach also includes formulae for increasing the number of designated airlines on specific routes based on, for example, negotiated multi-year increases or the achievement of a specified level of passenger traffic in city-pair markets.</i></p> <p><i>This transitional approach recommended by ICAO removes the ownership requirement but retains effective control (including safety and security oversight) while adding incorporation in and principal place of business in the designating Party. It would permit investment by entities from non-Parties in airlines of the Parties. Such control is envisioned primarily through licensing which can include both economic and operational elements. The arrangement would not require the State to change its existing laws, policies or regulations pertaining to national ownership and control of its own national air carrier(s), but would allow such change if and when the State wishes to do so.</i></p>

<p style="text-align: center;">Article 3 Designation and authorization</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>c)* the Party designating the airline is in compliance with the provisions set forth in Article __ (Safety) and Article __ (Aviation Security); and</p> <p>d)* the designated airline is qualified to meet other conditions prescribed under the laws and regulations normally applied to the operation of international air transport services by the Party considering the application or applications.</p> <p>3.* On receipt of the operating authorization of paragraph 2, a designated airline may at any time begin to operate the agreed services for which it is so designated, provided that the airline complies with the applicable provisions of this Agreement.</p> <p>[4.* Parties granting operating authorizations in accordance with paragraph 2 of this Article shall notify such action to the Depository.]</p>	<p><i>For a Party which receives the designation, it would retain the discretionary right of refusal as a measure of control to address legitimate concerns if and when required. This provision addresses potential concerns such as safety, security or other economic aspects including potential emergence of "flags of convenience".</i></p> <p><i>As an option, upon granting of an authorization, Parties agree to notify the Depository of the agreement who is responsible for maintaining a centralized register of airline designation and operating authorizations.</i></p>
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <p>Full liberalization</p> </div>	
<p>1. Each Party shall have the right to designate as many airlines as it wishes to operate the agreed services in accordance with this Agreement and to withdraw or alter such designation. Such designation shall be transmitted to the other Parties in writing through diplomatic channels [and to the Depository].</p> <p>2.* On receipt of such a designation, and of application from the designated airline, in the form and manner prescribed for operating authorization [and technical permission], each Party shall grant the appropriate operating authorization with minimum procedural delay, provided that:</p> <p>a) the airline is under the effective regulatory control of the designating Party;</p> <p>b)* the Party designating the airline is in compliance with the provisions set forth in Article __ (Safety) and Article __ (Aviation Security); and</p> <p>c)* the designated airline is qualified to meet other conditions prescribed under the laws and regulations normally applied to the operation of international air transport services by the Party considering the application or applications.</p> <p>3.* On receipt of the operating authorization of paragraph 2, a designated airline may at any time begin to operate the agreed services for which it is so designated, provided that the airline complies with the applicable provisions of this Agreement.</p> <p>[4.* Parties granting operating authorizations in accordance with paragraph 2 of this Article shall notify such action to the Depository.]</p>	<p><i>The full liberalization approach refers to as many airlines or no quantitative limit on the number of airlines which can be designated.</i></p> <p><i>Full liberalization removes all criteria pertaining to the airline, but requires effective regulatory control by the designating State to ensure compliance with Safety and Security standards. It would also include a "right of establishment" that is a right for non-nationals to establish and operate an airline in the territory of a Party which could then engage in domestic and international air services.</i></p> <p><i>For a Party which receives the designation, it would retain the discretionary right of refusal as a measure of control to address legitimate concerns if and when required. This provision addresses potential concerns such as safety, security or other economic aspects including potential emergence of "flags of convenience".</i></p> <p><i>As an option, upon granting of an authorization, Parties agree to notify the Depository of the agreement who is responsible of maintaining a centralized register of airline designation and operating authorizations.</i></p>

<p style="text-align: center;">Article 4 Withholding, revocation and limitation of authorization</p>	<p style="text-align: center;">Explanatory Notes</p>
<div style="text-align: center; border: 1px solid black; width: fit-content; margin: 0 auto; padding: 2px;"> <p>Traditional</p> </div> <p>1.* The aeronautical authorities of each Party shall have the right to withhold the authorizations referred to in Article ___ (Designation and authorization) of this Agreement with respect to an airline designated by any other Party, and to revoke, suspend or impose conditions on such authorizations, temporarily or permanently:</p> <p>a) in the event that they are not satisfied that substantial ownership and effective control are vested in one or more of the Parties designating the airline, their nationals, or both;</p> <p>b)* in the event of failure of the Party designating the airline to comply with the provisions set forth in Article ___ (Safety) and Article ___ (Aviation security); and</p> <p>c)* in the event of failure that such designated airline is qualified to meet other conditions prescribed under the laws and regulations normally applied to the operation of international air transport services by the Party receiving the designation.</p> <div style="text-align: center; border: 1px solid black; width: fit-content; margin: 20px auto; padding: 2px;"> <p>Transitional</p> </div> <p>1.* The aeronautical authorities of each Party shall have the right to withhold the authorizations referred to in Article ___ (Designation and authorization) of this Agreement with respect to an airline designated by any other Party, and to revoke, suspend or impose conditions on such authorizations, temporarily or permanently:</p> <p>a) in the event that they are not satisfied that the designated airline has its principal place of business (see (i) below) [and permanent residence] in the territory of the designating Party;</p> <p>b) in the event that they are not satisfied that the Party designating the airline has and maintains effective regulatory control (see (ii) below) of the airline;</p> <p><i>Notes.—</i></p> <p>(i) evidence of principal place of business includes such factors as: the airline is established and incorporated in the territory of the designating Party in accordance with relevant national laws and regulations, has a substantial amount of its operations and capital investment in physical facilities in the</p>	<p><i>The reasons for any Party that receives a request for an authorization to not authorize initially or to subsequently revoke, suspend or condition an authorization it has granted are the same. Consequently, if the criteria for designation requires such formulation as common ownership and control of the air carrier concerned by Parties to the agreement and/or their nationals or "principal place of business", then the failure to meet that requirement will be grounds for revocation, suspension or the imposition of conditions on the operating permission.</i></p> <p><i>Other bases for revocation are broader in scope and are covered by cross reference to the requirements to comply with the provisions on safety, security and the laws and regulations of that Party.</i></p> <p><i>This transitional criteria removes the ownership requirement but retains effective control while adding incorporation in and principal place of business in the designating Party. It would permit investment by entities from non-Parties in airlines of the Parties.</i></p>

<p style="text-align: center;">Article 4 Withholding, revocation and limitation of authorization</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>territory of the designating Party, pays income tax, registers and bases its aircraft there, and employs a significant number of nationals in managerial, technical and operational positions.</p> <p>(ii) evidence of effective regulatory control includes but is not limited to: the airline holds a valid operating licence or permit issued by the licensing authority such as an Air Operator Certificate (AOC), meets the criteria of the designating Party for the operation of international air services, such as proof of financial health, ability to meet public interest requirement, obligations for assurance of service; and the designating Party has and maintains safety and security oversight programmes in compliance with ICAO standards.</p> <p>c)* in the event of failure of the Party designating the airline to comply with the provisions set forth in Article __ (Safety) and Article __ (Aviation security); and</p> <p>d)* in the event of failure that such designated airline is qualified to meet other conditions prescribed under the laws and regulations normally applied to the operation of international air transport services by the Party receiving the designation.</p> <div style="text-align: center; border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p>Full liberalization</p> </div> <p>1.* The aeronautical authorities of each Party shall have the right to withhold the authorizations referred to in Article __ (Designation and authorization) of this Agreement with respect to an airline designated by any other Party, and to revoke, suspend or impose conditions on such authorizations, temporarily or permanently:</p> <p>a) in the event that they are not satisfied that the airline is under the effective regulatory control of the designating State;</p> <p>b)* in the event of failure of the Party designating the airline to comply with the provisions set forth in Article __ (Safety) and Article __ (Aviation security); and</p> <p>c)* in the event of failure that such designated airline is qualified to meet other conditions prescribed under the laws and regulations normally applied to the operation of international air transport services by the Party receiving the designation.</p> <div style="text-align: center; border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p>Traditional/Transitional/ Full liberalization</p> </div> <p>2.* Unless immediate action is essential to prevent infringement of the laws and regulations referred to above or unless safety or security requires action in accordance with the provisions of Article __ (Safety) or Article __ (Aviation security), the rights enumerated in paragraph 1 of this Article shall be exercised only after consultations between the aeronautical authorities in conformity with Article __ (Consultations) of this Agreement.</p>	<p style="text-align: center;"><i>Compliance with the laws and regulations as well as safety and security provisions is constrained in paragraph 2 by the need in the first instance for consultation.</i></p>

<p style="text-align: center;">Article 5 Application of laws</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center;">[Paragraph 1, option 1 of 2]</p> <p>1. The laws and regulations of any Party governing entry into and departure from its territory of aircraft engaged in international air services, or the operation and navigation of such aircraft while within its territory, shall be applied to aircraft of the designated airline of each Party.</p> <p style="text-align: center;">[Paragraph 1, option 2 of 2]</p> <p>1. While entering, within, or leaving the territory of one Party, its laws and regulations relating to the operation and navigation of aircraft shall be complied with by any other Party.</p> <p style="text-align: center;">[Paragraph 2, option 1 of 2]</p> <p>2. The laws and regulations of any Party relating to the entry into, stay in and departure from its territory of passengers, crew and cargo including mail such as those regarding immigration, customs, currency and health and quarantine shall apply to passengers, crew, cargo and mail carried by the aircraft of the designated airline of each Party while they are within the said territory.</p> <p style="text-align: center;">[Paragraph 2, option 2 of 2]</p> <p>2. While entering, within, or leaving the territory of one Party, its laws and regulations relating to the admission to or departure from its territory of passengers, crew or cargo on aircraft (including regulations relating to entry, clearance, aviation security, immigration, passports, customs and quarantine, or in the case of mail, postal regulations) shall be complied with by, or on behalf of, such passengers, crew or cargo of any Party.</p> <p>3.* No Party shall give preference to its own or any other airline over a designated airline of the other Parties engaged in similar international air transportation in the application of its immigration, customs, quarantine and similar regulations.</p>	<p><i>This Article is found in most air services agreements and reproduces the substance of Article 11 of the Convention. There is a general commitment by the Parties to use ICAO Standards and Recommended Practices (SARPs) concerning facilitation. The Article on "Inadmissible and undocumented passengers and deportees" contains a more specific commitment concerning Annex 9 procedures.</i></p> <p><i>Under the first alternative, paragraph 1 recognizes that a Party's laws with respect to the operation of aircraft and admission of passengers, crew, cargo and mail will be applied to the other Party's airlines.</i></p> <p><i>Under the second alternative, paragraph 1 shifts the emphasis to compliance by airlines with a Party's laws on operation and navigation of aircraft and the admission, transit and departure of passengers, crew, cargo and mail.</i></p> <p><i>Paragraph 2 focuses on the application of, which is to say, compliance with those laws and regulations related to customs, immigration, currency, health and quarantine of the other Party.</i></p> <p><i>Paragraph 2 focuses on the application of, which is to say, compliance with those laws and regulations related to customs, immigration, currency, health and quarantine of the other Party.</i></p> <p><i>Paragraph 3 is common to both alternatives and addresses non-discrimination.</i></p>

<p style="text-align: center;">Article 6 Direct transit</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center;">[Option 1 of 2]</p> <p>Passengers, baggage, cargo and mail in direct transit shall be subject to no more than a simplified control. Baggage and cargo in direct transit shall be exempt from customs duties and other similar taxes.</p> <p style="text-align: center;">[Option 2 of 2]</p> <p>Passengers, baggage and cargo in direct transit through the territory of any Party and not leaving the area of the airport reserved for such purpose shall not undergo any examination except for reasons of aviation security, narcotics control, prevention of illegal entry or in special circumstances.</p>	<p><i>In some agreements, this provision could be stated separately or included in the Application of laws Article.</i></p> <p><i>Option 1 is a standard facilitation measure for simplified transit found in most air services agreements.</i></p> <p><i>Option 2, found in liberalized agreements, addresses the security situation of transit traffic rather than the controls or customs and tax treatment.</i></p>

<p style="text-align: center;">Article 7 Recognition of certificates</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>1. Certificates of airworthiness, certificates of competency and licences issued or rendered valid by any Party and still in force shall be recognized as valid by each Party for the purpose of operating the agreed services provided that the requirements under which such certificates and licences were issued or rendered valid are equal to or above the minimum standards which may be established pursuant to the Convention.</p> <p>2. If the privileges or conditions of the licences or certificates referred to in paragraph 1 above, issued by the aeronautical authorities of one 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, each Party may request consultations between the aeronautical authorities with a view to clarifying the practice in question.</p> <p>3. Each Party reserves the right, however, to refuse to recognize for the purpose of flights above or landing within its own territory, certificates of competency and licences granted to its own nationals by another Party.</p>	<p><i>This provision on Recognition of Certificates is found in most air service agreements even though, in essence, it simply reproduces in paragraphs 1 and 2 two provisions of the Convention, Articles 33 and 32 b) respectively, with some minor variations in wording. This provision could be a separate article or could also be part of a "Safety" Article.</i></p> <p><i>In paragraph 1, the Parties exchange mutual recognition of currently valid certificates of airworthiness and competency and licenses issued by the other Party.</i></p> <p><i>States may find it useful to have a procedure to deal with differences filed with respect to the standards established pursuant to the Convention.</i></p> <p><i>This provision reserves the right to refuse to recognize any certificates or licenses issued by any Party to the first Party's nationals. Drawn from Article 32 b) of the Convention, the provision is necessary because Article 32 a) requires pilots to be provided with licences issued by the State of registry of the aircraft. Consequently, it is not possible for the recognition to extend to a licence issued to that State's own nationals by another State.</i></p>

Article 8 Safety	Explanatory Notes
<p>1. Any Party may request consultations at any time concerning the safety standards maintained by another Party in areas relating to aeronautical facilities, flight crew, aircraft and the operation of aircraft. Such consultations shall take place within thirty (30) days of that request.</p> <p>2. If, following such consultations, any Party finds that the other Party does not effectively maintain and administer safety standards in the areas referred to in paragraph 1 that meet the Standards established at that time pursuant to the <i>Convention on International Civil Aviation</i> (Doc 7300), that other Party shall be informed of such findings and of the steps considered necessary to conform with the ICAO Standards. That other Party shall then take appropriate corrective action within an agreed time period.</p> <p>3. Pursuant to Article 16 of the Convention, it is further agreed that, any aircraft operated by, or on behalf of an airline of any Party, on service to or from the territory of another Party, may, while within the territory of the other Party be the subject of a search by the authorized representatives of the other Party, provided this does not cause unreasonable delay in the operation of the aircraft. Notwithstanding the obligations mentioned in Article 33 of the Chicago Convention, the purpose of this search is to verify the validity of the relevant aircraft documentation, the licensing of its crew, and that the aircraft equipment and the condition of the aircraft conform to the Standards established at that time pursuant to the Convention.</p> <p>4. When urgent action is essential to ensure the safety of an airline operation, each Party reserves the right to immediately suspend or vary the operating authorization of an airline or airlines of another Party.</p> <p>5. Any action by any Party in accordance with paragraph 4 above shall be discontinued once the basis for the taking of that action ceases to exist.</p> <p>6. With reference to paragraph 2, if it is determined that any Party remains in non-compliance with ICAO Standards when the agreed time period has lapsed, the Secretary General of ICAO should be advised thereof. The latter should also be advised of the subsequent satisfactory resolution of the situation.</p>	<p><i>The foregoing model clause on safety developed by ICAO provides a standardized process for Parties to an agreement to address safety concerns. It is intended to ensure that aircraft operated by, or on behalf of, designated airlines in the other Party's territory are operated and maintained in accordance with ICAO Standards and Recommended Practices. The provision takes a wide view of an aircraft operation by including aeronautical facilities, which implies the provision of facilities such as air traffic control, airport and navigation aids, in addition to the aircraft and its crew.</i></p> <p><i>However, nothing prevents the Parties from inserting additional or more restrictive criteria that they feel may be necessary for assessing the safety of an aircraft operation, such as the alternative wording for ramp inspection which specifies the findings and determinations that can be made by aeronautical authorities following a ramp inspection, and additionally addresses the situation where there is a denial of access for a ramp inspection.</i></p> <p><i>Except for this provision, there is no specific reference to sanctions in the Safety Article in view of the possibility of taking action under the Revocation provision to revoke, suspend or impose conditions on a designated airline's authorization for failing to comply with, inter alia, the Safety Article.</i></p>

Article 9 Aviation security	Explanatory Notes
<p>1. Consistent with their rights and obligations under international law, the Parties reaffirm that their obligation to each other to protect the security of civil aviation against acts of unlawful interference forms an integral part of this Agreement.</p>	<p><i>The provision on aviation security was developed by ICAO. It incorporates by general reference, in paragraphs 1 and 3 respectively, obligations on aviation security arising from the various international instruments on unlawful interference to</i></p>

<p style="text-align: center;">Article 9 Aviation security</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>Without limiting the generality of their rights and obligations under international law, the Parties shall, in particular, act in conformity with the provisions of the <i>Convention on Offences and Certain Other Acts Committed on Board Aircraft</i>, signed at Tokyo on 14 September 1963, the <i>Convention for the Suppression of Unlawful Seizure of Aircraft</i>, signed at The Hague on 16 December 1970 and the <i>Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation</i>, signed at Montreal on 23 September 1971, the <i>Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, Done at Montreal on 23 September 1971</i>, signed at Montreal on 24 February 1988, as well as with any other Convention and Protocol relating to the security of civil aviation which the Parties adhere to.</p> <p>2. Each Party shall provide, upon request of another Party, all necessary assistance to the other Party to prevent acts of unlawful seizure of civil aircraft and other unlawful acts against the safety of such aircraft, their passengers and crew, airports and air navigation facilities, and any other threat to the security of civil aviation.</p> <p>3. Each Party shall, in its mutual relations, act in conformity with the aviation security provisions established by ICAO and designated as Annexes to the Convention; it shall require that operators of aircraft of its registry or operators of aircraft who have their principal place of business or permanent residence in its territory and the operators of airports in its territory act in conformity with such aviation security provisions. [Each Party shall advise every other Party of any difference between its national regulations and practices and the aviation security standards of the Annexes. Any Party may request immediate consultations with each Party at any time to discuss any such differences.]</p> <p>4. Each Party agrees that such operators of aircraft may be required to observe the aviation security provisions referred to in paragraph 3) above required by every other Party for entry into, departure from, or while within, the territory of that other Party. Each Party shall ensure that adequate measures are effectively applied within its territory to protect the aircraft and to inspect passengers, crew, carry-on items, baggage, cargo and aircraft stores prior to and during boarding or loading. Each Party shall also give sympathetic consideration to any request from every Party for reasonable special security measures to meet a particular threat.</p> <p>5. When an incident or threat of an incident of unlawful seizure of civil aircraft or other unlawful acts against the safety of such aircraft, their passengers and crew, airports or air navigation facilities occurs, the Parties shall assist each other by facilitating communications and other appropriate measures intended to terminate rapidly and safely such incident or threat thereof.</p> <p>[6. Each Party shall have the right, within sixty (60) days following notice (or such shorter period as may be agreed</p>	<p><i>which the Parties may be signatories, and to Annex 17 to the Convention (Aviation Security), which applies to all Contracting States of ICAO. Any changes to the Standards and Recommended Practices of the latter which may come into effect subsequent to the adoption of the agreement would also apply to the Parties. The clause emphasizes mutual assistance in the prevention of unlawful seizure or other such acts, requests for special security measures and whenever there is an unlawful act or the threat of one. The clause does not limit the contractual freedom of Parties to expand or limit its scope or to use a different approach.</i></p> <p><i>The bracketed language in paragraph 3 provides a procedure for handling differences which could be filed for security standards.</i></p> <p><i>The alternative paragraphs 6 and 7 address, respectively, the inspection of security facilities and procedures in another Party's</i></p>

<p style="text-align: center;">Article 9 Aviation security</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>between the aeronautical authorities), for its aeronautical authorities to conduct an assessment in the territory of another Party of the security measures being carried out, or planned to be carried out, by aircraft operators in respect of flights arriving from, or departing to the territory of the first Party. The administrative arrangements for the conduct of such assessments shall be agreed between the aeronautical authorities and implemented without delay so as to ensure that assessments will be conducted expeditiously.]</p> <p>[7. When a Party has reasonable grounds to believe that another Party has departed from the provisions of this Article, the aeronautical authorities of that Party may request consultations. Such consultations shall start within fifteen (15) days of receipt of such a request from any Party. Failure to reach a satisfactory agreement within fifteen (15) days from the start of consultations shall constitute grounds for withholding, revoking, suspending or imposing conditions on the authorizations of the airline or airlines designated by another Party. When justified by an emergency, or to prevent further non-compliance with the provisions of this Article, a Party may take interim action at any time.]</p>	<p><i>territory and the need for prompt consultations on security matters (which have greater urgency than consultation on other issues) as well as the ability to take interim action when warranted.</i></p>

<p style="text-align: center;">Article 10 Security of travel documents</p>	<p style="text-align: center;">Explanatory Notes</p>
<ol style="list-style-type: none"> 1. Each Party agrees to adopt measures to ensure the security of their passports and other travel documents. 2. In this regard, each Party agrees to establish controls on the lawful creation, issuance, verification and use of passports and other travel documents and identity documents issued by, or on behalf of, that Party. 3. Each Party also agrees to establish or improve procedures to ensure that travel and identity documents issued by it are of such quality that they cannot easily be misused and cannot readily be unlawfully altered, replicated or issued. 4. Pursuant to the objectives above, each Party shall issue their passports and other travel documents in accordance with ICAO Doc 9303, <i>Machine Readable Travel Documents: Part 1 — Machine Readable Passports, Part 2 — Machine Readable Visas, and/or Part 3 — Size 1 and Size 2 Machine Readable Official Travel Documents.</i> 5. Each Party further agrees to exchange operational information regarding forged or counterfeit travel documents, and to cooperate with the other to strengthen resistance to travel document fraud, including the forgery or counterfeiting of travel documents, the use of forged or counterfeit travel documents, the use of valid travel documents by imposters, the misuse of authentic travel documents by rightful holders in furtherance of the commission of an offence, the use of expired or revoked travel documents, and the use of fraudulently obtained travel documents. 	<p><i>ICAO's Machine Readable Travel Document's technical specifications, contained in ICAO Doc 9303, permit reliable verification of the authenticity of travel documents and their holders and provide strong safeguards against alteration, forgery or counterfeit. Nearly 100 Contracting States issue Machine Readable Passports and other Machine Readable Travel Documents, in accordance with the specifications in Doc 9303. ICAO's Resolutions recognize that Doc 9303's specifications not only are effective in accelerating the movement of international passengers and crew members through border control, they also enhance security and immigration compliance programmes. Resolutions of the United Nations (UN) Security Council and other bodies of the UN, call upon States to enhance international cooperation to combat the smuggling of aliens and to prevent the use of fraudulent documents.</i></p> <p><i>Inclusion of this Article in air services agreements would enhance international efforts, by States, against the use of fraudulent and counterfeit travel documents for illegal migration, the smuggling of migrants and the movement of terrorists or terrorist groups across borders.</i></p>

<p style="text-align: center;">Article 11 Inadmissible and undocumented passengers and deportees</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>1. Each Party agrees to establish effective border controls.</p> <p>2. In this regard, each Party agrees to implement the Standards and Recommended Practices of Annex 9 (Facilitation) to the Chicago Convention concerning inadmissible and undocumented passengers and deportees in order to enhance cooperation to combat illegal migration.</p> <p>3. Pursuant to the objectives above, each Party agrees to issue, or to accept, as the case may be, the letter relating to "fraudulent, falsified or counterfeit travel documents or genuine documents presented by imposters" set out in Appendix 9 b) to Annex 9 (Twelfth Edition), when taking action under relevant paragraphs of Chapter 3 of the Annex regarding the seizure of fraudulent, falsified or counterfeit travel documents.</p>	<p><i>Chapter 3 of Annex 9 (Facilitation) to the Chicago Convention includes Standards and Recommended Practices setting out general procedures to be followed by States and airlines when dealing with inadmissible passengers, undocumented passengers and deportees. Appendix 9 is intended to replace, as a travel document, fraudulent, falsified or counterfeit travel documents seized from passengers who have used them for travel. The idea behind existing paragraphs and Appendix 9 is to remove, from circulation, fraudulent, falsified and counterfeit documents.</i></p> <p><i>Inclusion of this Article in air services agreements would enhance international efforts, by States, against the smuggling of migrants and the movement of terrorists or terrorist groups across borders.</i></p>

<p style="text-align: center;">Article 12 User charges</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center;">[Paragraphs 1 and 2, option 1 of 2]</p> <p>1. No Party shall impose or permit to be imposed on the designated airlines of another Party user charges higher than those imposed on its own airlines operating similar international services.</p> <p>2. Each Party shall encourage consultations on user charges between its competent charging authority [or airport or air navigation service provider] and airlines using the service and facilities provided by those charging authorities [or service provider], where practicable through those airlines' representative organizations. Reasonable notice of any proposals for changes in user charges should be given to such users to enable them to express their views before changes are made. Each Party shall further encourage its competent charging authority [or service provider] and such users to exchange appropriate information concerning user charges.</p> <p style="text-align: center;">[Paragraphs 1 and 2, option 2 of 2]</p> <p>1. User charges that may be imposed by the competent charging authorities or bodies of each Party on the airlines of another Party shall be just, reasonable, not unjustly discriminatory, and equitably apportioned among categories of users. In any event, any such user charges shall be assessed on the airlines of another Party on terms not less favourable than the most favourable terms available to any other airline at the time the charges are assessed.</p>	<p><i>These two alternative approaches to a provision on user charges differ significantly. Some provisions refer to "designated airlines". Parties would need to consider whether the provisions on the activities contained in this Party should also be extended to all airlines of a Party rather than only designated ones.</i></p> <p><i>This alternative is less detailed and merely reproduces in the first paragraph the non-discrimination principle governing user charges in Article 15 of the Convention viz. that charges on a foreign aircraft shall be no higher than those that would be imposed on its own aircraft in similar international operations.</i></p> <p><i>The provision encourages consultation between the charging authority and the users, that reasonable notice is given for any changes in charges and that appropriate information is exchanged concerning charges. These principles reflect ICAO policy on charges (Doc 9082). Because some States have commercialized or privatized their airport and air navigation service providers, and have delegated authority to set user charges, suitable wording in brackets is added to address such situations.</i></p> <p><i>In the second alternative, this provision includes certain principles which again reflect ICAO-developed policy. However, rather than use the formula from Article 15 of the Convention, as is done in the first alternative, this version applies a type of "most favoured nation" provision which is broader in application than Article 15.</i></p>

<p style="text-align: center;">Article 12 User charges</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>2. User charges imposed on the airlines of another Party may reflect, but shall not exceed, the full cost to the competent charging authorities or bodies of providing the appropriate airport, airport environmental, air navigation, and aviation security facilities and services at the airport or within the airport system. Such full costs may include a reasonable return on assets, after depreciation. Facilities and services for which charges are made shall be provided on an efficient and economic basis.</p> <p>3. Each Party shall encourage consultations between the competent charging authorities or bodies in its territory and the airlines using the services and facilities, and shall encourage the competent authorities or bodies and the airlines to exchange such information as may be necessary to permit an accurate review of the reasonableness of the charges in accordance with the principles in paragraphs 1 and 2. Each Party shall encourage the competent charging authorities to provide users with reasonable notice of any proposal for changes in user charges to enable users to express their views before changes are made.</p> <p>4. No Party shall be held, in dispute resolution procedures pursuant to Article ___ (Settlement of Disputes), to be in breach of a provision of this Article, unless:</p> <p>a) it fails to undertake a review of the charge or practice that is the subject of complaint by another Party within a reasonable amount of time; or</p> <p>b) following such a review it fails to take all steps within its power to remedy any charge or practice that is inconsistent with this Article.</p> <p>[5. Airports, airways, air traffic control and air navigation services, aviation security, and other related facilities and services that are provided in the territory of one Party shall be available for use by the airlines of another Party on terms no less favourable than the most favourable terms available to any airline engaged in similar international air services at the time arrangements for use are made.]</p>	<p><i>Certain ICAO cost-recovery principles are set out in this provision.</i></p> <p><i>There are similar requirements regarding consultations, exchange of information and reasonable notice as can be found in the first alternative.</i></p> <p><i>The second approach introduces a review process prior to any treatment of user charges within the dispute settlement framework, and indicates that there is no breach of the Article, for purposes of the dispute settlement mechanism, if that review process is undertaken.</i></p> <p><i>The bracketed language is essentially a more detailed version of Article 15 of the Convention.</i></p>

<p style="text-align: center;">Article 13 Customs duties</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>1. Each Party shall on the basis of reciprocity exempt a designated airline of another Party to the fullest extent possible under its national law from [import restrictions,] customs duties, excise taxes, inspection fees and other national duties and charges [not based on the cost of services provided on arrival] on aircraft, fuel, lubricating oils, consumable technical supplies, spare parts including engines, regular aircraft equipment, aircraft stores and other items [such as printed ticket stock, air waybills, any printed material which bears the insignia of the company printed thereon and usual publicity material distributed free of charge by that designated airline] intended for use or</p>	<p><i>A provision on customs and other duties is to be found in nearly all air services agreements and supplements the exemption on fuel, lubricating oils, spare parts, regular equipment and aircraft stores retained on board on arrival in another State's territory, found in Article 24 of the Convention. It also reflects ICAO policies on the taxation of international air transport (Doc 8632). The purpose of the provision is to exempt international aviation operations from various customs duties and other taxes on fuel, spare parts, supplies and equipment, that would normally be applied to a foreign aircraft when operating in another jurisdiction. The nature of international air transport and the potentially</i></p>

<p style="text-align: center;">Article 13 Customs duties</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>used solely in connection with the operation or servicing of aircraft of the designated airline of such other Party operating the agreed services.</p> <p>2. The exemptions granted by this Article shall apply to the items referred to in paragraph 1:</p> <p>a) introduced into the territory of the Party by or on behalf of the designated airline of another Party;</p> <p>b) retained on board aircraft of the designated airline of one Party upon arrival in or leaving the territory of another Party; or</p> <p>c) taken on board aircraft of the designated airline of one Party in the territory of another Party and intended for use in operating the agreed services;</p> <p>whether or not such items are used or consumed wholly within the territory of the Party granting the exemption, provided the ownership of such items is not transferred in the territory of the said Party.</p> <p>3. The regular airborne equipment, as well as the materials and supplies normally retained on board the aircraft of a designated airline of any Party, may be unloaded in the territory of another Party only with the approval of the customs authorities of that territory. In such case, they may be placed under the supervision of the said authorities up to such time as they are re-exported or otherwise disposed of in accordance with customs regulations.</p>	<p><i>adverse economic impact of such imposts have been the rationale for the almost global acceptance of this provision.</i></p> <p><i>It should be noted that there are different interpretations of what constitutes an international leg of a service, for example, as it applies to tariffs and customs duties exemptions. States may therefore seek to include a clarification to this effect in any air services agreement entered into, particularly where cabotage rights are exchanged. In such cases, exemptions provided by this Article would be modified to take into account the nature of the service and its compatibility with domestic laws.</i></p> <p><i>In some situations the exemption is not a blanket exemption from all taxes and charges and where, for instance, there are government-imposed charges for services provided to international air transport (e.g. customs and quarantine fees), then the agreement would need a qualifying statement such as: "not based on the cost of services provided on arrival". Other items that could be covered (but have not been inserted in this Article) are equipment used for reservations and operations, security equipment, cargo loading and passenger-handling equipment, instructional material and training aids.</i></p>

<p style="text-align: center;">Article 14 Taxation</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center;">[Paragraphs 1 through 3, option 1 of 2]</p> <p>1. Profits from the operation of the aircraft of a designated airline in international traffic shall be taxable only in the territory of the Party in which the place of effective management of that airline is situated.</p> <p>2. Capital represented by aircraft operated in international traffic by a designated airline and by movable property pertaining to the operation of such aircraft shall be taxable only in the territory of the Party in which the place of effective management of the airline is situated.</p>	<p><i>A provision on the taxation of income and capital in agreements is not widespread, in part because such matters may be the subject of a separate treaty on double taxation between the parties. One is presented above in light of the policy of ICAO (Doc 8632) that such an exemption be granted. Since the issue of taxation and taxation agreements between States would be an issue for financial authorities, a provision such as is presented here would require the involvement of those authorities in its formulation and negotiation.</i></p> <p><i>In this alternative, paragraphs 1 and 2 address the taxation of income and capital respectively.</i></p>

<p align="center">Article 14 Taxation</p>	<p align="center">Explanatory Notes</p>
<p>3. Where a special agreement for the avoidance of double taxation with respect to taxes on income and on capital exists between any two of the Parties, the provisions of the latter shall prevail.</p> <p align="center">[Paragraphs 1 through 3, option 2 of 2]</p> <p>1. Profits or income from the operation of aircraft in international traffic derived by an airline of any Party, including participation in inter-airline commercial agreements or joint business ventures, shall be exempt from any tax on profits or income imposed by the Government of each Party.</p> <p>2. Capital and assets of an airline of any Party relating to the operation of aircraft in international traffic shall be exempt from all taxes on capital and assets imposed by the Government of each Party.</p> <p>3. Gains from the alienation of aircraft operated in international traffic and movable property pertaining to the operation of such aircraft which are received by an airline of any Party shall be exempt from any tax on gains imposed by the Government of another Party.</p> <p>[4.* Each Party shall on a reciprocal basis grant relief from value added tax or similar indirect taxes on goods and services supplied to the airline designated by another Party and used for the purposes of its operation of international air services. The tax relief may take the form of an exemption or a refund.]</p>	<p><i>Paragraph 3 provides for a treaty between the Parties on double taxation to override the provisions of this agreement.</i></p> <p><i>This alternative exempts airlines from certain taxes imposed by the Government of each Party rather than specifying where airlines are taxable, i.e., in the territory of effective management of the airline, thereby clarifying the scope of tax exemptions.</i></p> <p><i>Paragraph 1 specifically exempts profits and income from inter-airline commercial agreements.</i></p> <p><i>The exemption is reciprocal though its coverage may vary as indicated by the bracketed text. For example, the Parties may also choose to include import restrictions, or airline supplies such as ticket stock, or computer equipment.</i></p>

<p align="center">Article 15 Fair competition</p>	<p align="center">Explanatory Notes</p>
<p align="center"> <div style="border: 1px solid black; padding: 5px; display: inline-block;">Traditional</div> </p> <p>Each designated airline shall have a fair opportunity to operate the routes specified in the Agreement.</p> <p align="center"> <div style="border: 1px solid black; padding: 5px; display: inline-block;">Transitional</div> </p> <p>Each Party agrees:</p> <p>a) that each designated airline shall have a fair and equal opportunity to compete in providing the international air services governed by the Agreement; and</p> <p>b) to take action to eliminate all forms of discrimination or unfair competitive practices adversely affecting the competitive position of a designated airline of each Party.</p>	<p><i>The traditional formulation is based on the phrase in the Convention (Article 44 f) which refers to every contracting State having "a fair opportunity to operate international air services".</i></p> <p><i>A limited transitional approach would be to apply the fair and equal opportunity to the routes specified in the annex to the agreement. However, a broader version is provided here, as well as in paragraph b).</i></p>

Article 15 Fair competition	Explanatory Notes
<p style="text-align: center;">Full liberalization</p> <p>Each designated airline shall have a fair competitive environment under the competition laws of the Parties.</p>	<p><i>Under full liberalization, the Parties' competition laws would be used to ensure a fair competitive environment for all designated airlines.</i></p> <p><i>Some States, while fully supporting the application of competition laws, sometimes refer to them in memoranda of consultations rather than in the actual air services agreement.</i></p>

Article 16 Capacity	Explanatory Notes
<p style="text-align: center;">[Option 1 of 2]</p> <p style="text-align: center;">Traditional/Transitional/ Full liberalization</p> <p>Capacity offered on air services shall be subject to Article __ (Fair competition).</p> <p style="text-align: center;">[Option 2 of 2]</p> <p style="text-align: center;">Traditional</p> <p style="text-align: center;">[Paragraphs 1 and 2, option 1 of 2]</p> <p>1. Any Party may require designated airlines of the other Parties to file their schedules for any route to or from its territory.</p> <p>2. Any Party may prevent an increase in capacity on any route to or from its territory which would lead to a serious financial loss to the designated airlines operating services on that route.</p> <p style="text-align: center;">[Option 2 of 2]</p> <p>Any Party may limit the offer of non-scheduled passenger services on a route on which scheduled passenger service exists, if additional non-scheduled passenger services would endanger the stability of such scheduled service.</p> <p style="text-align: center;">Transitional</p> <p>Until [an agreed date] any Party may limit the capacity of a designated airline on a route to or from its territory to [an agreed percentage] of the total capacity offered on that route.</p>	<p><i>An alternative, applicable to all three approaches, where a Party believes the amount of additional capacity to be an unfair competitive practice would be to invoke Article __ (Fair competition).</i></p> <p><i>Although no predetermination of capacity provision is found in any regional/plurilateral agreement, there are instances of limitations being permitted on capacity in such agreements. These limitations are designed to meet concerns of States with smaller airlines that their services would not be displaced by excessive capacity.</i></p> <p><i>A variation on a general right to limit capacity is applying the limitation to a certain type of service, such as non-scheduled passenger services.</i></p> <p><i>A time-limited transitional measure is to allow the capacity offered on a route to vary from the traditional 50/50 division to a 60/40 proportion or some other formula. This is not suited to routes with more than two airlines.</i></p>

Article 16 Capacity	Explanatory Notes
<p style="text-align: center;">Full liberalization</p> <p>1. Each Party shall allow each designated airline to determine the frequency and capacity of the international air transportation it offers based on commercial considerations of the marketplace.</p> <p>2. No Party shall unilaterally limit the volume of traffic, frequency, or regularity of service, or the aircraft type or types operated by the designated airlines of any other Party, except as may be required for customs, technical, operational, or environmental reasons under uniform conditions consistent with Article 15 of the Convention.</p> <p>3. No Party shall impose on another Party's designated airlines a first refusal requirement, uplift ratio, no-objection fee, or any other requirement with respect to the capacity, frequency or traffic which would be inconsistent with the purposes of this Agreement.</p> <p>4. No Party shall require the filing of schedules, programmes for charter flights, or operational plans by airlines of the other Party for approval, except as may be required on a non-discriminatory basis to enforce uniform conditions as foreseen by paragraph 2 of this Article or as may be specifically authorized in an Annex to this Agreement. If a Party requires filings for information purposes, it shall minimize the administrative burdens of filing requirements and procedures on air transportation intermediaries and on designated airlines of the other Party.</p>	<p><i>Each designated airline may offer capacity based on Free determination where individual airlines determine capacity to be offered without government approval or intervention, subject to competition law(s) where applicable.</i></p> <p><i>The Parties agree to abrogate their direct control of capacity while retaining the ability to apply non-discriminatory, multilateral controls consistent with the Convention.</i></p> <p><i>No specific provision on the relationship between capacity and demand is contained in the Free determination method, the competitive pricing and scheduling responses of airlines to market forces being relied on to bring about necessary adjustment. This mechanism may work less effectively where the free play of market forces is impaired or inhibited.</i></p> <p><i>The Free determination method normally proscribes all forms of discrimination or unfair competitive practices, including predatory pricing, such practices being the cause for possible consultation and remedy. The provision on safeguards for unfair competitive practices addresses this additional and complementary procedure.</i></p> <p><i>Given the wide latitude accorded designated airlines on the capacity they may offer and in view of the increased potential for anti-competitive actions such as "capacity dumping", the Full liberalization approach should be subject to intervention on the basis of the competition laws of the Parties where applicable.</i></p>

Article 17 Tariffs (Pricing)	Explanatory Notes
<p style="text-align: center;">[Option 1 of 2]</p> <p style="text-align: center;">Traditional/Transitional/ Full liberalization</p> <p>Prices (Tariffs) shall be subject to Article __ (Fair competition).</p> <p style="text-align: center;">[Option 2 of 2]</p> <p style="text-align: center;">Transitional</p> <p>1. The tariffs to be applied by the designated airline or airlines of any Party for services covered by this Agreement shall be subject to the principle of Country of Origin tariff approval.</p>	<p><i>An alternative, applicable to all three approaches, where any Party invokes Article __ (Fair competition) due to prices charged that may constitute unfair competitive behaviour.</i></p> <p><i>This transitional approach to approve tariffs between the Parties is based on the principle of country of origin.</i></p>

Article 17 Tariffs (Pricing)	Explanatory Notes
<p>2. Each Party shall have the right to approve or disapprove tariffs for one-way or round-trip carriage between the territories of the Parties which commences in its own territory. No Party shall take unilateral action to prevent the inauguration of proposed tariffs or the continuation of effective tariffs for one-way or round-trip carriage between the territories of the Parties commencing in the territory of the other Party.</p> <p>[3. Notwithstanding the provisions of this Article, a designated airline shall be free to apply tariffs in respect of carriage on non-scheduled services, as long as these tariffs have been notified to the Parties concerned.]</p> <div style="border: 1px solid black; padding: 5px; text-align: center; margin: 10px auto; width: fit-content;">Full liberalization</div> <p>Prices (Tariffs) charged by airlines shall not be required to be filed with, or approved by, any Party.</p>	<p><i>The scope of approval falls primarily on tariffs for third and Fourth Freedom services which are completely within the regulatory ambit of the concerned Parties.</i></p> <p><i>A provision on the approval of tariffs for non-scheduled services is included on an optional basis.</i></p> <p><i>Under Full liberalization, tariffs could not be disapproved for any reason. Airlines practices with respect to tariffs could be made subject to the competition laws of the Parties where applicable.</i></p>

Article 18 Safeguards	Explanatory Notes
<p>1. The Parties agree that the following airline practices may be regarded as possible unfair competitive practices which may merit closer examination:</p> <ul style="list-style-type: none"> a) charging fares and rates on routes at levels which are, in the aggregate, insufficient to cover the costs of providing the services to which they relate; b) the addition of excessive capacity or frequency of service; c) the practices in question are sustained rather than temporary; d) the practices in question have a serious negative economic effect on, or cause significant damage to, another airline; e) the practices in question reflect an apparent intent or have the probable effect, of crippling, excluding or driving another airline from the market; and f) behaviour indicating an abuse of dominant position on the route. <p>2. If the aeronautical authorities of any Party consider that an operation or operations intended or conducted by the designated airline of another Party may constitute unfair competitive behaviour in accordance with the indicators listed in paragraph 1, they may request consultation in accordance with Article ___ [Consultations] with a view to resolving the problem. Any such request shall be accompanied by notice of the reasons for the request, and the consultation shall begin within fifteen (15) days of the request.</p>	<p><i>The provision on Safeguards will only be relevant and applicable if the Parties have agreed to move to a liberalized, even if not a fully plurilateral "open skies" environment for their designated carriers. The list of airline commercial practices that may be signals of possible unfair competitive practices are indicative only and were developed by ICAO and distributed to Contracting States as a Recommendation. This provision could be used where a group of States has agreed to move toward a less controlled regime but none of the parties has competition laws, they may need to have a mutually-agreed set of descriptions of what would constitute unfair and/or fair competitive practices as a safeguard measure. Given the particular competitive environment in which the airlines will operate and the competition law regimes applicable to their respective territories, the Parties may decide on other indicators of unfair competitive behaviour which could be included in this provision.</i></p> <p><i>The "safeguard mechanism" consists of the safeguards provision together with the fourth alternative on dispute settlement, a mediation process based on an ICAO Recommendation which is contained in the Dispute Settlement Article.</i></p> <p><i>As an alternative to the safeguard mechanism, Parties could agree on the phasing in of full market access and other provisions, to ease the transition to full liberalization (see Annex IV).</i></p>

Article 18 Safeguards	Explanatory Notes
<p>3. If the Parties fail to reach a resolution of the problem through consultations, any Party may invoke the dispute resolution mechanism under Article ___ [Settlement of disputes] to resolve the dispute.</p>	

Article 19 Competition laws	Explanatory Notes
<p>1. The Parties shall inform each other about their competition laws, policies and practices or changes thereto, and any particular objectives thereof, which could affect the operation of air transport services under this Agreement and shall identify the authorities responsible for their implementation.</p> <p>2. The Parties shall, to the extent permitted under their own laws and regulations, assist each other's airlines by providing guidance as to the compatibility of any proposed airline practice with their competition laws, policies and practices.</p> <p>3. The Parties shall notify each other whenever they consider that there may be incompatibility between the application of their competition laws, policies and practices and the matters related to the operation of this Agreement; the consultation process contained in this Agreement shall, if so requested by any Party, be used to determine whether such a conflict exists and to seek ways of resolving or minimizing it.</p> <p>4. The Parties shall notify one another of their intention to begin proceedings against each other's airline(s) or of the institution of any relevant private legal actions under their competition laws which may come to their attention.</p> <p>5. Without prejudice to the right of action of any Party the consultation process contained in this Agreement shall be used whenever any Party so requests and should aim to identify the respective interests of the Parties and the likely implications arising from the particular competition law action.</p> <p>6. The Parties shall endeavour to reach agreement during such consultations, having due regard to the relevant interests of each Party and to alternative means which might also achieve the objectives of that competition law action.</p> <p>7. In the event agreement is not reached, each Party shall, in implementing its competition laws, policies and practices, give full and sympathetic consideration to the views expressed by the other Party and shall have regard to international comity, moderation and restraint.</p> <p>8. The Party under whose competition laws a private legal action has been instituted shall facilitate access by each Party to the relevant judicial body and/or, as appropriate, provide information to that body. Such information could include its own foreign relations interests, the interests of each Party as notified by that Party and, if possible, the results of any consultation with each Party concerning the action.</p>	<p><i>The foregoing model clause developed by ICAO is intended to be a comprehensive but adaptable set of procedures wherever two or more Parties have experienced or may experience difficulties in their air transport relations from the application of national competition laws. The provisions place emphasis on notification, cooperation, restraint and the consultation process to avoid and resolve conflicts or potential conflicts. Its use by the Parties would not be relevant, for example, where any Party endorses cooperative airline practices, such as tariff coordination, and no Party has a competition law. Nor is it intended to supplement any existing procedures and the obligations to be included would, of course, have to be agreed by the Parties' competition authorities. In general it seeks to strengthen the machinery for conflict avoidance and resolution and to bring issues in the application of competition law standards to air transport into the regional or plurilateral framework. The clause draws mainly on the concepts and principles set out in detailed Guidelines on this topic that were developed by ICAO concurrently with this model clause (see Doc 9587).</i></p>

<p style="text-align: center;">Article 19 Competition laws</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>9. The Parties shall cooperate, to the extent not precluded by their national laws or policies and in accordance with any applicable international obligations, in allowing the disclosure by their airlines or other nationals of information pertinent to a competition law action to the competent authorities of each other, provided that such cooperation or disclosure would not be contrary to their significant national interests.</p> <p>10. While an action taken by the competition law authorities of one Party is the subject of consultations with another Party, the Party in whose territory the action is being taken shall, pending the outcome of these consultations, refrain from requiring the disclosure of information situated in the territory of another Party and that other Party shall refrain from applying any blocking legislation.</p>	

<p style="text-align: center;">Article 20 Currency conversion and remittance of earnings</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>Each Party shall permit airline(s) of another Party to convert and transmit abroad to the airline's(s)' choice of State, on demand, all local revenues from the sale of air transport services and associated activities directly linked to air transport in excess of sums locally disbursed, with conversion and remittance permitted promptly without restrictions, discrimination or taxation in respect thereof at the rate of exchange applicable as of the date of the request for conversion and remittance.</p>	<p><i>In some agreements, this provision could be a separate article or could also be part of a "Commercial opportunities" Article.</i></p> <p><i>This ICAO-developed provision to facilitate currency conversion and remittance is a more comprehensive version of a provision found in almost all air service agreements.</i></p> <p><i>The term "associated activities directly linked to air transport" would normally include activities closely related to the provision of air services, such as a bus service between the airport and hotels, and where permitted, the provision of ground handling services to other airlines. The term would not include activities such as revenue from hotels, car rentals, investments in local real estate or stocks and bonds, which will presumably be subject to a different conversion and remittance regime. The term "without taxation" refers to taxation on the conversion and remittance, not to national income tax, which is dealt with in the Article on "Taxation".</i></p>

<p style="text-align: center;">Article 21 Sale and marketing of air service products</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>1. Each Party shall accord a designated airline of another Party the right to sell and market international air services and related products in its territory (directly or through agents or other intermediaries of the airline's choice), including the right to establish offices, both on-line and off-line.</p>	<p><i>In some agreements, this provision could be a separate article or could also be part of a "Commercial opportunities" Article.</i></p> <p><i>Some provisions in this Article refer to "designated airlines". Parties would need to consider whether the provisions on the activities contained in this Article should also be extended to all airlines of a Party rather than only designated ones.</i></p> <p><i>This ICAO-developed provision provides a simple but fair standard for authorizing airlines to sell and market their services. This clause does not apply to the sale and marketing of air service products through computer reservation systems (CRSs) which is dealt with by a separate provision. The term "on-line office" describes a situation where an office is located in a city or country served by the airline directly; an "off-line office"</i></p>

<p style="text-align: center;">Article 21 Sale and marketing of air service products</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>2. [Each airline shall have the right to sell transportation in the currency of that territory or, at its discretion, in freely convertible currencies of other countries, and any person shall be free to purchase such transportation in currencies accepted by that airline.]</p>	<p><i>is located in a city/country not directly served by the airline. Some recent air services agreements add the alternative provision in brackets.</i></p> <p><i>The optional text provides assurance to airlines that they can freely sell in convertible currencies accepted for sale by that airline, while not requiring airlines to accept currencies in which the airlines do not deal.</i></p>

<p style="text-align: center;">Article 22 Non-national personnel and access to local services</p>	<p style="text-align: center;">Explanatory Notes</p>
<div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p style="text-align: center;">Traditional and Transitional</p> </div> <p>1. The designated airline or airlines of one Party shall be allowed, on the basis of reciprocity, to bring into and to maintain in the territory of each Party their representatives and commercial, operational and technical staff as required in connection with the operation of the agreed services.</p> <p>2. These staff requirements may, at the option of the designated airline or airlines of one Party, be satisfied by its own personnel or by using the services of any other organization, company or airline operating in the territory of another Party and authorized to perform such services for other airlines.</p> <p>3. The representatives and staff shall be subject to the laws and regulations in force of another Party, and consistent with such laws and regulations:</p> <p>a) each Party shall, on the basis of reciprocity and with the minimum of delay, grant the necessary employment authorizations, visitor visas or other similar documents to the representatives and staff referred to in paragraph 1 of this Article; and</p> <p>b) each Party shall facilitate and expedite the requirement of employment authorizations for personnel performing certain temporary duties not exceeding ninety (90) days.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p style="text-align: center;">Full liberalization</p> </div> <p>Each Party shall permit designated airlines of another Party to:</p> <p>a) bring in to its territory and maintain non-national employees who perform managerial, commercial, technical, operational and other specialist duties which are required for the provision of air</p>	<p><i>In some agreements, this provision could be a separate article or could also be part of a "Commercial opportunities" Article.</i></p> <p><i>Some provisions in this Article refer to "designated airlines". Parties would need to consider whether the provisions on the activities contained in this Article should also be extended to all airlines of a Party rather than only designated ones.</i></p> <p><i>The traditional and transitional approaches rely on reciprocity which, if interpreted in a quantitative manner, would result in a numerical limitation on the number of airline employees which could be stationed in another Party's territory.</i></p> <p><i>Paragraph 3 b) provides for temporary employees for whom the employment and residence requirements could be less extensive than for long-term employees.</i></p> <p><i>Paragraph a) of this ICAO provision on non-national personnel, is intended to facilitate the stationing abroad of certain airline personnel — those who perform managerial, commercial, technical and operational duties. The provision is subject to international obligations as well as national laws of the receiving</i></p>

<p style="text-align: center;">Article 22 Non-national personnel and access to local services</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>transport services, consistent with the laws and regulations of the receiving State concerning entry, residence and employment; and</p> <p>b) use the services and personnel of any other organization, company or airline operating in its territory and authorized to provide such services.</p>	<p><i>Party concerning entry, residence and employment, which in most cases should be flexible enough to accommodate the obligations of a Party under this provision.</i></p> <p><i>Paragraph b) is intended to respond to the need to accommodate the more frequent use of personnel from third countries by air carriers as a result of the increasing number of alliances and the globalization of airline commercial activities. Consequently, it would include the ability to use personnel and services of an airline partner in an alliance or codeshare arrangement, as well as any local company or organization authorized to provide a service.</i></p>

<p style="text-align: center;">Article 23 Change of gauge</p>	<p style="text-align: center;">Explanatory Notes</p>
<div style="text-align: center; border: 1px solid black; width: fit-content; margin: 0 auto; padding: 2px 10px;"> <p>Traditional</p> </div> <p>1. In operating any agreed service on any specified route a designated airline of any Party may substitute one aircraft for another at a point in the territory of another Party on the following conditions only:</p> <p>a) that it is justified by reason of economy of operation;</p> <p>b) that the aircraft used on the section of the route more distant from the terminal in the territory of any Party is not larger in capacity than that used on the nearer section;</p> <p>c) that the aircraft used on the more distant section shall operate only in connection with and as an extension of the service provided by the aircraft used on the nearer section and shall be scheduled so to do; the former shall arrive at the point of change for the purpose of carrying traffic transferred from or to be transferred into, the aircraft used on the nearer section; and its capacity shall be determined with primary reference to this purpose;</p> <p>d) that there is an adequate volume of through traffic;</p> <p>e) that the airline [shall not hold itself out to the public by advertisement or otherwise] [shall not hold itself out directly or indirectly and whether in timetables, computer reservation systems, fare quote systems or advertisements, or by other means], [as providing a service which originates at a point where the change of aircraft is made] as providing any service other than the agreed service on the relevant specified routes;</p>	<p><i>In some agreements, this provision could be a separate article, could also be part of a "Commercial opportunities" Article, or could be covered in the Route schedule.</i></p> <p><i>A provision on change of gauge may be a stand-alone article or be dealt with in the Route schedule. Generally, a change of gauge enables an airline to operate more economically over international route sectors distant from its own territory by more closely matching the capacity of its flights on such sectors to the lower volumes of traffic to and from its home territory normally expected in the case of the more remote sectors of a long-haul route.</i></p> <p><i>In the traditional type of change of gauge formula a change of aircraft is permitted, but subject to a number of conditions including scheduling coordination, size of aircraft, volume of traffic and capacity limitations in the case of a capacity-controlled regime. The conditions are aimed at permitting, but nevertheless circumscribing the use of change of gauge. In sub-paragraph e), optional text is given to encompass other modern marketing and selling means than advertising when holding out a change of gauge service. In sub-paragraph h), the optional text provides greater flexibility for the operating carrier by enabling, subject to authorization, more than one flight from the change point. However, the other conditions on change of gauge would continue to apply.</i></p>

<p style="text-align: center;">Article 23 Change of gauge</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>f) that where an agreed service includes a change of aircraft this fact is shown in all timetables, computer reservation systems, fare quote systems, advertisements and other like means;</p> <p>g) that the provisions of Article ___ of this Agreement shall govern all arrangements made with regard to change of aircraft; and</p> <p>h) that in connection with any one aircraft flight into the territory in which the change of aircraft is made, only one flight may be made out of that territory [unless the airline is authorized by the aeronautical authorities of another Party to operate more than one flight].</p> <p>2. The provisions of paragraph 1 of this Article shall:</p> <p>a) not restrict the right of a designated airline to change aircraft in the territory of the Party designating that airline; and</p> <p>b) not allow a designated airline of any Party to station its own aircraft in the territory of another Party for the purpose of change of aircraft.</p> <p>3. The provisions of this Article shall not limit the ability of an airline to provide services through code-sharing and/or blocked space arrangements as provided for in this Agreement [the Route Schedules of this Agreement].</p> <div style="text-align: center; border: 1px solid black; width: fit-content; margin: 20px auto; padding: 5px;">Transitional</div> <p>1. Each designated airline may on any or all flights on the agreed services and at its option, change aircraft in the territory of the other Party or at any point along the specified routes, provided that:</p> <p>a) aircraft used beyond the point of change of aircraft shall be scheduled in coincidence with the inbound or outbound aircraft, as the case may be; and</p> <p>b) in the case of a change of aircraft in the territory of the other Party and where more than one aircraft is operated beyond the point of change, not more than one such aircraft may be of equal size and none may be larger than the aircraft used on the Third And Fourth Freedom sector.</p> <p>2. For the purpose of change of gauge operations, a designated airline may use its own equipment and, subject to national regulations, leased equipment, and may operate under commercial arrangements with another airline.</p> <p>3. A designated airline may use different or identical flight numbers for the sectors of its change of aircraft operations.</p>	<p><i>Paragraph 2 allows unrestricted change of gauge in an airline's own country but prohibits stationing aircraft in another Party's territory.</i></p> <p><i>The provisions of traditional change of gauge articles often cannot be practically applied to codeshare and/or blocked space situations and if these activities are to be permitted, an exception to the change of gauge provisions is needed. The bracketed language will be used when the Route schedules are contained in an Annex to the Agreement. In such cases, States may wish to include change of gauge provisions in that Annex.</i></p> <p><i>The transitional approach is a more modern and flexible change of gauge formula, one which is constrained only by conditions regarding scheduling coordination, and size of aircraft when there is more than one aircraft operating beyond the point of change. The references in paragraph 2 to the use of leased equipment and commercial arrangements presupposes that the Parties have also agreed on these matters.</i></p>

<p style="text-align: center;">Article 23 Change of gauge</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center; border: 1px solid black; padding: 5px;">Full liberalization</p> <p>On any international segment or segments of the agreed routes, a designated airline may perform international air transportation without any limitation as to change, at any point on the route, in type or number of aircraft operated; provided that [with the exception of all-cargo services] the transportation beyond such point is a continuation of the transportation from the territory of the Party that has designated the airline and, in the inbound direction, the transportation to the territory of the Party that has designated the airline is a continuation of the transportation from beyond such point.</p>	<p><i>The full liberalization approach provides extensive operational flexibility in the use of equipment. This type of provision would, for example, enable a hub-type operation to be established at the change point, subject of course to agreement being reached with other relevant partners. The only restriction is that services be conducted in a linear fashion, that is that the flight on the second sector be the extension or continuation of the prior connecting outbound or inbound flight. The bracketed language removes this restriction for all-cargo services.</i></p>

<p style="text-align: center;">Article 24 Ground handling</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center; border: 1px solid black; padding: 5px;">Transitional</p> <p style="text-align: center;">[Option 1 of 2]</p> <p>Subject to applicable safety provisions, including ICAO Standards and Recommended Practices (SARPs) contained in Annex 6, each designated airline may choose from among competing providers of ground handling services.</p> <p style="text-align: center;">[Option 2 of 2]</p> <p>1. Subject to applicable safety provisions, including ICAO Standards and Recommended Practices (SARPs) contained in Annex 6, each designated airline or airlines shall be permitted, on the basis of reciprocity, to perform its own ground handling in the territory of any other Party and, at its option, to have ground handling services provided in whole or in part by any agent authorized by the competent authorities of another Party to provide such services.</p> <p>2. The designated airline or airlines of any Party shall also have the right to provide ground handling services for other airlines operating at the same airport in the territory of any Party.</p>	<p><i>In some agreements, this provision could be a separate article or could also be part of a "Commercial opportunities" Article.</i></p> <p><i>All provisions should contain a cross reference to safety provisions, or a sentence which indicates that ground handling will be covered by Annex 6.</i></p> <p><i>Some provisions in this Article refer to "designated airlines". Parties would need to consider whether the provisions on the activities contained in this Article should also be extended to all airlines of a Party rather than only designated ones.</i></p> <p><i>This approach allows a designated airline to choose from among competing providers of ground handling services. This can provide some improvement in services and cost depending on the degree of competition among the providers. This approach is commonly found at airports with a large number of airlines and physical limitations on the number of ground handlers that can be accommodated.</i></p> <p><i>This transition permits an airline on the basis of reciprocity to perform its own ground handling, or choose to have those services provided by any agent authorized by the competent authority of the other Party, to provide ground handling services to other airlines operating at the same airport in the territory of the other Party.</i></p>

<p style="text-align: center;">Article 24 Ground handling</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>3. The exercise of the rights set forth in paragraphs 1 and 2 of this Article shall be subject only to physical or operational constraints resulting from considerations of airport safety or security. Any constraints shall be applied uniformly and on terms no less favourable than the most favourable terms available to any airline engaged in similar international air services at the time the constraints are imposed.</p> <p style="text-align: center; border: 1px solid black; padding: 5px; width: fit-content; margin: 20px auto;">Full liberalization</p> <p>1. Subject to applicable safety provisions, including ICAO Standards and Recommended Practices (SARPs) contained in Annex 6, any Party shall authorize airline(s) of another Party, at each airline's choice, to:</p> <ol style="list-style-type: none"> a) perform its own ground handling services; b) handle another or other air carrier(s); c) join with others in forming a service-providing entity; and/or d) select among competing service providers. <p>2. An air carrier is permitted to choose freely from among the alternatives available and to combine or change its option, except where this is demonstrably impractical and also where constrained by relevant safety and security considerations, and (with the exception of self-handling in a) above) by the scale of airport operations being too small to sustain competitive providers.</p> <p>3. Parties would always be required to take the necessary measures to ensure reasonable cost-based pricing and fair and equal treatment for air carrier(s) of the other Party/Parties.</p>	<p><i>Paragraph 3 recognizes that ground handling rights may have to be constrained but only due to airport safety or security considerations. It also accords most favoured nation and national treatment to the application of any such constraints.</i></p> <p><i>In the full liberalization approach, developed by ICAO, the designated airline has a wider choice with respect to ground handling: it can perform its own, or use those of another airline, provide the services to other airlines, or join with other airlines in providing the services collectively, or choose from among competing providers (see Doc 9587).</i></p> <p><i>Depending on their particular circumstances, States should consider the gradual, phased introduction of self-handling and multiple suppliers based, where appropriate, on the size of the airport.</i></p> <p><i>At certain airports the number of air carriers and limited physical facilities may not permit all air carriers to perform their own airside ground handling; in such cases, carriers allowed to do so should be selected by objective, transparent and non-discriminatory procedures and competitive, alternative suppliers should be available.</i></p>

<p style="text-align: center;">Article 25 Code-sharing/Cooperative arrangements</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center;">[Option 1 of 2]</p> <p style="text-align: center; border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;">Transitional</p> <p>Each designated airline may enter into cooperative marketing arrangements such as joint-venture, blocked space and codeshare with airlines of each Party, provided that the airlines</p>	<p><i>Code-sharing may be treated in the same manner as other cooperative airline arrangements, requiring the airlines involved to have the appropriate authority (in the case of code-sharing, the underlying traffic rights) and meet the requirements normally applied to such agreements. However, for States which may wish to have a specific article on code-sharing, the following text is provided.</i></p> <p><i>Alternatively, some States may find it preferable that code-sharing be addressed in an Article on Commercial opportunities or in the notes to the Route schedule.</i></p> <p><i>The transitional approach specifically recognizes the use of these types of cooperative agreements, but limits them to designated airlines of the Parties to the agreement. As a</i></p>

<p style="text-align: center;">Article 25 Code-sharing/Cooperative arrangements</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>involved hold the appropriate authority and meet the requirements normally applied to such arrangements.</p> <p style="text-align: center;">Full liberalization</p> <p>1. In operating or holding out the authorized services on the agreed routes, each designated airline of one Party may enter into cooperative marketing arrangements such as joint venture, blocked space or code-sharing arrangements, with:</p> <p>a) an airline or airlines of any Party;</p> <p>b) an airline or airlines of a third country; and</p> <p>c) a surface transportation provider of any country, provided that all airlines in such arrangements 1) hold the appropriate authority and 2) meet the requirements normally applied to such arrangements.</p> <p>2. The Parties agree to take the necessary action to ensure that consumers are fully informed and protected with respect to code-shared flights operating to or from their territory and that, as a minimum, passengers be provided with the necessary information in the following ways:</p> <p>a) orally and, if possible, in writing at the time of booking;</p> <p>b) in written form, on the ticket itself and/or (if not possible), on the itinerary document accompanying the ticket or on any other document replacing the ticket, such as a written confirmation, including information on whom to contact in case of a problem and a clear indication of which airline is responsible in case of damage or accident; and</p> <p>c) orally again, by the airline's ground staff at all stages of the journey.</p> <p>[3. The airlines are required to file for approval any proposed cooperative arrangement with the aeronautical authorities of all Parties at least __ days before its proposed introduction].</p>	<p><i>transition measure, the use of code-sharing may be limited to specific routes or a specific number of flights which could be further modified by subsequent discussions and/or an exchange of notes.</i></p> <p><i>The full liberalization stage includes cooperative arrangements with third-country airlines and surface providers. In most liberalized agreements it also includes wet leasing between airlines of the Parties but for the purposes of this Template Agreement separate provisions on leasing have been included.</i></p> <p><i>The phrase, "the requirements normally applied" to the cooperative arrangements would include, in the case of code-sharing for example, requirements for consumer notification and protection. This could take the form of an additional article drawn from Doc 9587.</i></p> <p><i>The term in b) "any other document replacing the ticket, such as written confirmation" includes electronic ticketing.</i></p> <p><i>The optional filing requirement could serve as a means for the aeronautical authorities to verify that all airlines have the appropriate authority and meet requirements applied to such arrangements. Alternatively, national law and regulations may be used for this purpose.</i></p>
<p style="text-align: center;">[Option 2 of 2]</p> <p style="text-align: center;">Transitional and Full liberalization</p> <p>1. Subject to the regulatory requirements normally applied to such operations by the aeronautical authorities of each Party, each designated airline of another Party may enter into cooperative arrangements for the purpose of:</p> <p>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 an airline(s) of any Party [and/or of any third country]; and/or</p>	<p><i>Sub-paragraph a) allows air carriers to hold out their services by selling transportation under their own codes (marketing carriers) on flights operated by airlines of any Party and/or third country carriers (operating carriers), where the bracketed language is included. (To limit code-sharing to designated airlines of the Parties, the bracketed language should be omitted.)</i></p>

<p style="text-align: center;">Article 25 Code-sharing/Cooperative arrangements</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>b) carrying traffic under the code of any other airline(s) where such other airline(s) has been authorized by the aeronautical authorities of any Party to sell transportation under its own code on flights operated by that designated airline of another Party.</p> <p>2. Code-sharing services involving transportation between points in any Party shall be restricted to flights operated by (an) airline(s) authorized by the aeronautical authorities of that Party to provide service between points in that Party's territory and all transportation between points in such territory under the code of the designated airline(s) of another Party shall only be available as part of an international journey. All airlines involved in code-sharing arrangements shall hold the appropriate underlying route authority. Airlines shall be permitted to transfer traffic between aircraft involved in codeshare services without limitation. The aeronautical authorities of any Party shall not withhold permission for code-sharing services identified in a) above by the designated airline(s) of another Party on the basis that the airline(s) operating the aircraft does not have the right from such aeronautical authorities to carry traffic under the code of the designated airline(s) of another Party.</p> <p>3. For the purposes of Article ___ (Capacity) of the Agreement, there shall be no limit imposed by the aeronautical authorities of any Party on the capacity to be offered by the airline or airlines designated by another Party on code-sharing services.</p>	<p><i>Sub-paragraph b) allows designated airlines to carry the codes of other airlines.</i></p> <p><i>The first sentence of paragraph 2 allows code-sharing on domestic segments in a Party's territory, but only as part of an international journey. The last sentence of paragraph 2 prohibits aeronautical authorities of a Party from withholding codeshare approval on the basis that the operating airline does not have the rights from that Party to carry traffic under the code of the designated airline of the other Party. If such withholding were allowed, many potential codeshare opportunities that the provisions are intended to permit could be prevented by the other Party.</i></p> <p><i>Paragraph 3 recognizes the importance of clarity with respect to the capacity entitlements permitted for codeshare operations. Often there are no limitations on the capacity that may be offered by marketing air carriers on codeshare services; however, flights operated with their own equipment by carriers that are designated under the agreement are frequently subject to capacity restrictions whether or not another air carrier's code is also used on the flights. The capacity of third country operating air carriers is normally only subject to the provisions of an air agreement between the State of the operating air carrier and the other Party.</i></p>

<p style="text-align: center;">Article 26 Aircraft leasing</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>1.* Each Party may prevent the use of leased aircraft for services under this Agreement which does not comply with Articles ___ (Safety) and ___ (Security).</p>	<p><i>Definitions</i></p> <p>a) <i>The term "wet lease" means the lease of an aircraft with crew.</i></p> <p>b) <i>The term "dry lease" means the lease of an aircraft without crew.</i></p> <p><i>This paragraph treats leased aircraft on the same basis vis-à-vis safety and security as other aircraft operated by designated airlines under the agreement. It makes clear that a party can prevent the use of leased aircraft that do not meet safety and security standards. In implementing this type of paragraph, some States require prior filing of leasing arrangements involving international routes to permit timely action to be taken if the authorities have safety concerns. In some instances, States may use lists of airlines from which aircraft may be leased, and/or lists of airlines from which they may not be leased, based, for example, on ICAO Safety Oversight audit reports or the records of ramp inspections.</i></p>

Article 26 Aircraft leasing	Explanatory Notes
<div data-bbox="386 942 597 993" style="border: 1px solid black; text-align: center; padding: 2px;">Transitional</div> <p data-bbox="418 1619 565 1644" style="text-align: center;">[Option 1 of 2]</p> <p data-bbox="188 1669 797 1717">2. Subject to paragraph 1 above, the designated airlines of each Party may provide services under this agreement by:</p> <p data-bbox="188 1747 797 1795">a) using aircraft dry-leased from any [company including] airlines;</p> <p data-bbox="188 1827 797 1875">b) using aircraft wet-leased from other airlines of the same Party;</p>	<p data-bbox="824 325 1437 457"><i>To meet safety concerns with the use of leased aircraft in certain situations, States may conclude agreements under Article 83 bis to transfer certain responsibilities of the State of Registry under the Convention to the State of the Aircraft Operator in accordance with relevant ICAO guidance.</i></p> <p data-bbox="824 487 1437 930"><i>As a practical matter, a Party with safety concerns about a specific situation involving the use of leased aircraft may find it easier, at least initially, to consult with the Party whose airline has leased the aircraft, bearing in mind that the State of the lessor airline may not be a party to the agreement. In considering action under paragraph 1, States should first assess whether their safety concerns with leased aircraft have been addressed by the use of existing ICAO guidance and procedures which make clear the responsibility for continuing airworthiness and the adequacy of operating and maintenance standards in respect of such leased aircraft, taking into account relevant ICAO Standards and Recommended Practices (SARPS) and guidance such as the Manual of Procedures for Operations, Inspection, Certification and Continued Surveillance (Doc 8335), the Airworthiness Manual (Doc 9760), and the Guidance on the Implementation of Article 83 bis of the Convention on International Civil Aviation (Circular 295).</i></p> <p data-bbox="824 1005 1437 1081"><i>Under this approach, a choice of two options are provided. The main difference is in the treatment of wet-leased aircraft from third countries.</i></p> <p data-bbox="824 1110 1437 1262"><i>Dry leases from non-airline owners, sometimes known as “financial” leases, are virtually universally permitted and are not generally the subject of air services agreements. Some States, however, have included express reference to such leases in their air services agreements. Optional languages [shown in square brackets] are provided within each approach.</i></p> <p data-bbox="824 1291 1437 1495"><i>Some States may, by national law, policy or regulation, or mutual agreement between aeronautical authorities concerned, authorize in advance one or more types of aircraft leases, such as dry leases from any airline, wet leases between airlines of the same Party, wet leases from airlines of another Party, or wet leases from airlines of third countries, subject in all cases to enforcement of applicable bilateral, national and regional safety and security provisions.</i></p> <p data-bbox="824 1524 1437 1600"><i>In some cases, a State may prevent the operation of services by an airline whose fleet is composed of mostly or all wet-leased aircraft from a third country.</i></p> <p data-bbox="824 1669 1437 1745"><i>The term “appropriate authorization” has a meaning broader than the usual “route and/or traffic rights” granted under a bilateral agreement, and includes:</i></p> <p data-bbox="824 1774 1437 1850"><i>i) the economic and safety-related operating authorization that the lessor and lessee airlines have been granted on the routes to be served; and</i></p>

<p style="text-align: center;">Article 26 Aircraft leasing</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>c) using aircraft wet-leased from airlines of any other Party; and</p> <p>d) using aircraft wet-leased from airlines of third countries,</p> <p>provided that all airlines participating in the arrangements listed in b), c) and d) above, hold the appropriate authorization and meet the requirements normally applied to those arrangements.</p>	<p><i>ii) any other national or regional approvals required for the particular type of lease involved.</i></p> <p><i>This paragraph covers four leasing situations described in the four subparagraphs. In the case of situation a) [dry leases], such use is permitted without restriction, subject only to safety and security requirements. Some States prefer to deal with dry-leased aircraft owned by airlines only in the agreement while others may want to expressly cover all dry leases including those from non-airline entities.</i></p> <p><i>In the case of situations b) and c), this option allows such use by subjecting it to both safety and security requirements as well as a requirement that the lessor and lessee possess the necessary operating authorization. Although both the lessor and lessee would ordinarily have the necessary operating authorization in such situations, they are listed separately here to cover a possible situation where the safety requirements of the State of the lessee may not permit any wet leases from airlines of other States (e.g. the United States).</i></p> <p><i>For situation d) [wet leases from airlines of third countries], this option allows such use by subjecting it to a broader authority requirement which includes not only the grant of any necessary economic rights to the airlines in the leasing arrangement, but also any national or regional approvals required. This takes into account the situation where States may require specific authorization for certain operations with leased aircraft.</i></p>
<p style="text-align: center;">[Option 2 of 2]</p> <p>2. Subject to paragraph 1 above, the designated airlines of each Party may provide services under this agreement by:</p> <p>a) using aircraft dry-leased from any [company including] airlines;</p> <p>b) using aircraft wet-leased from other airlines of the same Party</p> <p>c) using aircraft wet-leased from airlines of any other Party;</p> <p>d) using aircraft wet-leased from airlines of third countries, provided that this will only be done under arrangements which are not equivalent to giving a lessor airline access to traffic rights not otherwise available to that airline.</p> <p>3. Notwithstanding paragraph 2 d) above, the designated airlines of each Party may provide services under this agreement by using aircraft wet-leased on a short-term, <i>ad hoc</i> basis from airlines of third countries.</p>	<p><i>This option allows the use of leased aircraft in the first three situations subject only to safety and security requirements. In the case of situation d), unlike the first option, this second option permits such use with a more specific and restrictive condition, namely, the arrangement would not result in the lessor airline providing the aircraft and crew exercising traffic rights it does not have.</i></p> <p><i>Paragraph 3 of this second option creates an exception to the traffic rights requirement in paragraph 2 d) in order to deal with unforeseen emergency situations such as those in which an aircraft must be replaced by an aircraft with crew on an urgent basis for a limited period of time, such as, for example, the operation of one or several flights when the original aircraft unexpectedly has a mechanical failure and cannot be operated as a scheduled service.</i></p>

Article 26 Aircraft leasing	Explanatory Notes
<p style="text-align: center;">Full liberalization</p> <p>2. Subject to paragraph 1, the designated airlines of each Party may operate services under this agreement by using leased aircraft which meet applicable safety and security requirements.</p>	<p><i>This approach allows the use of leased aircraft of all types as long as such aircraft meet the applicable safety and security requirements.</i></p>

Article 27 Intermodal services	Explanatory Notes
<p style="text-align: center;">Transitional</p> <p>Each designated airline may employ their own or use others services for the surface transport of air cargo.</p> <p style="text-align: center;">Full liberalization</p> <p style="text-align: center;">[Option 1 of 2]</p> <p>Each designated airline may use surface modes of transport without restriction in conjunction with the international air transport of passengers and cargo.</p> <p style="text-align: center;">[Option 2 of 2]</p> <p>Notwithstanding any other provision of this Agreement, airlines and indirect providers of cargo transportation of each Party shall be permitted, without restriction, to employ in connection with international air transportation any surface transportation for cargo to or from any points in the territories of the Parties or in third countries, including transport to and from all airports with customs facilities, and including, where applicable, the right to transport cargo in bond under applicable laws and regulations. Such cargo, whether moving by surface or by air, shall have access to airport customs processing and facilities. Airlines may elect to perform their own surface transportation or to provide it through arrangements with other surface carriers, including surface transportation operated by other airlines and indirect providers of cargo transportation. Such intermodal cargo services may be offered at a single, through price for the air and surface transportation combined, provided that shippers are not misled as to the facts concerning such transportation.</p>	<p><i>The transition stage includes such facilities as the use of airport customs facilities for surface cargo, transport under bond, carriage to or from any points in third countries and charging a single price for the intermodal transport (provided the shipper is not misled as to the facts of such transport).</i></p> <p><i>The inclusion of passengers and the phrase "without restriction" are the principle differences between the transition and full liberalization stages.</i></p> <p><i>This provision is aimed at giving full service, capacity and pricing flexibility as well as access to customs and other facilities, to the various parties in an intermodal shipment of cargo.</i></p>

<p style="text-align: center;">Article 28 Computer reservation systems (CRSs)</p>	<p style="text-align: center;">Explanatory Notes</p>
<p style="text-align: center;">[Option 1 of 3]</p> <p>Each Party shall apply the ICAO Code of Conduct for the Regulation and Operation of Computer Reservation Systems within its territory.</p> <p style="text-align: center;">[Option 2 of 3]</p> <p>Each Party shall apply the ICAO Code of Conduct for the Regulation and Operation of Computer Reservation Systems within its territory consistent with other applicable regulations and obligations concerning computer reservation systems.</p> <p style="text-align: center;">[Option 3 of 3]</p> <p>The Parties agree that:</p> <p>a) one of the most important aspects of the ability of an airline to compete is its ability to inform the public of its services in a fair and impartial manner, and that, therefore, the quality of information about airline services available to travel agents who directly distribute such information to the travelling public and the ability of an airline to offer those agents competitive computer reservations systems (CRSs) represent the foundation for an airline's competitive opportunities; and</p> <p>b) it is equally necessary to ensure that the interests of the consumers of air transport products are protected from any misuse of such information and its misleading presentation and that airlines and travel agents have access to effectively competitive computer reservation systems.</p>	<p><i>Some provisions refer to “designated airlines”. Parties would need to consider whether the provisions on the activities contained in this Article should also be extended to all airlines of a Party rather than only designated ones.</i></p> <p><i>This alternative is an ICAO model for use, in particular, by Parties which may not have CRS regulations but are willing to apply the ICAO Code of Conduct for the Regulation and Operation of Computer Reservation Systems (see Doc 9587).</i></p> <p><i>This alternative applies the ICAO Code, but it is consistent with any other applicable regulations. (These could include the European Union, the European Civil Aviation Conference and the Arab Civil Aviation Commission CRS Codes, or national regulations. The reference to “obligations” recognizes that some States will apply the provisions of the General Agreement on Trade in Services (GATS) which has an Annex on Air Transport Services applicable to CRSs.)</i></p> <p><i>This alternative recognizes that some bilateral agreements set out in considerable detail the applicable principles to govern the regulation and operation of CRSs, usually because only one of the parties has extensive CRS regulations which are reflected in the detailed provisions of this type of article. However, given the rapidly evolving nature of airline product distribution, a less comprehensive approach may be more flexible and more easily applied to current conditions.</i></p>

<p style="text-align: center;">Article 29 Ban on smoking</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>1. Each Party shall prohibit or cause their airlines to prohibit smoking on all flights carrying passengers operated by its airlines between the territories of the Parties. This prohibition shall apply to all locations within the aircraft and shall be in effect from the time an aircraft commences enplanement of passengers to the time deplanement of passengers is completed.</p> <p>2. Each Party shall take all measures that it considers reasonable to secure compliance by its airlines and by their passengers and crew members with the provisions of this Article, including the imposition of appropriate penalties for non-compliance.</p>	<p><i>This Article obligates each Party to prohibit smoking on all passenger flights by its airlines between the Parties, and to take reasonable measures to enforce this ban. The need for this provision would lessen as the practice of prohibiting smoking on flights spreads globally.</i></p>

Article 30 Environmental Protection	Explanatory Notes
<p>The Parties support the need to protect the environment by promoting the sustainable development of aviation. The Parties agree with regard to operations between their respective territories to comply with the ICAO Standards and Recommended Practices (SARPs) of Annex 16 and the existing ICAO policy and guidance on environmental protection.</p>	<p><i>States may wish to consider the inclusion of an aviation environmental clause into their air services agreements to take into account the impact of air transport industry on the environment.</i></p>

Article 31 Statistics	Explanatory Notes
<div data-bbox="386 674 599 720" style="border: 1px solid black; text-align: center; padding: 2px; margin-bottom: 10px;">Transitional</div> <p>The aeronautical authorities of the Parties shall supply each other, on request, with periodic statistics or other similar information relating to the traffic carried on the agreed services.</p> <div data-bbox="386 877 599 924" style="border: 1px solid black; text-align: center; padding: 2px; margin-top: 10px;">Full liberalization</div>	<p><i>This approach may be applied to pre-determination or Bermuda I arrangements but is more simple and does not spell out the purpose of the submission. It is therefore an approach that might be used in more liberal agreements where the need for statistics is not related to capacity control, but rather review.</i></p> <p><i>Under full liberalization there would normally be no requirement for the filing of any statistics.</i></p>

Article 32 Consultations	Explanatory Notes
<div data-bbox="386 1440 599 1486" style="border: 1px solid black; text-align: center; padding: 2px; margin-bottom: 10px;">Traditional</div> <p>In the spirit of close cooperation, the aeronautical authorities of the Parties shall consult with each other from time to time with a view to ensuring the implementation of and satisfactory compliance with the provisions of this Agreement. Any Party may also request to hold a "High-level" meeting, up to Ministerial level, if and when deemed necessary, to advance the process of consultations.</p>	<p><i>The consultation provision is normally general in scope and some issues, such as aviation security and safety, but also capacity and tariffs, as well as amendment of the agreement, may be subject to separate and specific consultation processes as regards purpose, time frames and methods (e.g. exchange of documents).</i></p> <p><i>The consultation provision is based on a relatively standardized formula although there are a number of different approaches in wording with regard to the purpose of the consultation, the format of the consultation and the form of the request.</i></p> <p><i>In this approach, the consultation process can take the form of a regular process with the alternative to escalate the consultations to higher governmental levels.</i></p>

Article 32 Consultations	Explanatory Notes
<div data-bbox="310 363 675 436" style="border: 1px solid black; padding: 5px; text-align: center; margin-bottom: 10px;"> Transitional and Full liberalization </div> <p>1. Any Party may, at any time, request consultation on the interpretation, application, implementation or amendment of this Agreement or compliance with this Agreement.</p> <p>2. Such consultations [which may be through discussion or by correspondence], shall begin within a period of 60 [30] days from the date each Party receives a [written or oral] request, unless otherwise agreed by the Parties.</p>	<p><i>In this approach, the consultation process can be triggered by a request from each Party to address a specific issue. The "request" rather than the "time to time" formulation is more likely to be used in liberalized agreements, where the need for regular consultation may be considered to be less.</i></p> <p><i>The bracketed language in paragraph 2 is found in more recent agreements and takes into account modern communication methods which lessen the need for meetings between personnel of the Parties.</i></p>

Article 33 Settlement of disputes	Explanatory Notes
<div data-bbox="386 1161 597 1207" style="border: 1px solid black; padding: 5px; text-align: center; margin-bottom: 10px;"> Traditional </div> <p>1. Any dispute which is not settled by consultations or negotiation shall be submitted to arbitration if any one of the Parties in dispute so requests and shall be referred accordingly to one or more arbitrators selected by agreement by the Parties in dispute. If within forty-five (45) days from the date of the request for arbitration the Parties in dispute are unable to agree on the selection of an arbitrator or arbitrators, any of those Parties may request the [official or entity of the regional organization] to nominate a single arbitrator to whom the dispute shall be referred for decision.</p> <p>2. The decision of the arbitrator or arbitrators shall be binding on all Parties to the dispute.</p> <p>3. If a Party does not comply with an arbitral decision, the other Parties can adopt measures restricting the operation of the airlines of the non-complying State to achieve compliance.</p> <div data-bbox="318 1717 651 1791" style="border: 1px solid black; padding: 5px; text-align: center; margin-top: 10px;"> Transitional and Full liberalization </div>	<p><i>A principle difference between the dispute settlement process in bilateral and those regional agreements which are based on broader regional organizations is the recourse to, and the role played by, inter alia, supra-national bodies such as the European Commission, the Commission of the Cartagena Agreement (The Andean Pact) and the Council of Ministers of the Common Market for Eastern and Southern Africa, as well as the dispute settlement processes of the broader regional organization which can make binding decisions with respect to disputes between member States which are Parties to a regional agreement or arrangement.</i></p> <p><i>Traditional dispute settlement provisions follow closely the bilateral pattern of consultations, negotiation and arbitration but take into account in the arbitral process the possibility that disputes may involve more than two Parties. In addition, in the event that the Parties in the dispute are unable to agree on an arbitrator, the process provides for recourse to a regional entity which plays an intermediate role in the selection process.</i></p> <p><i>This alternative developed by ICAO is to address those commercial disputes, such as on pricing, capacity and other competitive practices that arise in a liberalized environment. It</i></p>

<p style="text-align: center;">Article 33 Settlement of disputes</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>1. Any dispute between two Parties which cannot be resolved by consultations and negotiations, may at the request of either Party be submitted to a mediator or a dispute settlement panel. Such a mediator or panel may be used for mediation, determination of the substance of the dispute or to recommend a remedy or resolution of the dispute.</p> <p>2. The Parties shall agree in advance on the terms of reference of the mediator or of the panel, the guiding principles or criteria and the terms of access to the mediator or the panel. They shall also consider, if necessary, providing for an interim relief and the possibility for the participation of any Party that may be directly affected by the dispute, bearing in mind the objective and need for a simple, responsive and expeditious process.</p> <p>3. A mediator or the members of a panel may be appointed from a roster of suitably qualified aviation experts maintained by ICAO. The selection of the expert or experts shall be completed within fifteen (15) days of receipt of the request for submission to a mediator or to a panel. If the Parties fail to agree on the selection of an expert or experts, the selection may be referred to the President of the Council of ICAO. Any expert used for this mechanism should be adequately qualified in the general subject matter of the dispute.</p> <p>4. A mediation should be completed within sixty (60) days of engagement of the mediator or the panel and any determination including, if applicable, any recommendations, should be rendered within sixty (60) days of engagement of the expert or experts. The Parties may agree in advance that the mediator or the panel may grant interim relief to the complainant, if requested, in which case a determination shall be made initially.</p> <p>5. The Parties shall cooperate in good faith to advance the mediation and to implement the decision or determination of the mediator or the panel, unless they otherwise agree in advance to be bound by decision or determination. If the Parties agree in advance to request only a determination of the facts, they shall use those facts for resolution of the dispute.</p> <p>6. The costs of this mechanism shall be estimated upon initiation and apportioned equally, but with the possibility of reapportionment under the final decision.</p>	<p><i>could also be used to address disputes beyond unfair practices, for example, disputes related to market access in a less regulatory controlled environment. The mechanism is deliberately broader in scope and could apply to issues not specifically included in the agreement. It is not intended as a substitute for the formal arbitration process, but rather as a means to resolve disputes in a relatively simple, responsive and cost-effective manner.</i></p> <p><i>The normal consultation process may resolve such disputes but could also have the effect of prolonging an unfair competitive practice to the commercial detriment of one or more airlines. Consequently, this procedure, which is less formal and time consuming than arbitration, is designed, by means of a panel, to reach a resolution through mediation, fact finding or decision, using the services of an expert or experts in the subject matter of the dispute. The primary objective is to enable the Parties to restore a healthy competitive environment in the airline market place as expeditiously as possible.</i></p> <p><i>The mechanism requires the Parties to agree in advance on such matters as the purpose of the panel, viz its terms of reference and procedure, and in particular whether the panel is permitted to grant any interim or injunctive relief to the complainant. Such relief could take the form, for example, of a temporary freeze or reversion to the status quo ante.</i></p> <p><i>The two important time frames built into the mechanism are fifteen (15) days for selection of the experts to constitute the panel, and sixty (60) days for the rendering of a decision or determination. Thus the emphasis is on minimizing legal formalities and procedural time frames, yet allowing adequate time for the panel to arrive at a decision or determination.</i></p>

<p style="text-align: center;">Article 33 Settlement of disputes</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>7. The mechanism is without prejudice to the continuing use of the consultation process, the subsequent use of arbitration, or Withdrawal under Article ____.</p> <p>8. If the Parties fail to reach a settlement through mediation, the dispute may, at the request of one Party, be submitted to arbitration with respect to another Party in accordance with the procedures set forth below. The Party submitting the dispute to arbitration shall notify all other Parties of the dispute at the same time that it submits its arbitration request.</p> <p>9. Arbitration shall be by a panel of three arbitrators to be constituted as follows:</p> <p>a) within thirty (30) days after the receipt of a request for arbitration, each Party to the dispute shall name one arbitrator. Within sixty (60) days after these two arbitrators have been named, the Parties to the dispute shall by agreement appoint a third arbitrator, who shall act as President of the arbitral panel;</p> <p>b) if a Party to the dispute fails to name an arbitrator, or if the third arbitrator is not appointed in accordance with subparagraph a) of this paragraph, either Party may request the President of the Council of the International Civil Aviation Organization to appoint the necessary arbitrator or arbitrators within thirty (30) days. If the President of the Council is of the same nationality as one of the Parties to the dispute, the most senior Vice-President who is not disqualified on that ground shall make the appointment.</p> <p>10. Except as otherwise agreed by the Parties to the dispute, the arbitral panel shall determine the limits of its jurisdiction in accordance with this Agreement and shall establish its own procedural rules. The arbitral panel, once formed, may recommend interim measures pending its final determination. At the direction of the arbitral panel or at the request of either of the Parties to the dispute, a conference concerning the precise issues to be arbitrated and the specific procedures to be followed shall be held on a date determined by the arbitral panel, in no event later than fifteen (15) days after the third arbitrator has been appointed. If the Parties to the dispute are unable to reach agreement on these issues, the arbitral panel shall determine the precise issues to be arbitrated and the specific procedures to be followed.</p> <p>11. Except as otherwise agreed by the Parties to the dispute or as directed by the panel, the complaining Party shall submit a memorandum within forty-five (45) days of the time the third arbitrator is appointed, and the reply of the responding Party shall be due sixty (60) days after the complaining Party submits its memorandum. The complaining Party may submit a pleading in response to such reply within thirty (30) days after the</p>	<p><i>The use of the mechanism does not preclude the implementation of the arbitration process if that is also provided for in the agreement and if the above mechanism has failed to resolve the dispute to the satisfaction of one or more Parties. Nevertheless, it may be expected that the subsequent use of arbitration should be unnecessary if the Parties have committed to this complementary procedure for resolving certain kinds of commercial and time-sensitive disputes.</i></p> <p><i>In the case Parties fail to reach settlement through mediation, the dispute is referred for decision by a panel of arbitrators. The Article includes a very detailed arbitration procedure for disputes involving more than two parties as well as a procedure for Parties to intervene in an arbitral procedure involving other Parties. Time frames are provided for the various steps in the arbitral process.</i></p> <p><i>The arbitral panel determines its procedural rules including the recommendation of any interim relief measures for the Parties pending a final decision.</i></p>

<p style="text-align: center;">Article 33 Settlement of disputes</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>submission of the responding Party's reply and the responding Party may submit a pleading in response to the complaining Party's pleading within thirty (30) days after the submission of such pleading. The arbitral panel shall hold a hearing at the request of either Party or on its own initiative within fifteen (15) days after the last pleading is due.</p> <p>12. The arbitral panel shall attempt to render a written decision within thirty (30) days after completion of the hearing or, if no hearing is held, after the date the last pleading is submitted. The decision of the majority of the arbitral panel shall prevail.</p> <p>13. The Parties to the dispute may submit requests for clarification of the decision within fifteen (15) days after it is rendered, and any clarification given shall be issued within fifteen (15) days of such request.</p> <p>14. In the case of a dispute involving more than two Parties, multiple Parties may participate on either or both sides of a proceeding described in this Article. The procedures set out in this Article shall be applied with the following exceptions:</p> <p>a) with respect to paragraph 9 a), the Parties on each side of a dispute shall together name one arbitrator;</p> <p>b) with respect to paragraph 9 b), if the Parties on one side of a dispute fail to name an arbitrator within the permitted time, the Party or Parties on the other side of the dispute may utilize the procedures in paragraph 9 b) to secure the appointment of an arbitrator; and</p> <p>c) with respect to paragraphs 10, 11, and 13, each of the Parties on either side of the dispute has the right to take the action provided to a Party.</p> <p>15. Any other Party that is directly affected by the dispute has the right to intervene in the proceedings, under the following conditions:</p> <p>a) a Party desiring to intervene shall file a declaration to that effect with the arbitral panel no later than ten (10) days after the third arbitrator has been named;</p> <p>b) the arbitral panel shall notify the Parties to the dispute of any such declaration, and the Parties to the dispute shall each have thirty (30) days from the date such notification is sent to submit to the arbitral panel any objection to an intervention under this paragraph. The arbitral panel shall decide whether to allow any intervention within fifteen (15) days after the date such objections are due;</p> <p>c) if the arbitral panel decides to allow an intervention, the intervening Party shall notify all other Parties to the Agreement of the intervention, and the arbitral panel shall take the necessary steps to make the documents of the case available to the intervening Party, who may file pleadings of a type and within a time limit to be set by the arbitral panel, within the timetable set out in paragraph 11 of this Article to the extent practical, and may participate in any subsequent proceedings;</p>	

<p style="text-align: center;">Article 33 Settlement of disputes</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>and</p> <p>d) the decision of the arbitral panel will be equally binding upon the intervening Party.</p> <p>16. All Parties to the dispute, including intervening Parties, shall, to the degree consistent with their law, give full effect to any decision or award of the arbitral panel.</p> <p>17. The arbitral panel shall transmit copies of its decision or award to the Parties to the dispute, including any intervening Parties. The arbitral panel shall provide to the Depository a copy of the decision or award, provided that appropriate treatment shall be accorded to confidential business information.</p> <p>18. The expenses of the arbitral panel, including the fees and expenses of the arbitrators, shall be shared equally by all of the Parties to the dispute, including intervening Parties. Any expenses incurred by the President of the Council of the International Civil Aviation Organization in connection with the procedures of paragraph 9 b) of this Article shall be considered to be part of the expenses of the arbitral panel.</p>	

<p style="text-align: center;">Article 34 Amendments</p>	<p style="text-align: center;">Explanatory Notes</p>
<div style="text-align: center; border: 1px solid black; width: fit-content; margin: 0 auto; padding: 2px 10px;"> <p>Traditional</p> </div> <p style="text-align: center;">[Option 1 of 2]</p> <p>Any Party may propose any amendment to the provisions of this Agreement. Such amendment shall only come into force after it has been accepted by all the other Parties.</p> <p style="text-align: center;">[Option 2 of 2]</p> <p>1. Any Party may propose an amendment to this Agreement. The text of any such amendment and the reasons therefor shall be transmitted to the [official of the regional organization] who shall transmit them to the Government of each Party.</p> <p>2. The Parties shall communicate to the [official of the regional organization] whether or not the proposed amendment is acceptable and also to submit any comments thereon.</p> <p>3. If all Parties agree to the proposed amendment and deposit their respective Instruments of Ratification with the [official of the regional organization], the amendment shall enter into force on the deposit of the last such Instrument of Ratification.</p>	<p><i>As with the settlement of disputes, for regional air transport arrangements which are based on broader regional organizations [for example, the European Union, the Andean Pact, and the Common Market for Eastern and Southern Africa] the relevant council or commission amends the arrangement through its power to issue new or amended regulations.</i></p> <p><i>One of the decisions which States contemplating a regional or plurilateral agreement with a formal amendment provision is what criteria to apply with respect to such amendments coming into force. A traditional approach would require unanimity, all Parties to ratify an amendment before it enters into force.</i></p> <p><i>An alternative traditional approach assigns a procedural role in the amendment process to an official of the regional organization. Amendments require the approval of all Parties to come into force.</i></p>

Article 34 Amendments	Explanatory Notes
<p style="text-align: center;">Transitional</p> <p>1. The [body created by the Agreement] shall review and where necessary propose amendments to this Agreement.</p> <p>2. Such amendments shall come into force when approved by all Parties.</p>	<p><i>This transitional approach relies on a more simplified amendment process; nevertheless, approval by all Parties is required before the amendment enters into force.</i></p>
<p style="text-align: center;">Full liberalization</p> <p>1. The Agreement may be amended in accordance with the following procedures:</p> <p>a) if agreed by at least a simple majority of all Parties as of the date of proposal of the amendment, negotiations shall be held to consider the proposal;</p> <p>b) unless otherwise agreed, the Party proposing the amendment shall host the negotiations, which shall begin not more than ninety (90) days after agreement is reached to hold such negotiations. All Parties shall have a right to participate in the negotiations;</p> <p>c) if adopted by at least a simple majority of the Parties attending such negotiations, the Depository shall then prepare and transmit a certified copy of the amendment to the Parties for their acceptance;</p> <p>d) any amendment shall enter into force, as between the Parties which have accepted it, thirty (30) days following the date on which the Depository has received written notification of acceptance from a simple majority of the Parties; and</p> <p>e) following entry into force of such an amendment, it shall enter into force for any other Party thirty (30) days following the date the Depository receives written notification of acceptance from that Party.</p> <p>2. In lieu of the procedures set forth in paragraph 1, the Agreement may be amended in accordance with the following procedures:</p> <p>a) if all Parties as of the time of proposal of the amendment give written notice through diplomatic or other appropriate channels to the Party proposing the amendment of their consent to its adoption, the Party proposing the amendment shall so notify the Depository, which shall then prepare and transmit a certified copy of such amendment to all of the Parties for their acceptance; and</p>	<p><i>The full liberalization approach provides flexibility, but also potential complexity to the amendment process by providing two procedures for amendment.</i></p> <p><i>One procedure is based on acceptance and ratification of an amendment by a simple majority of the Parties attending a negotiation to amend the agreement. The amendment is in force only between the Parties which have ratified it, but other States can accept and ratify the amendment subsequently.</i></p> <p><i>The second procedure envisions an amendment which is accepted by all the Parties when it is proposed, but goes into effect only after all Parties have ratified it.</i></p> <p><i>Depending on the Parties' initial reaction to a proposed amendment as well as its perceived urgency, Parties proposing an amendment to the Agreement can choose the option most likely to result in a prompt ratification.</i></p>

Article 34 Amendments	Explanatory Notes
b) an amendment so adopted shall enter into force for all Parties thirty (30) days following the date on which the Depository has received written notification of acceptance from all of the Parties.	

Article 35 Registration with ICAO	Explanatory Notes
<p data-bbox="418 867 566 892" style="text-align: center;">[Option 1 of 2]</p> <p data-bbox="188 915 797 993">This Agreement and any amendment thereto shall be registered upon its signature with the International Civil Aviation Organization by [name of the Registering Party].</p> <p data-bbox="418 1016 566 1041" style="text-align: center;">[Option 2 of 2]</p> <p data-bbox="188 1064 797 1142">This Agreement and any amendment thereto shall be registered upon its entry into force with the International Civil Aviation Organization by [name of the Registering Party].</p>	<p data-bbox="824 581 1435 842"><i>Articles 81 and 83 of the Convention obligate States to register their aeronautical agreements and the above provision formalizes this requirement at the bilateral level. However, in practice, many agreements and amendments are not registered, a fact which has a negative impact on the transparency of the whole process. This clause developed by ICAO includes the requirement to register, upon signature (option 1) or entry into force (option 2), the name of the Party responsible for registering the agreement and is intended to encourage better compliance with the registration requirement.</i></p>

Article 36 Exceptions	Explanatory Notes
<p data-bbox="386 1331 597 1377" style="text-align: center;">Traditional</p> <p data-bbox="188 1392 797 1493">Any Party may refuse to authorize additional air services on any route it declares to be of national interest and on which the annual capacity offered does not exceed [an agreed number of seats].</p> <p data-bbox="386 1556 597 1602" style="text-align: center;">Transitional</p> <p data-bbox="418 1614 566 1640" style="text-align: center;">[Option 1 of 2]</p> <p data-bbox="188 1663 797 1764">By a formal declaration made in writing to the other Parties, any Party shall have the option not to grant and receive the rights and obligations provided for in Article(s) ___ for a transitional period not exceeding [agreed time frame].</p>	<p data-bbox="824 1392 1435 1467"><i>A traditional approach provides an exception to the agreement which is not time-limited. The traditional approach to Article ___ (Capacity) also falls in this category.</i></p> <p data-bbox="824 1663 1435 1843"><i>In contrast, a transitional exception is time-limited and may apply to some potential articles such as on Grant of rights, Capacity or Tariff. Therefore, the exemptions from the application of the agreement terminate at the end of the set transitional period. In the first option, a Party informs other Parties in writing that specific rights and obligations in the agreement will not be granted for a period of time.</i></p>

Article 36 Exceptions	Explanatory Notes
<p data-bbox="418 327 565 352" style="text-align: center;">[Option 2 of 2]</p> <p data-bbox="188 378 795 478">Notwithstanding the provisions in the Agreement, the Parties agree to apply the transitional measures set out in Annex ___ (Transitional measures) for a period not exceeding [agreed time frame].</p> <div data-bbox="386 537 597 583" style="text-align: center; border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p data-bbox="402 550 581 571" style="margin: 0;">Full liberalization</p> </div> <p data-bbox="188 600 795 676">In addition to the rights in the Agreement, the Parties to a Protocol to this Agreement also grant the rights for their designated airlines to perform:</p> <p data-bbox="188 705 795 856">a) scheduled and charter international air transportation in passenger and combination services between the territory of the party granting the rights and any point or points; and b) scheduled and charter international air transportation between points in the territory of the Party granting the rights.</p>	<p data-bbox="824 378 1435 453"><i>In this option, Parties agree to apply for a limited period of time some measures that they jointly determine in an Annex to the Agreement.</i></p> <p data-bbox="824 600 1435 756"><i>A full liberalization exception in the form of a Protocol to the basic Agreement, may provide additional rights, such as Seventh Freedom and limited cabotage, for those Parties willing to exchange them. Note that if the rights are in the agreement then a Protocol would not be needed. A Protocol would be used for those Parties wanting to go further than the whole group.</i></p>

Article 37 Existing agreements	Explanatory Notes
<div data-bbox="386 1150 597 1197" style="text-align: center; border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p data-bbox="435 1163 548 1184" style="margin: 0;">Traditional</p> </div> <p data-bbox="188 1213 795 1289">This Agreement shall not affect any bilateral, multilateral or other agreement or arrangements already in force between Parties or between a Party and a non-Party.</p> <div data-bbox="386 1327 597 1373" style="text-align: center; border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p data-bbox="435 1339 548 1360" style="margin: 0;">Transitional</p> </div> <p data-bbox="418 1390 565 1415" style="text-align: center;">[Option 1 of 2]</p> <p data-bbox="188 1440 795 1516">This Agreement shall supersede any bilateral or multilateral air services agreement between the Parties to the extent that those agreements are incompatible with this Agreement.</p> <p data-bbox="418 1587 565 1612" style="text-align: center;">[Option 2 of 2]</p> <p data-bbox="188 1638 795 1713">The provisions of this Agreement do not permit restrictions upon what is established in the air services agreements which the Parties have concluded between themselves.</p>	<p data-bbox="824 1012 1435 1138"><i>Parties need to decide what will be the relationship between the regional or plurilateral agreement and existing bilateral and other agreements 1) between Parties to the regional or plurilateral agreement, and 2) between Parties and non-Party States.</i></p> <p data-bbox="824 1213 1435 1314"><i>The traditional approach recognizes all existing other agreements both between Parties and between Parties and non-Parties. In effect this subordinates the regional agreement to existing agreements.</i></p> <p data-bbox="824 1440 1435 1566"><i>One transition approach allows provisions of existing agreement which are compatible with the regional agreement to remain in force, while those incompatible with it are superseded. This could raise questions as to which provisions of existing agreements fall in which category.</i></p> <p data-bbox="824 1638 1435 1738"><i>Another transitional approach would tend to treat the flexibility of the regional agreement as a minimum level, with more flexible arrangements permitted in bilateral agreements between Parties.</i></p>

<p align="center">Article 37 Existing agreements</p>	<p align="center">Explanatory Notes</p>
<p align="center" style="border: 1px solid black; padding: 5px;">Full liberalization</p> <p>Upon entry into force of this Agreement between one Party and any other Party, any bilateral air services agreement existing between them at the time of such entry into force shall be superseded by this Agreement.</p>	<p><i>The full liberalization formulation simply replaces any existing bilateral agreements between Parties with the regional or plurilateral agreement. This prevents a dual system of agreements between and among Parties to the regional or plurilateral agreement (where some provisions of the bilateral continue in effect) and eliminates potential questions as to whether certain bilateral provisions are compatible or incompatible with the regional or plurilateral agreement.</i></p>
<p align="center">Article 38 Review</p>	<p align="center">Explanatory Notes</p>
<p>1. The Agreement shall be subject to review every [number of years] in order to determine whether any amendments are required. An earlier review may take place if requested by [number of Parties] of the Parties.</p> <p>2. After consultation with the Parties, the Depository shall notify the Parties of the agreed date and the procedures for the review of the Agreement. Such notice should take place [number of days] days before the meeting.</p>	<p><i>This article provides the opportunity for a review to take place in order to assess the operation of the Agreement and decide if any amendments are needed to improve its effectiveness. Procedures for the review may be agreed by the Parties.</i></p>
<p align="center">Article 39 Withdrawal</p>	<p align="center">Explanatory Notes</p>
<p>1. Any Party may withdraw from this Agreement by giving written notice of withdrawal to the Depository who shall within [agreed number of days] of receipt of the notification of withdrawal notify the other Parties.</p> <p>2. The withdrawal shall be effective twelve (12) months after receipt of the notice by the Depository, unless the Party withdraws its notice by written communication to the Depository within the 12-month period.</p> <p>[3. If, as a result of withdrawals, the number of Parties to this Agreement is less than [an agreed number], this Agreement shall cease to be in force from the date on which the last of such withdrawals becomes effective.]</p>	<p><i>In the case of some regional agreements based on broader regional organizations, the notice of withdrawal is provided to an official or entity of the regional organization. A Party, for its own national interest, has the right to withdraw from the agreement by giving notice within a certain time frame.</i></p> <p><i>The optional text provides for situations where the withdrawal of a Party may render an agreement ineffective since some agreements may require a certain number of ratifications for the agreement to remain in force.</i></p>
<p align="center">Article 40 Depository</p>	<p align="center">Explanatory Notes</p>
<p>1. The original of this Agreement shall be deposited with [the Party or regional entity agreed to], which shall be designated as the Depository of the Agreement.</p>	<p><i>Parties will need to designate a Depository who is responsible to transmit certified copies of this Agreement and any amendments or Protocols to all signatory and acceding Parties.</i></p>

Article 40 Depositary	Explanatory Notes
<p>2. The Depositary shall transmit certified copies of the Agreement to all Parties of the Agreement and to any States that may subsequently accede to the Agreement.</p> <p>3. Following entry into force of this Agreement, the Depositary shall transmit a certified true copy of this Agreement to the Secretary General of the United Nations for registration and publication in accordance with Article 102 of the Charter of the United Nations [and to the Secretary General of the International Civil Aviation Organization in accordance with Article 83 of the Convention.] The Depositary shall likewise transmit certified true copies of any amendments which enter into force.</p> <p>4. The Depositary shall make available to the Parties copies of any arbitral decision or award issued under Article ___ (Settlement of disputes) of this Agreement.</p> <p>[5. The Depositary shall maintain a centralized register of airline designations and operating authorizations in accordance with Article ___ (Designation and authorization), paragraph 4 of this Agreement.]</p>	<p><i>Notification to ICAO by the Depositary may be covered in a separate Article on Registration with ICAO.</i></p> <p><i>An optional text should the Parties agree to maintain a centralized register of airline designations and operating authorizations.</i></p>

Article 41 Signature and ratification	Explanatory Notes
<p>1. The Agreement shall be open for signature by the [Government of the Parties to the Agreement].</p> <p>2. The Agreement shall be subject to ratification. Instruments of ratification shall be deposited with the Depositary.</p>	<p><i>This article follows usual practice for multilateral agreements where the agreement is to be open for signature by all governments which are listed. The signing could take place at any time, for example, at a meeting of Ministers, or subsequently by duly authorized representatives of those governments.</i></p> <p><i>To become a Party to the agreement, a Party government must then also ratify its decision in accordance with its own constitutional procedures. The documents recording ratification are to be deposited with the assigned Depositary.</i></p>

Article 42 Accession	Explanatory Notes
<div style="text-align: center; border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> Traditional </div> <p style="text-align: center;">[Option 1 of 2]</p> <p>This Agreement shall be open to accession by any Party of (name of regional organization).</p> <p style="text-align: center;">[Option 2 of 2]</p> <p>This Agreement shall be open to accession by other Parties in (description of region) subject to the approval of all Parties to the Agreement.</p>	<p><i>The traditional approach to adding Parties to a regional or plurilateral agreement based on a broader regional organization is when new States are admitted to the organization.</i></p> <p><i>A traditional approach for regional agreements not based on a broader regional organization is to require unanimity of the existing Parties to allow other States in the region to become Parties to the agreement.</i></p>

Article 42 Accession	Explanatory Notes
<div data-bbox="386 363 597 411" style="border: 1px solid black; padding: 5px; text-align: center; margin: 10px auto; width: fit-content;"> Transitional </div> <p data-bbox="188 426 797 554">1. This Agreement shall apply, on the one hand to the territories in which the (agreement creating the broader regional organization) is applied and under the conditions laid down in that (agreement) and on the other hand, to the territory of (name of State being included in agreement).</p> <p data-bbox="188 579 797 680">2. The acceding Party shall deposit an appropriate instrument of accession with the Depository. The accession shall take effect on the date of the receipt of such Instrument with the Depository who shall transmit a certified copy to all Party.</p> <div data-bbox="358 741 651 789" style="border: 1px solid black; padding: 5px; text-align: center; margin: 10px auto; width: fit-content;"> Full liberalization </div> <p data-bbox="188 804 797 905">After this Agreement has entered into force any State which is a Party to the aviation security Conventions listed in Article ___ (Aviation security) may accede to this Agreement by deposit of an instrument of accession with the Depository.</p>	<p data-bbox="824 426 1433 501"><i>A transitional approach is to negotiate an agreement for the inclusion of a State not a member of the broader regional organization in the regional air transport arrangement.</i></p> <p data-bbox="824 804 1433 905"><i>With full liberalization, the agreement is open to any State which has ratified the aviation security Conventions and therefore has the most flexible criteria for expansion of the agreement to other States.</i></p>

Article 43 Entry into force	Explanatory Notes
<div data-bbox="386 1119 597 1167" style="border: 1px solid black; padding: 5px; text-align: center; margin: 10px auto; width: fit-content;"> Traditional </div> <p data-bbox="188 1182 797 1257">This Agreement shall enter into force when all signatory Parties have deposited their instruments of ratification with the Depository.</p> <div data-bbox="305 1318 683 1367" style="border: 1px solid black; padding: 5px; text-align: center; margin: 10px auto; width: fit-content;"> Transitional/Full liberalization </div> <p data-bbox="188 1381 797 1482">1. This Agreement shall enter into force on the [agreed day] from the date of deposit of the [agreed number] instrument of ratification, and thereafter for each Party [number of days] days after the deposit of its instrument of ratification or accession.</p> <p data-bbox="188 1583 797 1638">2. The Depository shall inform each Party of the date of entry into force of this Agreement.</p>	<p data-bbox="824 1182 1433 1257"><i>The traditional entry into force provision requires all Parties which have negotiated and/or signed the agreement to ratify it before it comes into force for any Party.</i></p> <p data-bbox="824 1381 1433 1562"><i>Parties will need to agree on the date of deposit as well as the number of signatory States necessary to bring the agreement into force for those Parties ratifying it. Agreeing on the number of ratifications will have an impact on the speed with which the agreement enters into force. A reasonable compromise formula (for example 50 per cent of ratifications) will allow it to come into force relatively quickly.</i></p>

Annex I Non-scheduled/Charter operations	Explanatory Notes
<p style="text-align: center;">Traditional</p> <p>1. The provisions of this Agreement, except those dealing with Traffic Rights, Capacity and Tariffs shall be applicable also to non-scheduled flights operated by an air carrier of any Party into or from the territory of another Party and to the air carrier operating such flights.</p> <p style="text-align: center;">[Paragraph 2, option 1 of 2]</p> <p>2. The provisions of paragraph 1 of this Article shall not affect national laws and regulations governing the authorization of non-scheduled operations or to the conduct of air carriers or other parties involved in the organization of such operations.</p> <p style="text-align: center;">[Paragraph 2, option 2 of 2]</p> <p>2. Each Party shall give sympathetic consideration to applications for [non-scheduled flights] [charter flights] between their territories for passengers and cargo in accordance with their respective laws and regulations.</p> <p style="text-align: center;">Transitional</p> <p style="text-align: center;">[Option 1 of 3]</p> <p>1. Each Party shall authorize non-scheduled passenger flights between points at which no established scheduled air services exist. In cases where such scheduled services exist, authorizations shall be granted provided the offer of non-scheduled flights does not endanger the economic stability of existing scheduled services.</p> <p>2. When series of non-scheduled passenger flights are requested, these must correspond to the definition of "inclusive package tours" and must be carried out on a round-trip basis, with pre-established departures and returns.</p>	<p><i>A provision on non-scheduled operations may be dealt with in a variety of ways and contexts in an agreement. Basically it may be treated as a grant of rights matter or a matter for separate regulatory attention. It may be in the body of the Agreement or in an Annex.</i></p> <p><i>A simpler and more direct approach to the grant of rights for non-scheduled operations would be simply to refer in the grant of rights article to the conduct of "international air services" scheduled and non-scheduled. In this way all the provisions of the agreement would be applicable to both scheduled and non-scheduled services.</i></p> <p><i>This approach may be used when the Parties anticipate the possibility of non-scheduled operations, need to identify the various administrative and commercial opportunity provisions that would be applied to those operations, but wish to take no position on whether authorization would be granted under their respective national laws and regulations. This provision makes clear that the provisions of the main agreement other than those designed for scheduled air services will apply to non-scheduled air services. Alternatively, this clause could list the Articles in the main agreement that would apply to non-scheduled services, e.g. User Charges, Customs Duties, Safety, Security, etc.</i></p> <p><i>The provision leaves to each Party's national law and regulation the determination of which non-scheduled services would be permitted and under what conditions.</i></p> <p><i>The requirement to give "sympathetic consideration" is not a grant of market access but implies a positive treatment to non-scheduled operations in general or, more specifically charter flights. This provision also reflects the fact that the regulatory regime governing authorization for such operations is generally unilateral, with the destination State or States applying their national rules to any applicant.</i></p> <p><i>This approach has no adverse impact on scheduled services.</i></p> <p><i>Historically, many States were concerned with preventing non-scheduled passenger services from having an adverse impact on scheduled services and a wide variety of policies and mechanisms were developed to address this issue (see Doc 9587). Three such mechanisms are contained in this text: 1) authorizing non-scheduled passenger services between points not served by scheduled services (usually referred to as "off-route charters") 2) not permitting non-scheduled passenger services which would adversely impact on scheduled services, and 3) authorizing types of non-scheduled passenger services</i></p>

Annex I Non-scheduled/Charter operations	Explanatory Notes
<p style="text-align: center;">[Option 2 of 3]</p> <p>1. The airlines of each Party designated pursuant to this Agreement to operate under this Annex shall have the right to operate non-scheduled international air transport over the routes specified and in accordance with the rights granted for scheduled services in this Agreement.</p> <p>2. Each Party shall extend favourable consideration to applications by airlines of another Party to carry traffic not covered by this Annex on the basis of comity and reciprocity.</p> <p style="text-align: center;">[Option 3 of 3]</p> <p>1. The [designated] airlines of any Party shall be entitled to perform international non-scheduled air transportation to and from any point or points in the territory of another Party, either directly or with stopovers en route, for one-way or round-trip carriage of any traffic to or from a point or points in the territory of the Party which has designated the airline. Multi-destination charters shall also be permitted. In addition, [designated] airlines of any Party may operate charters with traffic originating in or destined for the territory of another Party.</p> <p>2. Each [designated] airline performing air transportation under this provision shall comply with such laws, regulations and rules of the Party in whose territory the traffic originates, whether on a one-way or round-trip basis, as that Party now or hereafter specifies shall be applicable to such transportation.</p> <div style="border: 1px solid black; padding: 5px; text-align: center; margin: 10px auto; width: fit-content;">Full liberalization</div> <p>Section 1</p> <p>Airlines of each Party designated under this Annex shall, in accordance with the terms of their designation, have the right to carry international charter traffic of passengers (and their accompanying baggage) and/or cargo (including, but not limited to, freight forwarder, split, and combination (passenger/cargo) charters):</p>	<p><i>(in this case inclusive tour charters which include a ground package of services such as hotels, land transport, etc. in addition to air transport) which are not regarded as endangering the economic viability of scheduled services.</i></p> <p><i>This transitional approach opens the routes in the agreement to non-scheduled services, under the same conditions (e.g. change of gauge) for scheduled services, while off-route non-scheduled services are approved/disapproved on the basis of comity and reciprocity. Depending on the grant of rights for scheduled services this would normally open non-scheduled services to both passengers and cargo.</i></p> <p><i>The use of “comity and reciprocity” results in the amount and type of off-route charters being based on the Party with the most restrictive view of such charters.</i></p> <p><i>In this approach, although the regulatory regime governing non-scheduled operations, and particularly charter type operations, is usually that of the destination State, the Parties to some agreements may choose to stipulate that the rules of the country of origin of the operation should be applied. This should facilitate the conduct of these operations. This is therefore an example of such an arrangement which could be used in a liberal agreement, though it nevertheless requires compliance with rules.</i></p> <p><i>Paragraph 1 spells out a broad market access for these operations whereas the second paragraph applies the country of origin rules.</i></p> <p><i>The text with bracketed language is used where the Route schedule at Annex __ is not city specific and where the Parties designate airlines for non-scheduled services. Without the bracketed language all airlines of each Party (whether or not they are also designated for scheduled services) would be authorized by the other Party to perform the non-scheduled services described in the first paragraph.</i></p> <p><i>The full liberalization approach is an option for States which might wish to liberalize non-scheduled services while continuing to regulate scheduled services.</i></p>
<p><i>It equates non-scheduled with scheduled services in terms of rights and market access, and without the necessity of compliance with the national regulations of the destination Party, but in the first paragraph limits this to the designated airlines of each party. It also contains a provision for favourable consideration to be given to non-scheduled operations not</i></p>	

<p style="text-align: center;">Annex I Non-scheduled/Charter operations</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>Between any point or points in the territory of the Party that has designated the airline and any point or points in the territory of another Party; and</p> <p>Between any point or points in the territory of the other Party and any point or points in a third country or countries, provided that, except with respect to cargo charters, such service constitutes part of a continuous operation, with or without a change of aircraft, that includes service to the homeland for the purpose of carrying local traffic between the homeland and the territory of the other Party.</p> <p>In the performance of services covered by this Annex, airlines of each Party designated under this Annex shall also have the right: (1) to make stopovers at any points whether within or outside of the territory of either Party; (2) to carry transit traffic through the other Party's territory; (3) to combine on the same aircraft traffic originating in one Party's territory, traffic originating in the other Party's territory, and traffic originating in third countries; and (4) to perform international air transportation without any limitation as to change, at any point on the route, in type or number of aircraft operated; provided that, except with respect to cargo charters, in the outbound direction, the transportation beyond such point is a continuation of the transportation from the territory of the Party that has designated the airline and in the inbound direction, the transportation to the territory of the Party that has designated the airline is a continuation of the transportation from beyond such point.</p> <p>Each Party shall extend favourable consideration to applications by airlines of another Party to carry traffic not covered by this Annex on the basis of comity and reciprocity.</p> <p>Section 2</p> <p>Any airline designated by any Party performing international charter air transportation originating in the territory of any Party, whether on a one-way or round-trip basis, shall have the option of complying with the charter laws, regulations, and rules either of its homeland or of the other Party. If a Party applies different rules, regulations, terms, conditions, or limitations to one or more of its airlines, or to airlines of different countries, each designated airline shall be subject to the least restrictive of such criteria.</p> <p>However, nothing contained in the above paragraph shall limit the rights of any Party to require airlines designated under this Annex by another Party to adhere to requirements relating to the protection of passenger funds and passenger cancellation and refund rights.</p> <p>Section 3</p> <p>Except with respect to the consumer protection rules referred to in the preceding paragraph above, no Party shall require an airline designated under this Annex by another Party, in respect</p>	<p><i>covered by the rights granted under the first paragraph, for example, services by airlines not designated to provide scheduled services or Seventh Freedom passenger services.</i></p> <p><i>A difference between the previous transitional approach and full liberalization is the ability of the designated airline to choose either the charter rules of its own country or that of another Party for the operation of its non-scheduled services.</i></p>

Annex I Non-scheduled/Charter operations	Explanatory Notes
of the carriage of traffic from the territory of that other Party or of a third country on a one-way or round-trip basis, to submit more than a declaration of conformity with the applicable laws, regulations and rules referred to under section 2 of this Annex or of a waiver of these laws, regulations, or rules granted by the applicable aeronautical authorities.	

Annex II Air cargo services	Explanatory Notes
<div data-bbox="386 934 597 982" style="border: 1px solid black; text-align: center; margin: 10px auto; width: fit-content;"> Transitional </div> <p data-bbox="191 997 799 1050">1. Every designated airline when engaged in the international transport of air cargo</p> <p data-bbox="191 1077 799 1150">a) shall be accorded non-discriminatory treatment with respect to access to facilities for cargo clearance, handling, storage, and facilitation;</p> <p data-bbox="191 1182 799 1234">b) subject to local laws and regulations may use and/or operate directly other modes of transport;</p> <p data-bbox="191 1266 799 1339">c) may use leased aircraft, provided that such operation complies with the equivalent safety and security standards applied to other aircraft of designated airlines;</p> <p data-bbox="191 1371 799 1444">d) may enter into cooperative arrangements with other air carriers including, but not limited to, code-sharing, blocked spaced, and interlining; and</p> <p data-bbox="191 1476 799 1549">e) may determine its own cargo tariffs which shall not be required to be filed with the aeronautical authorities of either Party.</p> <p data-bbox="191 1581 799 1728">2. In addition to the rights in paragraph 1 above, every designated airline when engaged in all-cargo transportation as scheduled or non-scheduled services may provide such services to and from the territory of any Party, without restriction as to frequency, capacity, routing, type of aircraft, and origin or destination of cargo.</p>	<p data-bbox="831 636 1440 924"><i>Some agreements provide no specific provision on all-cargo operations as the right to operate all-cargo services is usually implicit in the grant of rights wherein the Parties typically grant the right for their designated airlines to transport passengers, cargo and mail on the agreed scheduled international air services. However, other agreements are more specific, referring to "passengers, cargo and mail or in any combination". The agreement may in the route schedule specify particular routes, including restrictions or flexibility as agreed, for all-cargo services, or the routes may be those exchanged for scheduled passenger services.</i></p> <p data-bbox="831 997 1440 1129"><i>The purpose of this paragraph is to achieve a fair competitive balance between all air carriers engaged in the transport of international air cargo. Where the main agreement contains a provision which also appears in the Annex (for example, leasing), that provision should be omitted from the Annex.</i></p> <p data-bbox="831 1581 1440 1759"><i>This paragraph provides the Third through the Seventh Freedoms of the air for only all-cargo services operated on a scheduled or non-scheduled basis. The first two Freedoms — overflight and technical stops - are not included as they are normally provided in the main agreement. Operational flexibility is described in general terms and includes those elements generally regarded as important for all-cargo operations.</i></p> <p data-bbox="831 1791 1440 1864"><i>The Annex on air cargo services is unlikely to be used in full liberalization agreements in which the rights and operational flexibility in this Annex will be in the main agreement.</i></p>

Annex III Transitional measures	Explanatory Notes
<p>The following transitional measures shall expire on (date), or such earlier date as is agreed upon by the Parties:</p> <p>1. Notwithstanding the provisions of Article __ (or Annex __), the designated airline (or airlines) of Party A (or each Party) may (shall)</p> <p>2. Notwithstanding the provisions of Article __ (or Annex __), the designated airline (or airlines) of Party A (or each Party) may (shall) as follows:</p> <p>a) From (date) through (date),; and</p> <p>b) From (date) through (date),</p> <p>3. Notwithstanding the provisions of Article__ (or Annex __), the following provisions shall govern</p>	<p><i>The Annex is an ICAO recommendation which addresses the issues of participation as well as sustainability in moving towards liberalization. It is drawn from existing practices and approaches covering both participation and preferential measures. It consists of one or more of three types of clauses. If these clauses apply to each Party in the same manner, then they would be considered to be participation measures. If not, then they would be regarded as preferential measures.</i></p> <p><i>In giving effect to the three clauses of the Annex, the following three paragraphs of the Explanatory notes, excluding the examples given, could be made part of the Annex.</i></p> <p><i>This clause is to be used when a particular Article (or Annex) would not take effect immediately but be implemented in a limited way during the transition period. By way of example, the Parties would agree that, notwithstanding the Annex on Route schedules granting each Party unlimited Fifth Freedom rights, the airline(s) of one Party (the developed State) would not be permitted to exercise those local traffic rights fully between the other Party (the developing State) and a third State until a specified date.</i></p> <p><i>This clause is similar to the first clause but with phase-in periods. For example, the Parties would agree that, notwithstanding an Article allowing unlimited code-sharing, the airlines of each Party would be permitted to expand their third-country codeshare services (frequencies) only in a gradual manner for specified periods.</i></p> <p><i>This clause is used when an Article (or Annex) would not take effect immediately and a different scheme would be applied during the transitional period. For example, the Parties would agree that, notwithstanding a tariff Article with no requirement for filing and approval of tariffs, a country-of-origin regime would govern pricing until a specific date.</i></p> <p><i>The following is an indicative list of subjects that States may use at their discretion as transitional measures in the Annex: the number of designated airlines, ownership and control criteria, capacity and frequency, route and traffic rights, code-sharing, charter operations, intermodal services, tariffs, slot allocation, and "doing business" matters such as ground handling. The language in the Annex is a framework, into which the Parties would need to agree on the terms and wording. ICAO Doc 9587 contains material on possible participation and preferential measures.</i></p>

Annex IV Essential Service and Tourism Development Routes	Explanatory Notes
<p>1. A Party, following consultations with (or after having consent of) the other Parties and after having informed an airline or airlines operating on the route, may specify an essential air service route or an essential tourism development route linking a point in a remote or peripheral area or a development area in its territory with a point in the territory of the other Parties. On such route or a group of routes, an adequate level of air services set forth in Paragraph 2 of this Annex shall be considered vital for the protection of the lifeline provision for or the economic development of an area, [including tourism route development], but would not be provided if airlines solely considered their commercial interest [or could be provided solely at unreasonably discriminatory, unduly high or restrictive prices].</p> <p>2. The Party having specified an essential air service route or an essential tourism development route shall assess an adequate level of scheduled air services [on each route or a group of routes][in a flexible and market-oriented manner], taking into consideration, <i>inter alia</i>, the particular needs for scheduled air services on the route concerned; the level of demand; the availability of connecting air services, third country airlines, non-scheduled operators and other forms of transport; air fares and conditions; and the effect on all airlines operating or intending to operate on the route and adjacent routes. [Non-scheduled air services may also be considered adequate, provided they meet the terms set forth in Paragraph 1 of this Annex.]</p> <p>3. [Notwithstanding the provisions of Article __ (Capacity) and Article __ (Pricing)], the Party concerned, following consultations with (or after having consent of) the other Parties, may require an airline operating or intending to operate on an essential air service route or an essential tourism development route to provide air services satisfying the adequate level for a period of up to __ years. [The Party may require an airline wishing to terminate, suspend or reduce an existing service on the route below an adequate level to file notice at least __ days prior to the proposed service reduction.]</p> <p>4. Notwithstanding the provisions of [Article __ (Capacity), Article __ (Pricing) and] Annex __ (Route schedules), if no airline has assumed or is about to assume air services at the adequate level [individually or in the aggregate] on an essential air service route or an essential tourism development route, the Party concerned may invite applications to provide such services, and if necessary and following consultations with (or after having consent of) the other Parties, may limit access to that route to only one airline [excluding airlines of third countries] for a period of up to __ years, and/or provide the payment of subsidy compensation to the airline. The right to operate such services shall be offered by public tender [either</p>	<p><i>The application of an Essential Service and Tourism Development Routes (ESTDR) scheme presupposes the existence of, or the transitional process to a liberalized international market. In exceptional cases the scheme could be applied to non-liberalized routes with tourism potential, as traditional-type air services agreements already provide implicit assistance to operations on such routes by limiting the scope of competition.</i></p> <p><i>The Annex gives legal certainty to the parties involved in implementing an ESTDR scheme and also allows Parties to exercise flexibility in how they interpret and administer, for example, the criteria for the route selection and adequate service levels, the tendering procedure for carrier selection, and the contents of contractual arrangements.</i></p> <p><i>An example of the flexible approach is to set minimum requirement of capacities only, leaving the airline to decide frequencies, aircraft types, tariffs, etc. Capacity requirements could be defined in terms of numbers of seats from the origin(s) to the destination(s) as X "units of carriage" per week over part or all of the tourism season</i></p> <p><i>The optional text requires an incumbent airline to file an advance notice of its intention to withdraw or reduce services on the route.</i></p> <p><i>The model explicitly provides three options for support: a) a guarantee of a monopoly operation with a subsidy, b) a guarantee of a monopoly without a subsidy, or c) a subsidy without a guarantee of a monopoly operation.</i></p>

<p style="text-align: center;">Annex IV Essential Service and Tourism Development Routes</p>	<p style="text-align: center;">Explanatory Notes</p>
<p>singly or for a group of such routes] to any designated airline entitled to operate [and market] its service between the territories. [Airlines of third countries eligible to operate on the route shall also have the right to tender].</p> <p>5. The invitation to tender and subsequent contract shall cover, <i>inter alia</i>, the following information: the required level and standard of services set forth in Paragraph 2 of this Annex; the period of validity of the contract; rules concerning amendment, termination or review of the contract, in particular to take account of unforeseeable changes; and penalties in the event of failure to comply with the contract.</p> <p>6. The selection of an airline shall be made within a period of ___ months by the Party having issued the invitation of tender, taking into consideration, <i>inter alia</i>, applicants' financial viability, proposed business plan, ways to develop partnerships with the tourism sector, airfares and conditions, and the amount of the compensation required, if any.</p> <p>7. The Party having issued the invitation of tender may reimburse an airline, which has been selected under Paragraph 6 of this Annex, for the losses as a result of the required operation at the adequate level in accordance with the contract. Such reimbursement shall be assessed as the [expected] shortfall between costs and revenues generated by the service with a reasonable remuneration for capital employed. [No additional subsidy shall be paid for services above the adequate level that the airline may choose to undertake.]</p> <p>8. Consultations between the Parties shall be arranged in accordance with Article ___ (Consultation) whenever either Party considers that the selection of and/or compensation for an airline are inconsistent with the considerations set forth in Paragraphs 6 and 7 of this Annex, or that the development of and competition on a route are being unduly restricted by the terms of this Annex. [If the Parties fail to reach a resolution of the problem through consultations, either Party may invoke the dispute settlement mechanism under Article ___ (Settlement of disputes) to resolve the dispute.]</p>	<p><i>It is important to note, that regardless of the duration of the contract, the ESTDR application would not be permanent but transitional or only for a reasonable period of time (mostly for a start-up period) especially on routes serving "development areas". For instance, if the public demand goes up as a result of network development or through the improvement of the aviation infrastructure, it will make the route less likely a natural monopoly and with no need for regulation.</i></p> <p><i>The inclusion of both ex ante and ex post facto review-style consultations between States and/or the requirement of getting an advance agreement from other State(s) could be an effective deterrent against a potential risk that States would favour their national airlines and use the scheme excessively.</i></p>

Appendix 2

Guidance Material on the Avoidance or Resolution of Conflicts over the Application of Competition Laws to International Air Transport

In 1985 the Third Air Transport Conference adopted Recommendation 5 which called on the Council to “develop as a matter of high priority, appropriate guidance material for avoidance or resolution of conflicts between Contracting States over application of national competition laws to international air transport, especially where the provisions of bilateral air services agreements are affected and where extraterritorial application is alleged”. The Council subsequently approved Recommendation 5 and a study was undertaken by the Secretariat with the assistance of a group of experts drawn from Contracting States and international organizations.

The study led to the development of guidance material consisting of a number of specific guidelines for States, accompanied by explanatory comments, and a model clause for potential inclusion in bilateral air transport agreements. After examination by the Air Transport Committee in September 1988, the Council decided in November 1988 that the guidance material should be issued to States. While in no way binding on States, the guidance would assist them in the avoidance or resolution of conflicts over the application of national competition laws, policies and practices to international air transport.

Reproduced in this Appendix is the guidance material which was originally contained in ICAO Circular 215-AT/85 published in 1989.

INTRODUCTION

States adopt policies and practices, and often laws, regarding how competition in their domestic and foreign commerce shall be promoted or constrained. Because of the wide spectrum of national positions involved, conflicts tend to arise between States over the actual or potential application of the competition laws of one to commercial entities of the other. International air transport is a commercial activity where strongly differing views exist as to desirable levels of protection, competition and industry cooperation. Consequently, unilateral actions regarding competition in this field increase the potential for conflicts between and among States. The unilateral regulation by one State of air services activities of an airline of another State by use of competition laws or practices not accepted by that other State increases the likelihood of disputes between them which could adversely affect international air transport.

The guidance material on conflict avoidance and conflict resolution which follows consists of a number of specific guidelines, accompanied by explanatory comments, and a model clause for potential inclusion in bilateral air transport agreements. It is intended to assist States whenever the actual or potential application of competition laws of one State or group of States to international air transport, particularly on an extraterritorial basis, gives rise to an actual or potential conflict in air transport relations with another State or States. It should be noted that any reference hereinafter to “the application of competition laws” should be taken to also embrace the application of competition policies and practices, which are part of the wider process of government action.

A number of international bodies, including the Organization for Economic Cooperation and Development (OECD), the International Chamber of Commerce (ICC) and the International Law Association (ILA) have produced recommendatory material on the general problem of the extraterritorial application of national competition laws. In addition, several bilateral agreements on competition law procedures and cooperation are in existence. While these efforts with applications far beyond the air transport field were useful and relevant to the development of the guidance material contained herein, the ICAO guidance is particularly oriented towards dispute situations specifically involving international air transport. Furthermore, it is intended to be comprehensive in the international air transport field and seeks to take into account a wide range of national viewpoints among Contracting States of ICAO on this issue.

GUIDELINES

Each of the guidelines which follow is accompanied by commentary intended to draw out salient points or provide clarification as to its scope or intent. Because the line between conflict avoidance and conflict resolution may not always be clear-cut, the two categories of guidance have not been separated out. They have been placed instead in a logical sequence of progression from conflict avoidance principles and procedures through conflict resolution principles and procedures.

GUIDELINE A

States should ensure that their competition laws, policies and practices, and any application thereof to international air transport, are compatible with their obligations under relevant international agreements; with regard to the adoption of such laws, policies and practices or changes thereto, States should provide opportunities for the receipt of views from any interested foreign party and, upon the request of another State or States, clarify the extent to which such laws, policies and practices or changes thereto might affect the activities of the international airlines of such State or States.

Comments. An aspect of widespread concern in the airline industry is that of legal certainty about their cooperative activities. In recent years a number of States have revised their competition laws and in some cases brought air transport within their scope. One consequence is a period of uncertainty for airlines and the need for initiatives to clarify any actual or proposed application to international airlines and their activities. Guideline A contains principles and procedures aimed at regularizing such situations. Its emphasis is on compatibility with existing international air transport regulation, particularly bilateral regulation. States are presumed to seek harmony between their domestic legislation and their international commitments. The phrase “competition laws, policies and practices”, as used in this and in subsequent guidelines, is purposely wide because some competition law regimes may encompass some or all of statutes, regulations, directives, policy statements, administrative guidance and processes.

GUIDELINE B

When a State is implementing its competition laws, policies and practices it should give full and sympathetic consideration to the views expressed by any other State or States whose significant international air transport interests might be affected, and should have regard to international comity, moderation and restraint.

Comments. This guideline enunciates some relevant international principles and practices to guide States when implementing their competition laws where international air transport interests might be affected. “Comity” is a concept often found in international air transport and is also a prominent aspect of the judicial rules, doctrines and precedence built up around the extraterritorial application of national legislation and jurisdictional issues. It means deference by one State or its agency to the acts of another State or its agency. It is not generally considered a binding obligation in international law but is rather a matter of courtesy and its relevance and application will depend on circumstances.

GUIDELINE C

Where the competition laws, policies or practices of States are such that they might give rise to actual or potential conflicts in their international air transport relations, consultation should take place among those States to seek an understanding on what competition laws, policies and practices shall be applied in such relations so as to provide airlines with as much legal certitude as possible and to avoid potential conflict as much as possible.

Comments. Guideline C stresses cooperation and legal certainty and encourages understandings between States on what competition laws, if any, should be applied in their aviation relations. An “understanding” could be an agreement or something less and conceivably could deal with the question of specific exemptions.

GUIDELINE D

When the application of competition laws, policies and practices to international air transport may result in disputes between States over matters of jurisdiction or policy, States should have regard to their relevant international commitments and to practices in international relations such as notification, consultation, comity and cooperation; States should carefully weigh the interests of other States in such matters.

Comments. This guideline deals with conflict resolution and complements Guideline B concerning conflict avoidance. It urges use of certain practices in international relations when the application of competition laws leads to a dispute. The application referred to could be public or private. Similarly, the weighing of interests could be public or private although the idea of a domestic court weighing foreign interests is contentious.

GUIDELINE E

Any conflict arising from the application of competition laws to international air transport which has been raised by another State and which involves significant national interests or policies of that other State should, to the extent permitted by national laws and policies and as a matter of international relations between the two States, be addressed by the executive level or branch of government.

Comments. A conflict over the application of competition laws to international air transport is essentially a matter of international relations, but it may also involve different levels or branches of a State. This guideline stresses that the executive level of the government should be the main focus of conflict resolution whenever significant national air transport interests or policies of other States are involved. With use of the phrase “to the extent permitted by national laws and policies”, this guideline recognizes that constitutional or administrative limitations may exist which take a private legal action beyond the control of the national executive.

GUIDELINE F

Without prejudice to the right of each State to protect its interests, when a potential conflict arises over the application by one State of its competition laws, policies and practices to matters related to the operation of an air transport agreement with another State, the States concerned should use their agreed bilateral process of consultation before taking any unilateral action which might aggravate the conflict.

Comments. Over the past four decades bilateral air service agreements have in varying degrees permitted the evolution of airline cooperative practices. They have invariably contained one important and constant feature, the consultation process. In an era when national policies are being reassessed and the regulatory environment is experiencing changes and strains, this Guideline states that the consultation process should be accorded priority over unilateral action whenever a potential competition law conflict concerns matters coming under a bilateral agreement. However, such priority could not foreclose a State's right of action to protect its interests. Examples of matters would be any cooperative airline practices such as multilateral tariff coordination that are endorsed or sanctioned by the agreement.

GUIDELINE G

A State which undertakes under its competition laws an investigation or proceeding that may affect significant international air transport interests or policies of another State should notify that other State, if possible in advance, and consult with it if requested. Consultations should clarify the particular interests and concerns of each State and should aim to avoid, minimize or resolve any possible conflict between them.

Comments. A bilateral air services agreement may not always exist when competition law actions of one State are considered by another State to affect its interests or policies. This guideline is intended to cover any situation when enforcement actions by the competition authorities are involved. While the onus in this Guideline falls on the State taking action to notify another potentially affected State, the initiative for consultation is borne by the latter. The notification by the State taking action should be as early as possible so that the consultation mechanism can be used for the purposes specified in the Guideline.

GUIDELINE H

A State which becomes aware of a private legal action under its competition laws, where such action may affect significant international air transport interests or policies of another State, should notify that other State and consult with it if requested.

Comments. This guideline complements Guideline G and covers private legal actions. It also incorporates the notions of notification and consultation but differs from Guideline G in that notification is, of necessity, an *ex post facto* matter, since advance notification of a private legal action would be highly improbable. Furthermore, this guideline does not set out the purposes of consultation as does its counterpart. Nevertheless, consultation is, by implication, a mechanism to clarify interests and avoid or resolve possible conflicts.

GUIDELINE I

When a private legal action has been instituted under the competition laws of one State, and where such action may affect significant international air transport interests of another State, the State where the action has been instituted should facilitate access by the other State to the relevant judicial body and/or, as appropriate, provide information to that body. Such information could include its own foreign relations interests, the interests of the other State as notified by that State and, if possible, the results of any consultation with that other State concerning the action.

Comments. Although constitutional and administrative arrangements may preclude outside intervention in a judicial process, many States accept the need to permit access to the judicial system by parties or agencies having an indirect interest in the proceeding but who may be able to assist the judiciary by volunteering relevant views or information. In some systems this is known as an *amicus curiae*, a "friend of the court". Other States permit variations of this idea. This

guideline addresses the idea but places the onus for using it on the State whose interests may be affected. If the State in which the action takes place approaches its judiciary, the guideline indicates the matters which may be presented. Presumably, if the affected State is permitted to approach the judiciary it would present its own interests.

GUIDELINE J

States should cooperate, in accordance with any applicable international obligations and to the extent not precluded by their national laws or policies, in allowing the disclosure by their airlines or other nationals of information pertinent to a competition law action to the competent authorities of another State, provided that such cooperation or disclosure would not be contrary to their significant national interests.

Comments. Legal discovery or disclosure of information procedures, particularly in private competition law actions, are a major area of controversy and a source of conflict. “Blocking legislation” has been spawned in some States in response to expansive discovery actions by other States. Cooperation in discovery should be encouraged where it accords with international obligations and is not contrary to national interests. The aim of the Guideline is simply to set some parameters for the use of a practice which can be a source of that conflict. “International obligations” refers not just to bilateral agreements but also to the obligations and requirements arising for States who are parties to the Hague Convention of 1970 on the Taking of Evidence Abroad in Civil or Commercial Matters. That Treaty deals with the national processing and implementation of discovery requests from judicial bodies of another State; it also permits a Member State to refuse assistance or discovery where to do so would prejudice its sovereignty.

GUIDELINE K

While an action taken by the competition law authorities of one State is the subject of consultation with another State, the State in which the action is being taken should refrain from requiring the disclosure of information situated in the other State and that other State should refrain from applying any so called “blocking legislation” which may exist regarding such disclosure.

Comments. This guideline is also designed to control a conflict situation and deals with the use of discovery procedures by one party and of “blocking legislation” by the other. It urges both parties to refrain from taking action in these two respects while consultation is pending in order to give that process the maximum opportunity to resolve the issue. The guideline’s application is restricted to consultation on actions taken by competition enforcement authorities of one State. This guideline was not extended to private legal actions, in part because control over the discovery process may reside in the judicial body.

GUIDELINE L

Where relevant, these guidelines should be applied, *mutatis mutandis*, to relations between States where a group of States has common competition laws, policies and practices or where multilateral arrangements exist.

Comments. The final guideline extends all the foregoing guidance, to the extent relevant, to groups of States which have competition law regimes that apply to their individual Members. Several such groupings exist but the best known is the European Communities where, increasingly, the Community competition standards, as laid out in the Treaty of Rome and supplemented by Commission Regulations and Directives and European Court of Justice decisions, are being applied to air transport activities within the Communities. The long-term implications for air transport activities within the Communities by non-Community operators are unclear but the potential for conflict exists since the “effects doctrine” is recognized in the Community’s competition law regime.

MODEL CLAUSE ON COMPETITION LAWS

The model clause which follows is intended to be a comprehensive but adaptable guide for any pair of States which have or may have a bilateral agreement and which have experienced or may experience difficulties in their air transport relations from the application of national competition laws. Its use by States in their bilateral agreements is entirely optional and it would be of little relevance, for example, where both parties endorse cooperative airline practices and neither party has a competition law. Nor is the clause intended to supplant any existing procedures. In general it seeks to strengthen the bilateral machinery for conflict avoidance and resolution and to bring issues in the application of competition law standards to air transport into the bilateral framework. The clause draws mainly on the concepts and principles laid out in the Guidelines.

MODEL CLAUSE**Article "X"
Competition Laws**

- (1) The Parties shall inform each other about their competition laws, policies and practices or changes thereto, and any particular objectives thereof, which could affect the operation of air transport services under this agreement and shall identify the authorities responsible for their implementation;
- (2) The Parties shall, to the extent permitted under their own laws and regulations, assist each other's airlines by providing guidance as to the compatibility of any proposed airline practice with their competition laws, policies and practices;
- (3) The Parties shall notify each other whenever they consider that there may be incompatibility between the application of their competition laws, policies and practices and the matters related to the operation of this Agreement; the consultation process contained in this Agreement shall, if so requested by either Party, be used to determine whether such a conflict exists and to seek ways of resolving or minimizing it;
- (4) The Parties shall notify one another of their intention to begin proceedings against each other's airline(s) or of the institution of any relevant private legal actions under their competition laws which may come to their attention;
- (5) Without prejudice to the right of action of either Party the consultation process contained in this agreement shall be used whenever either Party so requests and should aim to identify the respective interests of the Parties and the likely implications arising from the particular competition law action;
- (6) The Parties shall endeavour to reach agreement during such consultations, having due regard to the relevant interests of each Party and to alternative means which might also achieve the objectives of that competition law action;
- (7) In the event agreement is not reached, each Party shall, in implementing its competition laws, policies and practices, give full and sympathetic consideration to the views expressed by the other Party and shall have regard to international comity, moderation and restraint;
- (8) The Party under whose competition laws a private legal action has been instituted shall facilitate access by the other Party to the relevant judicial body and/or, as appropriate, provide information to that body. Such information could include its own foreign relations interests, the interests of the other Party as notified by that Party and, if possible, the results of any consultation with that other Party concerning the action.

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- (9) The Parties shall cooperate, to the extent not precluded by their national laws or policies and in accordance with any applicable international obligations, in allowing the disclosure by their airlines or other nationals of information pertinent to a competition law action to the competent authorities of each other, provided that such cooperation or disclosure would not be contrary to their significant national interests.

 - (10) While an action taken by the competition law authorities of one Party is the subject of consultations with the other Party, the Party in whose territory the action is being taken shall, pending the outcome of these consultations, refrain from requiring the disclosure of information situated in the territory of the other Party and that other Party shall refrain from applying any blocking legislation.
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Appendix 3

Preferential Measures for Developing Countries in the Economic Regulation of International Air Transport

The 1994 Worldwide Air Transport Conference recommended that ICAO proceed with studies and develop recommendations on a number of important issues including “preferential measures in the economic regulation of international air transport to ensure the effective participation of developing countries in such transport”. The Council subsequently approved the recommendation and a study was undertaken by the Secretariat, which *inter alia* presented some potential preferential measures, with associated commentary.

After examination by the Air Transport Committee in September 1996, the Council decided in November 1996 that the study should be disseminated to States for their consideration and use as far as possible. In making the decision, the Council noted that it would be up to States, based on their particular needs and circumstances, to determine whether, when and how to apply any preferential measures in their regulatory relationships. The issue was also addressed by the 32nd Session of the Assembly, which agreed that States be urged to give special consideration in their air transport relationships to the interests and needs of the developing countries and, where circumstances warrant, to grant appropriate preferential measures.

The term “preferential measures”, in the context of the economic regulation of international air transport, was defined in the Secretariat study as “those non-reciprocal regulatory arrangements which States in a regulatory relationship agree are needed by a developing country in that relationship for its effective and sustained participation in international air transport”. Such measures are intended to be just one of a wide range of instruments that may be used by developing countries to increase their participation.

In the table below, which is taken from the Secretariat study (distributed by State Letter EC 2/75-97/1 of 17 January 1997), some potential preferential measures are listed. They are indicative only and are not mutually exclusive; if circumstances warrant, more than one measure could be employed in a specific market. They could be unilaterally granted or bilaterally or regionally negotiated. It should be noted that these suggested measures would apply mainly in situations where participation of a State in international air transport is through the direct provision of air service by its designated airline(s).

Potential Preferential Measures for Consideration and Possible Use by States

MARKET ACCESS

<i>Potential preferential measures</i>	<i>Comments</i>
<p>A. In a bilateral air transport relationship involving developed and developing country parties, market access could be liberalized on an asymmetric basis in favour of the developing country partner (at least in the earlier period of a phased introduction of expanded market access), for example:</p> <ul style="list-style-type: none"> — to accord the air carrier of a developing country the right to serve more cities; — to grant “Fifth Freedom” traffic rights on route(s) of interest to it that the granting State would not normally grant to a developed third party or parties; — to allow it to operate service unilaterally on certain routes for an agreed period; — to allow it to operate greater capacity for an agreed fixed period. <p>B. Air carriers of developing countries could be accorded more flexibility than their counterparts from the developed countries for the operation of their services to/from developed countries, for example:</p> <ul style="list-style-type: none"> — to allow shift of capacity between routes in a bilateral market; — to permit code-sharing to markets of interest to them, including on routes without underlying authority; — to permit unrestricted change of gauge. <p>C. Developing countries could be allowed trial periods in introducing new liberal air service arrangements with developed countries for an agreed fixed period of time.</p> <p>D. Developing countries could be allowed longer time periods than those between and among developed countries in the gradual introduction of more liberal market access arrangements.</p>	<p>Such measures could give the beneficiary air carrier the “head start” needed to establish a viable presence in the market and help market development. An example of such arrangement is the China-United States air transport agreement of 1980 under which, <i>inter alia</i>, the second United States designated airline would start its service two years after the commencement of service by the first designated carriers.</p> <p>The 1995 agreement between Canada and United States is an example of how this has been done between two developed countries, whereby full market access for the United States carriers to three major Canadian airports (Montreal, Toronto and Vancouver) would be introduced three years later than to other cities.</p> <p>These measures, in general, would assist airlines from developing countries through improved market access and more operational flexibility.</p> <p>Airline code-sharing could benefit developing countries by providing their airlines the possibility to serve very thin routes at minimal cost, and thus utilize better their traffic rights. Therefore, where joint airline activities require approval under national competition laws, sympathetic consideration could be given to grant exemption or immunity for this form of airline cooperation between developing countries.</p> <p>This would enable developing countries to test the benefit of any new liberal arrangement with the assurance that they could remedy any undesired results or even opt out if the arrangement did not work.</p> <p>In general, phased introduction would assist the participation objective, enable monitoring of market presence and competitiveness and serve as potential measures for wider application, such as at regional or even multilateral level.</p> <p>The air service arrangement agreed in 1995 between the United States and the Philippines under which the latter would phase in full market access by 2003 is an example of how this can be done bilaterally. The European Union’s phased introduction of its “single market” is a comparable example of gradual introduction of full market access with respect to developed countries on a regional basis.</p>

<i>Potential preferential measures</i>	<i>Comments</i>
E. Developing countries could accord greater market access at a faster pace between or among themselves than with developed countries.	Examples of how this can be done include: the Andean Pact (where member States' carriers have full market access to all five member States of the subregion); the Caribbean Community and Common Market (Caricom) involving countries in the Caribbean Region; and the Yamoussoukro Declaration involving African States.

OWNERSHIP AND CONTROL CRITERIA

<i>Potential preferential measures</i>	<i>Comments</i>
F. Subject to adequate arrangements ensuring safety, developed countries could waive their right to require that an air carrier of a developing country be substantially owned and effectively controlled by that country or its nationals so as to allow, for example: <ul style="list-style-type: none"> — jointly or foreign owned airlines of such States to operate the agreed service; — developing countries in the same economic grouping to designate an airline from another State to operate traffic rights on its behalf to a third country. 	The concept of "community of interest" in Assembly Resolution A24-12 was designed as a preferential measure for developing countries (and subsequently adopted by the Worldwide Air Transport Conference for application on a broader basis).
G. Subject to adequate safety arrangements, developed countries could waive clauses in air transport agreements restricting the use of leased aircraft from a third party to allow developing countries' airlines to lease modern equipment for operation of their air services.	This would assist airlines of developing countries to introduce more modern but expensive equipment and help improve quality, thus the competitiveness of their service. (Ratification of, or arrangements made pursuant to Article 83 <i>bis</i> of the Convention on International Civil Aviation by States would facilitate the achievement of this objective).

SLOT ALLOCATION

<i>Potential preferential measures</i>	<i>Comments</i>
H. At airports where demand for slots exceeds supply, preference could be accorded to air carriers from developing countries in two ways with respect to the use of airport slots: <ol style="list-style-type: none"> 1) to give priority to their requests when new slots are made available by increases in airport capacity or when slots are made available as a result of a "use-or-lose" rule; 2) where a "use-or-lose" rule applies, to apply a less rigorous "use-or-lose" criterion for slots presently held by air carriers of developing countries. 	The existing IATA scheduling committees for slot allocation continue to provide a viable way to deal with slot allocation problems at congested airports. However, since most carriers of developing countries have a smaller fleet and usually operate with less frequency than their counterparts from the developed States, certain preference accorded to them would help alleviate potential difficulties in scheduling their operations, thus assist the participation objective. The European Union has introduced regulation in respect of slot allocation, under which, <i>inter alia</i> , a certain percentage of the newly available slots must be allocated to new entrant carriers. In a similar situation, the request of a developing country carrier, particularly for slots required for starting a new service, could be given similar treatment as that accorded to new entrant carriers in the group.

“DOING BUSINESS” MATTERS

<i>Potential preferential measures</i>	<i>Comments</i>
<p>I. Developing countries could be allowed longer time periods for the introduction of liberalization in some “doing business” areas such as ground handling, currency conversion and remittance, employment of nationals and computer reservation systems (e.g. measures similar to Article 12. c) of the ICAO CRS Code of Conduct).</p>	<p>Most of the regulatory arrangements with respect to “doing business” matters recommended by the Air Transport Conference were designed as responses to specific situations to ensure a fair competitive environment for all airlines. In certain situations developing countries may have the need for the use of local work force in ground handling service, foreign exchange control, protection of job opportunities in airline industry and safeguards for opening up CRS markets. However, in light of the objectives of the Conference arrangements on “doing business” matters care would need to be exercised so that exceptions from those arrangements, in the form of preferential measures, do not result in unfair treatment of other air carriers. With respect to CRS, it should be noted that withholding the introduction of other CRSs not only could restrict the market but also limit the opportunities of developing country air carriers to compete in growing third country markets.</p>

Appendix 4

Guidelines for Non-scheduled Air Services

With respect to the regulation of international non-scheduled air services, Article 5 of the Chicago Convention allows a State to impose regulations, conditions or limitations on the taking on or disembarking of passengers, cargo, or mail by such a service in its territory. The Special Air Transport Conference (1977) agreed that the final objective in this field is to arrive at policies aimed at ensuring that international scheduled and non-scheduled operations together satisfy the needs of the public in a manner that permits the efficient and economical operation of both categories of services. Despite substantial effort by the Panel of Experts on Regulation of Air Transport Services, however, agreement on such policies for worldwide application could not be achieved. Consequently, the Panel chose to establish guidelines that would encompass a range of national policies and objectives. The Third Air Transport Conference (1985) recommended that the guidelines for the regulation of non-scheduled services developed by this Panel be included in Doc 9440 in appropriate form. The following 28 guidelines are accordingly reproduced here (the order of presentation does not imply relative importance).

It should be noted, however, that along with the evolution of the air transport industry and regulatory liberalization, particularly since the 1990s, an increasing number of States have adopted a liberal policy on non-scheduled operations; some have effectively eliminated the regulatory distinction between scheduled and non-scheduled services. Additional information on the regulation of non-scheduled air services can be found in Chapter 4.6 of Doc 9626.

1. Regulatory devices applicable to non-scheduled air transport services, if used by States, may serve various national objectives, particularly of ensuring an adequate degree of economic protection for scheduled services and the viability of scheduled carriers operating under a public service obligation. However, States should avoid situations in which overly restrictive regulatory devices may make the operation of non-scheduled (charter) services impossible, inefficient or uneconomic since both types of service together meet the public demand in various ways.
2. Because of their importance to the public and their vulnerability to competitive fares and related conditions on scheduled services the economic viability of charter operations and non-scheduled carriers should be ensured, but without the application of regulatory devices or measures which would prejudice scheduled services so as to secure the safe, fair and orderly development of the market as a whole.
3. The objective of maintaining scheduled and charter operations in an acceptable relationship (taking into account Note No. 6, as amended, of the 1952 Council Definition of a "scheduled international air service") should imply recognition of the concept that when stringent regulatory devices are applied, charter activity may be curtailed. The opposite effect may be achieved by applying less stringent or minimal devices.
4. Where the objective is to allow carriers in the countries of origin and destination of charter flights a reasonable opportunity to share in the available traffic, unilateral imposition of discriminatory regulatory devices by States and unfair market practices such as predatory pricing by airlines should be avoided. States should also prevent any practices that are harmful to the development of air transport such as the requirement of payments to a national carrier (for example, "no objection fees").

5. The differences, if any, between certain regulatory devices for charter operations and the conditions applying to comparable scheduled air service traffic should, where possible and considered necessary, be reduced or eliminated. In particular such differences should be reduced or eliminated during peak periods of operation or in specific areas where there are no scheduled services.

6. At the multilateral level States should endeavour to develop and harmonize acceptable regulatory devices for the various types of charter flights ensuring however that sufficient flexibility exists for States to meet their national priorities and needs. Where harmonized international regulations exist (for example, in regional civil aviation bodies) States should use their best efforts to apply them.

7. Where possible, non-scheduled air transport activities that are not open to the general public should be subject to a minimum of regulatory devices as a matter of economic policy or administrative simplification. Humanitarian or emergency flights, taxi flights and ambulance flights should, where possible, be exempt, on a basis of reciprocity, from any controls other than advance filing of a flight plan.

8. To ensure the effectiveness of regulatory devices for charter flights States should take appropriate measures for the monitoring of compliance and the enforcement of such regulatory devices as well as the updating as necessary of the enforcement mechanism. For example, with respect to enforcement the European Civil Aviation Conference (ECAC) recommends, among other matters, that the following measures be introduced progressively, depending on the gravity and/or repetition of violations:

- a) diligent investigation into the causes of the violations;
- b) rejection of request for authorization;
- c) suspension of authorization;
- d) imposition of a fine;
- e) refusal of right of embarkation in the event of flagrant violation; and/or
- f) other sanctions deemed appropriate.

9. Because so-called "programmed" or "scheduled" charters can have a greater competitive impact on scheduled services than other types of non-scheduled operations, States may wish to make a distinction in their regulatory provisions between such charters and other categories of non-scheduled air transport operations.

10. Competition from so-called "programmed" or "scheduled" charters should not prevent an adequate frequency of direct scheduled services, when considered to be essential by States, from attaining or maintaining economic viability.

11. The regulatory devices applied to non-scheduled air services will be considered as incorporating "substantial restrictions" if, in a specific market, they result in a significant proportion of the general public being unable or unwilling to make use of such services or to meet the conditions imposed. "Substantial restrictions" are commonly of such character as to cause non-scheduled air transport to be effectively limited to low price leisure and discretionary travel or specialized transport of passengers and cargo. Types of specialized charters include, but are not limited to, the following:

- a) affinity group
- b) common purpose and/or special event
- c) student
- d) migrant worker

- e) civil-military
- f) religious (pilgrim)
- g) humanitarian/emergency
- h) air taxi/ambulance
- i) own-use/entity/single entity:
 - refugee
 - sports teams
 - ships crews
 - incentive (sales/productivity)
 - land sales

12. The travel and other restrictions applied to non-scheduled (charter) operations should not be more confining than is necessary for maintaining the distinction between scheduled and non-scheduled air transport as well as preserving the desired balance between the two types of service as determined by States and in the public interest.

13. An absence of “substantial restrictions” may lead to erosion of the distinction between scheduled and non-scheduled (charter) air transport. Under such circumstances, non-scheduled (charter) services may be reclassified as scheduled, in conformity with the amended Notes to the ICAO Council 1952 Definition of Scheduled Services, or alternatively, States may apply similar regulatory devices to both types of air transport.

14. Subject to Article 5 of the Chicago Convention, direct capacity control of non-scheduled (charter) services, if considered necessary, should not be imposed by one State against another without prior consultations and with due consideration being given to all relevant factors, including the desirability in most circumstances to preserve a viable non-scheduled (charter) sector.

15. In a unilateral regulatory framework States always reserve the right to authorize or not authorize charter flights for reasons of public interest consistent with Article 5 of the Convention. States may, however, decide to limit this discretionary power such as by international agreement, for example, the 1956 Multilateral Agreement on Commercial Rights of Non-scheduled Air Services in Europe.

16. Whenever imposed, regulatory devices concerning charter flights should be fair, reasonable, non-discriminatory, clear and readily available in written form, non-redundant in purpose, and applied with minimal paperwork requirements or procedural delays. (An example of minimal procedural requirements for permission for the operation of a non-scheduled flight is provided in paragraphs 2.41 and 2.42 of Annex 9, Tenth Edition).

17. Whenever regulatory devices concerning charter flights are established, or where differences in their application arise between States, consultations between States, or, where feasible, bilateral or multilateral agreements can establish or increase coordination and harmonization so as to avoid as far as possible problems caused by conflicting regulations.

18. Where States consider the minimal use of regulatory devices or, whenever possible, no such use to be ideal, devices which could limit the volume or kinds of charter flights offered are found largely unnecessary. For example, minimal use or non-use of regulatory devices can occur in various situations such as in authorizing small aircraft flights or humanitarian flights. It can also occur when the origin and destination States both avoid their use, or agree with each other not to use them. However, regulatory devices such as those to protect consumer funds, to fulfil intergovernmental agreements or to maintain comity and reciprocity may still be required.

19. States should bear in mind that any regulatory device applied to non-scheduled air services may affect the demand for and volume of such services offered, just as pricing, routings, market access and similar factors may affect the demand for and supply of scheduled service capacity.

20. In order to protect consumers of non-scheduled (charter) air transport from performance failures by air carriers, charterers or their agents, the supervision and monitoring of these operators should ensure their fitness to perform as represented in part by the lodgement of performance bonds, other sureties and evidence of adequate liability coverage required by applicable Conventions, Agreements or national legislation.

21. In fostering competition in air transport careful attention should be paid to the possible and unwanted developments of predatory or dumping practices which may in turn produce cut-throat competition or oligopoly or monopoly conditions in the international air transport market as a whole and, in particular, the international non-scheduled market.

22. When seeking to expand passenger and cargo markets, the limitation of resources, such as airways, airports and environmental restriction should be taken into account, especially when the provision of non-scheduled services is considered by States to be less important than the provision of scheduled services.

23. When permitting non-scheduled operations to provide direct point-to-point service where none exists, reasonable connecting services on scheduled services should not be disregarded for the purpose of providing an adequate degree of economic protection for scheduled services.

24. When considering minimization of regulatory devices applied to non-scheduled operations the purpose in imposing particular devices on non-scheduled operations should be carefully examined and if the purpose is appropriately attained only by such devices they should be retained.

25. Recognizing the variety of States' objectives and the diversity of operational areas the publication and publicity of existing national non-scheduled regulations would usefully assist other States, carriers, and users.

26. The minimization or, in some cases, elimination of regulatory devices governing charter services may be used by States wishing to encourage the general development of low prices and which do not have as a primary objective the protection of scheduled services but are interested in:

- a) substantially increasing incoming tourism;
- b) giving their users the benefit of the lowest possible prices;
- c) increasing passenger and cargo markets;
- d) minimizing restrictions as a matter of general economic policy or for administrative streamlining; or
- e) meeting periodic demands of a seasonal or occasional nature.

While the elimination of regulatory devices may appear to make the differentiation between scheduled and non-scheduled services no longer relevant it should not, however, be taken to mean that the two types of service would necessarily become indistinguishable.

27. States wishing to encourage incoming tourism and at the same time protect their scheduled services may authorize charter flights when these flights depart from gateways abroad distinct from those utilized by their scheduled airlines.

28. The differences between certain regulatory devices for charter operations and the conditions applied to scheduled air service traffic may be kept for the purpose of maintaining the desired relationship between scheduled and non-scheduled services and ensuring an adequate degree of economic protection for scheduled services and the viability of scheduled carriers.

— END —

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