



WORKING PAPER

LEGAL COMMITTEE – 38TH SESSION

(Virtual Meeting, 22 to 25 March 2022)

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| Agenda Item 2: | Consideration of the General Work Programme of the Legal Committee |
| Agenda Item 2-1: | International legal aspects of unmanned (pilotless) aircraft operations and integration into civil aviation |
| Agenda Item 2-3: | Processes and procedures for States to fulfil their obligations under Article 12 of the Chicago Convention |
| Agenda Item 2-4: | Acts or offences of concern to the international aviation community, including cyber threats, that may not be adequately covered by existing air law instruments |
| Agenda Item 2-5: | Consideration of guidance on conflicts of interest |
| Agenda Item 2-6: | Promotion of the ratification of international air law instruments |
| Agenda Item 2-7: | Implementation of Article 21 of the Chicago Convention |
| Agenda Item 2-8: | Study of international legal issues relating to global satellite systems and services supporting international air navigation services |

CONSIDERATION OF OTHER ITEMS ON THE GENERAL WORK PROGRAMME OF THE LEGAL COMMITTEE

(Presented by the Secretariat)

1. INTRODUCTION

1.1 This working paper reports on the work relating to the items 2-1, 2-3, 2-4, 2-5, 2-6, 2-7 and 2-8 of the General Work Programme of the Legal Committee. This covers the General Work Programme of the Committee, other than the items covered by working papers LC/38-WPs/2-1 and 2-2 respectively.

1.2 At the seventh meeting of its 218th Session (27 November 2019), the Council confirmed the items covered under paragraphs 2 to 8 below as, respectively, priority Nos. 1, 3, 4, 5, 6, 7 and 8 in the General Work Programme of the Legal Committee.

2. INTERNATIONAL LEGAL ASPECTS OF UNMANNED (PILOTLESS) AIRCRAFT OPERATIONS AND INTEGRATION INTO CIVIL AVIATION

2.1 It was noted by the 40th Session of the Assembly (24 September to 4 October 2019) that the 37th Session of the Legal Committee (Montréal, 4 – 7 September 2018), had established a Working Group to address international legal aspects of unmanned (pilotless) aircraft operations and integration into civil aviation. However, the commencement of work by the Working Group was on-hold due to the budgetary constraints faced by the Organization. There was broad support for the idea of forming a group under the Secretariat as a means to overcome the budgetary issues. This group would provide an interface between the Organization's legal and technical work on pilotless aircraft. The nomination of experts by Member States to the Secretariat Study Group on legal issues related to pilotless aircraft was requested via State Letter LE 4/63.1-IND/20/1, dated 28 January 2020. The *Secretariat Study Group on Legal Issues related to Pilotless Aircraft* (SSG-LIPA) was established in February 2020.

2.2 The SSG-LIPA met for the first time in a virtual setting on 10 August 2021, with opening remarks by the Secretary General. During this initial meeting, two Subgroups were established: the *Subgroup on Compliance with the Chicago Convention* (SSG-LIPA-CCSG) and the *Subgroup on Liability & Security* (SSG-LIPA-LSSG). The composition of the two Subgroups was finalized at the second virtual meeting of the SSG-LIPA on 15 September 2021. Thereafter, four virtual meetings of the SSG-LIPA-CCSG were held in the course of October-November 2021, while the first virtual meeting of the SSG-LIPA-LSSG is expected to take place in the first quarter of 2022.

3. PROCESSES AND PROCEDURES FOR STATES TO FULFIL THEIR OBLIGATIONS UNDER ARTICLE 12 OF THE CHICAGO CONVENTION

3.1 A40-WP/101 presented by Brazil and United States relating to Article 12 of the Chicago Convention identified the need for a communication mechanism and guidelines to help Member States to fulfil their enforcement obligations under Article 12 and thereby enhance aviation safety. The 40th Session of the Assembly decided to include the subject "Processes and procedures for States to fulfil their obligations under Article 12 of the Chicago Convention" as a new item 3 to the General Work Programme of the Legal Committee.

3.2 In order to advance work on this item, a Task Force was established to study the implementation of Article 12 by States and identify the means and mechanisms for Member States to support and enhance their implementation. The first meeting of the Task Force, held virtually on 23 November 2021, was attended by 31 experts from 17 Member States and 4 experts from two International Organizations. The meeting received presentations from the experts on the national experiences and practices of their States regarding the implementation of flight rules and regulations pursuant to Article 12. Additional meetings of the Article 12 Task Force will be scheduled.

4. ACTS OR OFFENCES OF CONCERN TO THE INTERNATIONAL AVIATION COMMUNITY, INCLUDING CYBER THREATS, THAT MAY NOT BE ADEQUATELY COVERED BY EXISTING AIR LAW INSTRUMENTS

4.1 This item was added to the General Work Programme of the Legal Committee by the 40th Session of the Assembly which decided to merge previous item 4 (Consideration of the adequacy of

existing international air law instruments in addressing cyber threats against civil aviation) and item 5 (Acts or offences of concern to the international aviation community and not covered by existing air law instruments) into a single item to read: “Acts or offences of concern to the international aviation community, including cyber threats, that may not be adequately covered by existing air law instruments”. A key task undertaken under this item was to complete the publication of ICAO guidance following a report by the Task Force on Legal Aspects of Unruly Passengers to the 37th Session of the Legal Committee.

4.2 The *Manual on the Legal Aspects of Unruly and Disruptive Passengers* (Doc 10117) was subsequently published in June 2019. This Manual updates ICAO Circular 288 – *Guidance Material on the Legal Aspects of Unruly/Disruptive Passengers*, as a result of the adoption of the *Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft* (Montréal Protocol of 2014). The Manual contains, *inter alia*, an updated list of offences and acts most likely to be committed on board aircraft by unruly and disruptive passengers. The 40th Session of the Assembly adopted Resolution A40-28: Consolidated Statement of Continuing ICAO Policies in the Legal Field, which amends the previous resolution on the same subject, primarily to reflect the work completed by the Task Force on Legal Aspects of Unruly Passengers to update Circular 288, including a review of the contents of the Model Legislation on Certain Offences Committed on Board Civil Aircraft, and the publication of the Manual.

4.3 The Secretariat provided input to the work of the Council Aviation Recovery Task Force (CART) in reviewing Doc 10117 with regard to its application to the implementation and enforcement of COVID-19 measures on board aircraft. Following this input, the CART Report (disseminated to the Member States in State letter EC 2/76-20/67 of 8 June 2020 and updated in State letter EC 2/76-21/64 of 5 October 2021) highlighted actions that can be taken by Member States to manage unruly and disruptive behaviour. This includes training, public awareness and the review of national legislation to ensure that unruly and disruptive behaviour relative to COVID-19 measures is properly covered.

4.4 The Secretariat monitors events and responds to inquiries relating to the Montréal Protocol of 2014 and Doc 10117, with regard to their application to the implementation and enforcement of COVID-19 public health and safety measures on board aircraft. In this regard, more than 10 Member States have become party to the Montréal Protocol of 2014 since the outbreak of COVID-19 and the introduction of the public health and safety measures. The Secretariat also presented at the IATA Cabin Safety Conference on 7 December 2021, outlining the approach and tools available from ICAO that States can use to deal with unruly and disruptive passengers, including for the purposes of enforcing public health and safety measures in the context of COVID-19.

4.5 Progress concerning the work relating to cyber threats carried out under this item is reported in LC/38-WP/2-2, *Consideration of the Adequacy of Existing International Air Law Instruments in Addressing Cyber Threats against Civil Aviation*.

5. CONSIDERATION OF GUIDANCE ON CONFLICTS OF INTEREST

5.1 Assembly Resolution A39-8 established the future work of the Organization on the topic of conflicts of interest in civil aviation. Pursuant to that Resolution, the Secretariat developed a compilation of ICAO provisions (ICAO Guidance on Conflicts of Interest in Civil Aviation) which was presented to the 37th Session of the Legal Committee. The compilation consists of ICAO provisions on conflicts of interest (COI) concerning aviation safety, security and accident and incident investigation, as well as air transport policy that are contained in ICAO Annexes 13, 17 and 19 and over a dozen ICAO manuals. Further to the request of the 37th Session of the Legal Committee, the compilation has been made available in a permanent form since July 2019 in all ICAO working languages. The Secretariat will undertake further reviews and

updates of the compilation of ICAO COI provisions to incorporate any changes to related Annex provisions and guidance material that may have occurred since 2019.

6. **PROMOTION OF THE RATIFICATION OF INTERNATIONAL AIR LAW INSTRUMENTS**

6.1 The number of ratifications of international air law and related instruments, including those adopted under the auspices of ICAO, is reflected in the Appendix to this paper. The Appendix also specifically includes the number of ratifications since the end of the 37th Session of the Legal Committee (7 September 2018). The ICAO public website, under the heading of “Treaty Collection”, provides more information, including:

- a) current lists of parties to multilateral air law treaties;
- b) the status of individual States with regard to multilateral air law treaties;
- c) a composite table illustrating the status of treaties and status of States vis-à-vis treaties;
- d) administrative packages to assist States in becoming parties to treaties;
- e) Assembly resolutions related to ratification matters; and
- f) current information and recommendations on ratification matters.

6.2 All depositary actions are reflected as soon as possible in a chronological record on the ICAO public website.

6.3 On 26 November 2019, the requirements for the entry into force of the *Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft*, done at Montréal on 4 April 2014, were met by the deposit with ICAO of the 22nd instrument of ratification by Nigeria. The Protocol entered into force on 1 January 2020.

6.4 A State letter was issued on 21 May 2021 (SL-LE 3/1.20, LE 3/1.21 – 21/38), in which States that have not done so were reminded to ratify the 2016 Protocols Amending Articles 50 (a) and 56 of the *Convention on International Civil Aviation* adopted by the 39th Session of the ICAO Assembly. These Protocols provide for an increase in the size of the Council from thirty-six members to forty and in the membership of the Air Navigation Commission from nineteen to twenty-one respectively. As of 14 January 2022, each Protocol had 69 ratifications. 128 ratifications are required to bring each Protocol into force.

6.5 Despite the international health crisis and the temporary closure of ICAO Headquarters in the midst of the COVID-19 pandemic, the Legal Affairs and External Relations Bureau (LEB) continued to discharge the depositary functions incumbent to the Organization through the establishment of contingency measures. It also continued to provide support to Member States and international organizations with respect to ratification matters and to promote ratification of international air law instruments through administrative actions as well as at virtual legal seminars. The President of the Council and the Secretary General have promoted ratification of international air law instruments during meetings with high-level government officials of Member States.

6.6 Prior to the health crisis, the Secretariat convened the inaugural ICAO Treaty Event during the 40th Session of the Assembly. This Event was launched with a view to promoting the ratification of multilateral air law treaties by providing special facilities for representatives of Member States, in the margins of the Assembly Session, for depositing instruments of ratification. Nine States took the opportunity to sign and deposit instruments of ratification to international air law treaties for which ICAO acts as depositary, with a total of 17 depositary actions being recorded.

6.7 LEB participated and/or facilitated several other events aimed at, *inter alia*, promoting the ratification of international air law treaties. At the invitation of the Civil Aviation Authority of Portugal, LEB delivered a course in Lisbon from 13 to 15 January 2020. It also organized a legal seminar in Banjul hosted by the Gambia on 24-25 February 2020 and participated on 29 September 2020 in an online workshop organized by the United Nations Office on Drugs and Crime (UNODC) on Emerging Threats and Critical Infrastructure Protection. LEB assisted the Global Aviation Training Office (GAT) with the development and delivery of the ICAO International Air Law Course, which promotes, *inter alia*, the ratification of international air law instruments. The Course, which has benefited 695 participants since 2018, has been delivered in-person at ICAO Headquarters and in the Regions as well as through virtual means.

6.8 In May 2019, the Secretariat organized the inaugural Civil Aviation Legal Advisers Forum (CALAF) which was hosted by Singapore. More than 80 legal advisers from 40 Member States and one regional organization participated in the Forum which serves as a platform for exchanges among legal advisers, including for the promotion of ratification of international air law treaties. The Assembly adopted at its 40th Session a resolution (A40-28, Appendix G) inviting Member States to support the CALAF initiative. In 2020 and 2021, in lieu of convening CALAF, the Civil Aviation Legal Advisers Exchange (CALEx) provided a virtual platform for legal advisers to share and exchange on current and emerging legal issues.

7. IMPLEMENTATION OF ARTICLE 21 OF THE CHICAGO CONVENTION

7.1 During its 37th Session, the Legal Committee endorsed in principle the recommendations of the Task Force on the Implementation of Article 21 of the Chicago Convention (A21TF) to include a Model Certificate of De-registration of Aircraft in *Annex 7 – Aircraft Registration and Nationality Marks*. In this regard, the Secretariat submitted the model certificate of deregistration of aircraft proposed by the A21TF to the Cross-border Transferability Task Force (XBT-TF) for consideration during its third meeting, held in Montréal from 29 January to 1 February 2019. Following a preliminary review by the Air Navigation Commission during its 218th Session, the Council will consider the proposed model certificate of deregistration of aircraft during its 225th Session on the basis of C-WP/15301, *Adoption of Amendment 7 to Annex 7*.

8. STUDY OF INTERNATIONAL LEGAL ISSUES RELATING TO GLOBAL SATELLITE SYSTEMS AND SERVICES SUPPORTING INTERNATIONAL AIR NAVIGATION SERVICES

8.1 At the request of the Council, the Assembly, at its 40th Session, agreed to broaden the scope of previous item 8 of the General Work Programme of the Legal Committee (*Consideration, with regard to CNS/ATM systems including global navigation satellite systems (GNSS), and the regional multinational organisms, of the establishment of a legal framework*) to go beyond GNSS. The reformulated item now

reads: “Study of international legal issues relating to global satellite systems and services supporting international air navigation services”.

8.2 During the seventh meeting of the Council’s 218th Session, it was highlighted that since the time of GPS (global positioning system) and GLONASS (global navigation satellite system), there had been a significant shift in the ownership of satellite systems supporting international air navigation services from the public sector to the private sector. In this regard, the President of the Council underscored the need for the Legal Committee to also draw on relevant expertise from the private sector in addressing this item. No substantive work on this issue has been carried out.

9. ACTION BY THE COMMITTEE

9.1 The Legal Committee is invited to consider this working paper and take any action it deems necessary.

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APPENDIX

STATUS OF INTERNATIONAL AIR LAW INSTRUMENTS (As at 14 January 2022)						
		Entry into force	Signatures	Ratifications or Accessions (and number required for entry into force where applicable)		Ratifications since 7 September 2018
1.	Convention on International Civil Aviation Chicago, 7 December 1944 (Doc 7300) Depositary: US	4/4/47	52	193		1
2.	International Air Services Transit Agreement Chicago, 7 December 1944 (Doc 7500) (part of Doc 9587) Depositary: US	30/1/45		134		1
3.	International Air Transport Agreement Chicago, 7 December 1944 (part of Doc 9587) Depositary: US	8/2/45		11		None
4.	Protocol on the Authentic Trilingual Text Buenos Aires, 24 September 1968 (incorp. in Doc 7300) Depositary: US	24/10/68	58	154		1
5.	Protocol on the Authentic Quadrilingual Text Montreal, 30 September 1977 (Doc 9217) (incorp. in Doc 7300) Depositary: US	16/9/99	39	91		1
*6.	Protocol on the Authentic Quinquelingual Text Montreal, 29 September 1995 (Doc 9663) Depositary: US	-	66	76	Final para ¹	None
*7.	Protocol on the Authentic Six-Language Text Montreal, 1 October 1998 (Doc 9721) Depositary: US	-	60	57	Final para ¹	None
8.	Article 93 <i>bis</i> , Chicago Convention Montreal, 27 May 1947 (incorp. in Doc 7300) Depositary: ICAO	20/3/61		119		1
9.	Article 45, Chicago Convention Montreal, 14 June 1954 (incorp. in Doc 7300) Depositary: ICAO	16/5/58		145		1
10.	Articles 48(a), 49(e) and 61, Chicago Convention Montreal, 14 June 1954 (incorp. in Doc 7300) Depositary: ICAO	12/12/56		148		1
11.	Article 50(a), Chicago Convention Montreal, 21 June 1961 (incorp. in Doc 7300) Depositary: ICAO	17/7/62		136		1
12.	Article 48(a), Chicago Convention Rome, 15 September 1962 (incorp. in Doc 7300) Depositary: ICAO	11/9/75		124		2
13.	Article 50(a), Chicago Convention New York, 12 March 1971 (Doc 8970) (incorp. in Doc 7300) Depositary: ICAO	16/1/73		134		2

1. This Protocol will enter into force only when the corresponding amendment to the Final Paragraph of the Convention on International Civil Aviation enters into force.

* Not in force

STATUS OF INTERNATIONAL AIR LAW INSTRUMENTS (As at 14 January 2022)						
		Entry into force	Signatures	Ratifications or Accessions (and number required for entry into force where applicable)		Ratifications since 7 September 2018
14.	Article 56, Chicago Convention Vienna, 7 July 1971 (Doc 8971) (incorp. in Doc 7300) Depositary: ICAO	19/12/74		136		1
15.	Article 50(a), Chicago Convention Montreal, 16 October 1974 (Doc 9123) (incorp. in Doc 7300) Depositary: ICAO	15/2/80		131		1
16.	Final paragraph (Russian Text), Chicago Convention Montreal, 30 September 1977 (Doc 9208) (incorp. in Doc 7300) Depositary: ICAO	17/8/99		125		1
17.	Article 83 <i>bis</i> , Chicago Convention Montreal, 6 October 1980 (Doc 9318) (incorp. in Doc 7300) Depositary: ICAO	20/6/97		177		3
18.	Article 3 <i>bis</i> , Chicago Convention Montreal, 10 May 1984 (Doc 9436) (incorp. in Doc 7300) Depositary: ICAO	1/10/98		157		2
19.	Article 56, Chicago Convention Montreal, 6 October 1989 (Doc 9544) (incorp. in Doc 7300) Depositary: ICAO	18/4/05		129		2
20.	Article 50(a), Chicago Convention Montreal, 26 October 1990 (Doc 9561) (incorp. in Doc 7300) Depositary: ICAO	28/11/02		144		2
*21.	Final paragraph (Arabic Text), Chicago Convention Montreal, 29 September 1995 (Doc 9664) Depositary: ICAO	-		68	122 required	1
*22.	Final paragraph (Chinese Text), Chicago Convention Montreal, 1 October 1998 (Doc 9722) Depositary: ICAO	-		55	124 required	1
*23.	Article 50(a) Montréal, 6 October 2016 (Doc 10077) Depositary: ICAO			69	128 required	45
*24.	Article 56 Montréal, 6 October 2016 (Doc 10076) Depositary: ICAO			69	128 required	45
25.	Convention on the International Recognition of Rights in Aircraft Geneva, 19 June 1948 (Doc 7620) Depositary: ICAO	17/9/53	27	91		1
26.	Convention on Damage Caused by Foreign Aircraft to Third Parties on the Surface Rome, 7 October 1952 (Doc 7364) Depositary: ICAO	4/2/58	26	51		None

* Not in force

STATUS OF INTERNATIONAL AIR LAW INSTRUMENTS (As at 14 January 2022)						
		Entry into force	Signatures	Ratifications or Accessions (and number required for entry into force where applicable)		Ratifications since 7 September 2018
27.	Protocol of Amendment to the Rome Convention Montreal, 23 September 1978 (Doc 9257) Depositary: ICAO	25/7/02	14	12		None
28.	Convention for the Unification of Certain Rules relating to International Carriage by Air Warsaw, 12 October 1929 (ICAO-Net) Depositary: Poland	13/2/33	21	152		None
29.	The Hague Protocol amending the Warsaw Convention The Hague, 28 September 1955 (Doc 7632) Depositary: Poland	1/8/63	38	137		None
30.	Convention, Supplementary to the Warsaw Convention, for the Unification of Certain Rules relating to International Carriage by Air Performed by a Person other than the Contracting Carrier Guadalajara, 18 September 1961 (Doc 8181) Depositary: Mexico	1/5/64	23	86		None
*31.	Guatemala City Protocol Guatemala City, 8 March 1971 (Doc 8932/2) Depositary: ICAO	-	34	8 rat. 5 acc.	30 required	1
32.	Additional Protocol No. 1 Montreal, 25 September 1975 (Doc 9145) Depositary: Poland	15/2/96	33	51		None
33.	Additional Protocol No. 2 Montreal, 25 September 1975 (Doc 9146) Depositary: Poland	15/2/96	34	52		None
*34.	Additional Protocol No. 3 Montreal, 25 September 1975 (Doc 9147) Depositary: Poland	-	33	22	30 required	1
35.	Montreal Protocol No. 4 Montreal, 25 September 1975 (Doc 9148) Depositary: Poland	14/6/98	38	61		1
36.	Convention for the Unification of Certain Rules for International Carriage by Air Montreal, 28 May 1999 (Doc 9740) Depositary: ICAO	4/11/03	72 States, 1 Regional Economic Integration Organisation	137		5
37.	Convention on Offences and Certain Other Acts Committed on Board Aircraft Tokyo, 14 September 1963 (Doc 8364) Depositary: ICAO	4/12/69	41	187		1
*38.	Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft Montréal, 4 April 2014 Depositary: ICAO	1/1/20	36	35		21
39.	Convention for the Suppression of Unlawful Seizure of Aircraft The Hague, 16 December 1970 (Doc 8920) Depositaries: RF, UK, US	14/10/71	77	185		None

* Not in force

STATUS OF INTERNATIONAL AIR LAW INSTRUMENTS (As at 14 January 2022)						
		Entry into force	Signatures	Ratifications or Accessions (and number required for entry into force where applicable)		Ratifications since 7 September 2018
40.	Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation Montreal, 23 September 1971 (Doc 8966) Depositaries: RF, UK, US	26/1/73	60	188		None
41.	Montreal Supplementary Protocol Montreal, 24 February 1988 (Doc 9518) Depositaries: RF, UK, US, ICAO	6/8/89	69	176		1
42.	Convention on the Marking of Plastic Explosives for the Purpose of Detection Montreal, 1 March 1991 (Doc 9571) Depositary: ICAO	21/6/98	51	156 [25 producers]		1
43.	Convention on the Suppression of Unlawful Acts relating to International Civil Aviation Beijing, 10/9/10 (Doc 9960) Depositary: ICAO	1/7/18	34	41		15
44.	Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft Beijing, 10/9/10 (Doc 9959) Depositary: ICAO	1/1/18	35	41		14
45.	Convention on International Interests in Mobile Equipment Cape Town, 16/11/01 (Doc 9793) Depositary: Unidroit	1/3/06	28	81		6
46.	Protocol to the Convention on International Interests in Mobile Equipment on Matters specific to Aircraft Equipment Cape Town, 16/11/01 (Doc 9794) Depositary: Unidroit	1/3/06	28	81		6
*47.	Convention on Compensation for Damage Caused by Aircraft to Third Parties (GRC) Montréal, 2/5/09 (Doc 9919) Depositary: ICAO		13	12	35 required	None
*48.	Convention on Compensation for Damage to Third Parties, Resulting from Acts of Unlawful Interference Involving Aircraft (UICC) Montréal, 2/5/09 (Doc 9920) Depositary: ICAO		11	10	35 required	None
49.	Convention on the Privileges and Immunities of the Specialized Agencies United Nations, 21 November 1947 - application to ICAO Depositary: UN (and ICAO)	2/12/48		115		None
50.	Joint Financing Agreement - Greenland Geneva, 25 September 1956 (Doc 9585) Depositary: ICAO	6/6/58	13	19		None
51.	Protocol of Amendment to the Joint Financing Agreement - Greenland Montreal, 3 November 1982 Further amendments in 2008 (incorp. in Doc. 9585) Depositary: ICAO	1/1/83 provisional. 17/11/89 definitive.	17	24		None

STATUS OF INTERNATIONAL AIR LAW INSTRUMENTS (As at 14 January 2022)						
		Entry into force	Signatures	Ratifications or Accessions (and number required for entry into force where applicable)		Ratifications since 7 September 2018
52.	Joint Financing Agreement - Iceland Geneva, 25 September 1956 (Doc 9586) Depositary: ICAO	6/6/58	13	19		None
53.	Protocol of Amendment to the Joint Financing Agreement - Iceland Montreal, 3 November 1982 Further amendments in 2008 (incorp. in Doc. 9586) Depositary: ICAO	1/1/83 provisional 17/11/89 definitive	17	25		None
54.	International Agreement on the Procedure for the Establishment of Tariffs for Intra-European Scheduled Air Services Paris, 16 June 1987 Depositary: ICAO	5/6/88	13	15		None
55.	International Agreement on the Sharing of Capacity on Intra-European Scheduled Air Services Paris, 16 June 1987 Depositary: ICAO	17/7/88	10	11		None
56.	Multilateral Agreement on Commercial Rights of Non-Scheduled Air Services in Europe Paris, 30 April 1956 Depositary: ICAO	21/8/57	17	24		None
57.	International COSPAS-SARSAT Programme Agreement Paris, 1 July 1988 Parties to the Agreement: States participating as: Ground Segment Providers (GSP) User States (US) Depositaries: ICAO and IMO	30/8/88	4	30 9		1 GSP

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