



WORKING PAPER

LEGAL COMMITTEE – 40TH SESSION

(Montréal, 26 to 30 October 2026)

Agenda Item 2 : Consideration of the General Work Programme of the Legal Committee

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

(Presented by the Secretariat)

1. INTRODUCTION

1.1 This working paper reports on the work relating to items 4 and 5 of the General Work Programme of the Legal Committee.

2. BACKGROUND

2.1 At its 39th Session (Montréal, 25 to 28 June 2024), the Legal Committee acknowledged the ongoing efforts by the Organization to promote the ratification of international air law instruments. Given its strong support for the Secretariat's work, the continuing need for promotion activities and the efforts made by States to host ratification workshops, legal seminars, and international air law courses in their regions, the Committee moved the item "Promotion of the Ratification of International Air Law Instruments" from item 5 to item 4 of its General Work Programme. This was confirmed by the Council at its 233rd Session in November 2024.

2.2 During its 42nd Session (23 September to 3 October 2025), the ICAO Assembly adopted Resolutions A42-5, Appendix C, A42-18, Appendix B, A42-19, and A42-26, Appendix A, urging States to ratify international air law treaties to which they are not party. Moreover, the Assembly endorsed action items related to the promotion of treaty ratification, including affirmation that ratification contributes significantly to the advancement of the rule of law consistent with the new Strategic Goal: The International Civil Aviation Convention and other Treaties, Laws and Regulations address all Challenges.¹

2.3 Further to the 42nd Session of the ICAO Assembly, in addition to the six treaties which had been promoted by the Organization for ratification since 2023², the Organization is promoting two

¹ The Assembly action items are in [A42-WP/55](#).

² The *Protocol Relating to an Amendment to the Convention on International Civil Aviation* [Article 50 (a)] (Doc 10077) and the *Protocol Relating to an Amendment to the Convention on International Civil Aviation* [Article 56] (Doc 10076) (Montréal, 2016) (2016 Protocols on Articles 50(a) and 56 of the Chicago Convention); the *Convention for the Unification of Certain Rules for International Carriage by Air* (Doc 9740) (Montreal, 1999) (Montreal Convention 1999); the *Convention on the Suppression of* (13 pages)

more Protocols amending the Chicago Convention, i.e., the *Protocol Relating to an Amendment to the Convention on International Civil Aviation (Final Paragraph, Arabic Text)* (Montreal, 1995) and the *Protocol Relating to an Amendment to the Convention on International Civil Aviation (Final Paragraph, Chinese Text)* (Montreal, 1998). These Protocols provide that the text of the *Convention on International Civil Aviation* (Chicago, 1944 – the “Chicago Convention”) in, respectively, the Arabic and Chinese languages, are of equal authenticity to the four other language texts of the Convention. The availability of the Arabic and Chinese authentic texts of the Chicago Convention as well as the availability of its 19 Annexes in the Arabic and Chinese languages, promotes safety by increasing accessibility of the texts to a larger portion of the world’s population.

2.4 A total of 46 depositary actions were recorded in the period since the end of the 42nd Session of the Assembly, that is from 3 October 2025 to 31 August 2026, including 43 depositary actions from among the selected eight treaties. These treaties are beneficial to States for a number of reasons but, in brief, by respectively: increasing participation and expertise in the Council and Air Navigation Commission (ANC); enabling a fair and uniform compensation regime for liability from carriage by air; providing a global framework to deal with new and emerging threats against civil aviation; curbing the escalation in the frequency and severity of unruly and disruptive passenger acts; and as mentioned in paragraph 2.3, promoting safety by increasing accessibility of the text of the Chicago Convention to a larger portion of the world’s population.

2.5 The number of ratifications of international air law and related instruments, including those adopted under the auspices of ICAO, is reflected in **Appendix A**. The Appendix also specifically includes the number of ratifications for all international air law and related instruments since the end of the 42nd Session of the Assembly. 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; f) current information and recommendations on ratification matters; and g) a chronological record of all depositary actions per year.

3. ACTIVITIES AND PROGRESS ON RATIFICATION DURING AND SINCE A42

General activities

3.1 The Legal Affairs and External Relations Bureau (LEB) has continued to discharge the depositary functions incumbent to the Organization. It has 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 and at various international meetings and events.

Third Edition of the ICAO Treaty Event

3.2 The Secretariat convened the third edition of the ICAO Treaty Event during the 42nd Session of the Assembly. This Event was launched at the 40th Session of the Assembly in 2019 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, to deposit instruments of

Unlawful Acts Relating to International Civil Aviation (Doc 9960) and the *Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft* (Doc 9959) (Beijing, 2010) (Beijing Convention and Protocol 2010); and the *Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft* (Doc 10034) (Montréal, 2014) (Montréal Protocol 2014).

ratification. Seven States took the opportunity of the Treaty Event to deposit instruments of ratification to international air law treaties for which ICAO acts as depositary, with a total of 16 depositary actions being recorded.

Promotion of ratification at the regional level

3.3 LEB, with the support of Regional Offices, contributed working/discussion papers and power point presentations to the Directors General of Civil Aviation (DGCA) meetings for the Asia and Pacific (APAC), European and North Atlantic (EUR/NAT), Middle East (MID), North American, Central American and Caribbean (NACC) and African Indian Ocean (AFI) regions in 2026 highlighting the benefits of the eight key treaties mentioned at footnote 2 and paragraph 2.3, as well as information pertaining to the ratification process.

Engagement with States

3.4 Further to the actions endorsed by the 42nd Session of the Assembly and at various high-level meetings as well as in communications issued by the ICAO Regional Offices, States were invited to report to ICAO on their progress towards the ratification of international air law treaties utilizing a tracking matrix developed for that purpose³ and to nominate Focal Points to coordinate with LEB on matters related to the ratification and implementation of international air law treaties. As of 31 August 2026, 112 Member States have provided the names and details of Focal Points within their administrations to coordinate with ICAO on matters related to the ratification of international air law treaties. The growing network of designated Focal Points provides a valuable mechanism for continued engagement between States and ICAO, supporting information-sharing, progress monitoring, and targeted assistance.

3.5 48 States provided substantive responses on their progress toward ratification. This is in addition to 16 States that have already achieved comprehensive participation having ratified all the selected treaties. The majority of responding States reported that ratification efforts are ongoing and are generally progressing through domestic legal, parliamentary or administrative procedures. Only a limited number of responses raised substantive legal concerns regarding ratification. A recurring theme across responses was the need to complete domestic legislative reviews, inter-ministerial consultations, legal compatibility assessments and parliamentary approval processes before ratification could proceed. Overall, the responses indicate continued engagement by Member States with ICAO's treaty promotion activities and provide a useful basis for targeted follow-up, particularly in regions where relatively few substantive responses have been received.

Air law training and treaty advocacy

3.6 The Fourth Edition of the Civil Aviation Legal Advisers' Forum (CALAF) organized by ICAO and hosted by the Civil Aviation Authority of The Bahamas in Nassau from 27 to 29 May 2026, represented the largest and most comprehensive edition of the Forum to date, bringing together a broad cross-section of government legal advisers, industry participants, academics and international organizations to address the legal challenges and opportunities shaping the future of civil aviation. Over 220 aviation legal professionals from 62 States participated in this event featuring presentations and discussions by legal advisers of civil aviation regulatory bodies on topical legal subjects of interest, including the ratification and implementation of international air law treaties. The Forum reinforced the importance of resilient legal institutions, stronger cooperation between States and industry, and continued dialogue on emerging legal issues affecting international civil aviation.

³ The tracking matrix appears at **Appendix B**.

3.7 Building on previous editions for the APAC region in Singapore (2023) and the EUR/NAT region in Paris (2024), an ICAO Air Law Treaty Workshop was held in the Eastern and Southern African (ESAF) region in Dar es Salaam, Tanzania in February 2026. These workshops provide an excellent opportunity to civil aviation and other related government officials to enhance understanding of the benefits and requirements associated with treaty ratification for States that are not yet party to key air law treaties while also facilitating the sharing of practical experiences related to implementation of those treaties which have already been ratified. In light of the progress recorded from these workshops, consideration may be given to organizing similar events in regions that have not yet hosted one and to broadening participation where there is interest, subject to the availability of States to serve as hosts, thereby further expanding opportunities for regional engagement and capacity-building.

3.8 Other activities undertaken with the participation of LEB include presentations on the ratification of international air law treaties to the first Eastern Caribbean Legal Seminar on Civil Aviation in St. Johns, Antigua and Barbuda from 13 to 14 November 2025, presentations on the Montréal Protocol 2014 made to the EUR/NAT Aviation Security Group (ENAVSECFALG/01) in Paris from 3 to 6 March 2026 attended by 26 States, and two seminars on the Montreal Convention 1999 organized by the National School of Magistrates of Brazil and held in Brasilia on 27 November 2025 and Belo Horizonte on 26 August 2026.

3.9 LEB also assists the Global Aviation Training Office (GAT) with the development and delivery of the ICAO International Air Law Course (IALC), which promotes, inter alia, the ratification of international air law instruments. The Course has been delivered in-person at ICAO Headquarters, at ICAO Regional Offices and at TRAINAIR PLUS institutions around the world, as well as through virtual means. A second course on international air law topics, the Aviation Liability and Insurance Course (ALIC), was launched in June 2024.

Collaboration with United Nations bodies

3.10 In November 2025, ICAO and the United Nations Office on Drugs and Crime (UNODC) issued a joint letter promoting the ratification of eight aviation security treaties developed under the auspices of ICAO that address acts of unlawful interference against civil aviation. These instruments form part of the 19 universal counter-terrorism legal instruments that UNODC is mandated to promote and include the Beijing Convention 2010, the Beijing Protocol 2010 and the Montréal Protocol 2014. Building on the longstanding ICAO-UNODC partnership and responding to proposals by States at ICAO air law treaty workshops, the communication highlighted the importance of these treaties in strengthening aviation security and supporting global counter-terrorism efforts. Distributed jointly to ICAO Member States and United Nations Permanent Representatives, the initiative helped raise awareness of the treaties among a wider range of government stakeholders within States, thereby strengthening political engagement and support for their wider ratification and effective implementation.

State letters and High-level State visits

3.11 The Organization issued on 4 May 2026 a State letter to all ICAO Member States urging them to ratify the 2016 Protocols on Articles 50 (a) and 56 of the Chicago Convention, if not already done. Subsequent to the issuance of this State letter, the two Protocols came into force on 12 June 2026 (see paragraph 3.12 below). State letters were issued by all ICAO Regional Offices separately during the first half of 2026 to promote air law treaty ratification and request updates of the ratification matrix and focal points. 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.

Entry into force of the 2016 Protocols Amending Articles 50(a) and 56 of the Chicago Convention

3.12 As a result of the ratification efforts by Member States, the 2016 Protocols amending Articles 50(a) and 56 of the Chicago Convention which, respectively, expand the number of seats on the Council and the ANC, entered into force on 12 June 2026. Ecuador became the 128th State to ratify both Protocols, reaching the threshold required for their entry into force. Consequently, the Council will expand from 36 to 40 Member States and the ANC from 19 to 21 members. An Extraordinary Session of the Assembly will be convened on 19 and 20 November 2026 at ICAO Headquarters in Montréal to elect the four additional Council Member States. A State letter invitation for this Session was issued on 3 July 2026 (Ref.: SA 43/1 – 26/55). A State letter was issued on 13 July 2026 inviting States to nominate candidates for the two additional members on the ANC (Ref.: S 5/3-26/54). The Council will consider the candidates of the nominated ANC members at its 239th Session in November 2026.

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 Work under this item has centred on strengthening the effectiveness of the international legal framework dealing with the emerging threat of cyberattacks against civil aviation and the increase of unruly and disruptive passenger incidents, through ratification and implementation of relevant treaty instruments.

4.2 With respect to cyber threats, the Assembly, in Resolution A42-19: *Addressing Cybersecurity in Civil Aviation*, urges States to ratify the Beijing Convention 2010 and the Beijing Protocol 2010 as a means to deter and respond to cyberattacks against civil aviation. The Organization has supported the implementation of this Resolution through the activities elaborated in Section 3 above. To date, 60 States have ratified those two treaties, and further progress is necessary to ensure broad adherence which is essential to establish an effective global framework. Future work includes launching a legal survey to assess the application of international treaty provisions in national legal frameworks. LEB is also supporting the Organization's ongoing consideration of a suitable regulatory architecture for cybersecurity standards and recommended practices (SARPs) and guidance.

4.3 The Montréal Protocol 2014 and ICAO Doc 10117 (*Manual on the Legal Aspects of Unruly and Disruptive Passengers*) constitute important components of ICAO's efforts to strengthen the legal response to the continuing escalation in the frequency and severity of unruly and disruptive passenger behaviour under this work programme item. Data collected by the International Air Transport Association (IATA) through its Incident Data Exchange (IDX), indicate that, in the post-pandemic environment, incidents of unruly conduct remain a persistent concern, with intoxication-related, verbally abusive and physically abusive behaviour towards passengers and crew continuing to feature prominently. Broader adherence to the Montréal Protocol 2014, which currently has 64 States Parties, would further strengthen global accountability for unruly and disruptive behaviour on board aircraft by reducing jurisdictional gaps and promoting greater consistency in the handling of such incidents, particularly where aircraft are diverted or passengers are disembarked in another State. Continued progress towards universal ratification may be facilitated through the treaty promotion, outreach and capacity-building activities described in this working paper.

5. FUTURE LEB ACTIVITIES ON RATIFICATION

5.1 In the area of the promotion of ratification and implementation of international air law instruments, LEB intends to undertake, among others, the following activities in coordination with the Regional Offices:

- a) Support the President of the Council, the Secretary General and the Regional Office Directors in promoting ratification of international air law instruments during meetings with high-level government officials of Member States;
- b) Presentations at appropriate DGCA and high-level meetings in the regions;
- c) ICAO Legal Seminar to be hosted by the Republic of Korea in 2027 to address topics relating to ICAO's work in the legal field, aviation safety and aviation security and current issues in aviation law and practice;
- d) CALAF/5 to be held in Nigeria in 2027;
- e) Support for deliveries of the ICAO International Air Law Course and development of new air law courses as needed; and
- f) Delivery of legal seminars and workshops upon invitation by Member States.

6. ACTION BY THE COMMITTEE

6.1 The Legal Committee is invited to:

- a) urge Member States to continue to implement the action items endorsed by the 42nd Session of the ICAO Assembly in [A42-WP/55](#) including the following: (i) update the Secretariat from time to time on progress of their State towards ratification whenever a key milestone is reached; (ii) participate in ICAO legal training and events and consider hosting such events in their region; (iii) participate and respond to State surveys on legal subjects when launched; and
- b) consider the information provided in this working paper and offer any comments it considers appropriate.

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APPENDIX A

STATUS OF INTERNATIONAL AIR LAW INSTRUMENTS (As at 31 August 2026)						
		Entry into force	Signatures	Ratifications or Accessions (and number required for entry into force where applicable)		Ratifications since 3 October 2025
1.	Convention on International Civil Aviation Chicago, 7 December 1944 (Doc 7300) Depositary: US	4/4/47	52	193		None
2.	International Air Services Transit Agreement Chicago, 7 December 1944 (Doc 7500) (part of Doc 9587) Depositary: US	30/1/45		135		None
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		None
5.	Protocol on the Authentic Quadrilingual Text Montreal, 30 September 1977 (Doc 9217) (incorp. in Doc 7300) Depositary: US	16/9/99	39	91		None
*6.	Protocol on the Authentic Quinquelingual Text Montreal, 29 September 1995 (Doc 9663) Depositary: US	-	66	77	Final para ¹	None
*7.	Protocol on the Authentic Six-Language Text Montreal, 1 October 1998 (Doc 9721) Depositary: US	-	60	58	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		None
9.	Article 45, Chicago Convention Montreal, 14 June 1954 (incorp. in Doc 7300) Depositary: ICAO	16/5/58		145		None
10.	Articles 48(a), 49(e) and 61, Chicago Convention Montreal, 14 June 1954 (incorp. in Doc 7300) Depositary: ICAO	12/12/56		148		None
11.	Article 50(a), Chicago Convention Montreal, 21 June 1961 (incorp. in Doc 7300) Depositary: ICAO	17/7/62		136		None
12.	Article 48(a), Chicago Convention Rome, 15 September 1962 (incorp. in Doc 7300) Depositary: ICAO	11/9/75		124		None
13.	Article 50(a), Chicago Convention New York, 12 March 1971 (Doc 8970) (incorp. in Doc 7300) Depositary: ICAO	16/1/73		134		None

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 31 August 2026)						
		Entry into force	Signatures	Ratifications or Accessions (and number required for entry into force where applicable)		Ratifications since 3 October 2025
14.	Article 56, Chicago Convention Vienna, 7 July 1971 (Doc 8971) (incorp. in Doc 7300) Depositary: ICAO	19/12/74		136		None
15.	Article 50(a), Chicago Convention Montreal, 16 October 1974 (Doc 9123) (incorp. in Doc 7300) Depositary: ICAO	15/2/80		131		None
16.	Final paragraph (Russian Text), Chicago Convention Montreal, 30 September 1977 (Doc 9208) (incorp. in Doc 7300) Depositary: ICAO	17/8/99		125		None
17.	Article 83 <i>bis</i> , Chicago Convention Montreal, 6 October 1980 (Doc 9318) (incorp. in Doc 7300) Depositary: ICAO	20/6/97		182		None
18.	Article 3 <i>bis</i> , Chicago Convention Montreal, 10 May 1984 (Doc 9436) (incorp. in Doc 7300) Depositary: ICAO	1/10/98		165		1
19.	Article 56, Chicago Convention Montreal, 6 October 1989 (Doc 9544) (incorp. in Doc 7300) Depositary: ICAO	18/4/05		130		None
20.	Article 50(a), Chicago Convention Montreal, 26 October 1990 (Doc 9561) (incorp. in Doc 7300) Depositary: ICAO	28/11/02		145		None
*21.	Final paragraph (Arabic Text), Chicago Convention Montreal, 29 September 1995 (Doc 9664) Depositary: ICAO	-		71	122 required	None
*22.	Final paragraph (Chinese Text), Chicago Convention Montreal, 1 October 1998 (Doc 9722) Depositary: ICAO	-		57	124 required	None
23.	Article 50(a) Montréal, 6 October 2016 (Doc 10077) Depositary: ICAO			132		13
24.	Article 56 Montréal, 6 October 2016 (Doc 10076) Depositary: ICAO			132		13
25.	Convention on the International Recognition of Rights in Aircraft Geneva, 19 June 1948 (Doc 7620) Depositary: ICAO	17/9/53	27	91		None
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

STATUS OF INTERNATIONAL AIR LAW INSTRUMENTS (As at 31 August 2026)						
		Entry into force	Signatures	Ratifications or Accessions (and number required for entry into force where applicable)		Ratifications since 3 October 2025
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	None
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	None
35.	Montreal Protocol No. 4 Montreal, 25 September 1975 (Doc 9148) Depositary: Poland	14/6/98	38	61		None
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	145		2
37.	Convention on Offences and Certain Other Acts Committed on Board Aircraft Tokyo, 14 September 1963 (Doc 8364) Depositary: ICAO	4/12/69	41	188		None
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	64		8
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	187		None

* Not in force

STATUS OF INTERNATIONAL AIR LAW INSTRUMENTS (As at 31 August 2026)						
		Entry into force	Signatures	Ratifications or Accessions (and number required for entry into force where applicable)		Ratifications since 3 October 2025
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	190		None
41.	Montreal Supplementary Protocol Montreal, 24 February 1988 (Doc 9518) Depositaries: RF, UK, US, ICAO	6/8/89	69	178		None
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	157 [26 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	60		4
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	60		3
45.	Convention on International Interests in Mobile Equipment Cape Town, 16/11/01 (Doc 9793) Depositary: Unidroit	1/3/06	28	88		None
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	88		None
*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		118		1
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 31 August 2026)						
		Entry into force	Signatures	Ratifications or Accessions (and number required for entry into force where applicable)		Ratifications since 3 October 2025
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		None

APPENDIX B

RATIFICATION TRACKING MATRIX

[NAME OF THE MEMBER STATE]					
	TREATY PROPOSED BY DGCA TO COMPETENT AUTHORITY FOR RATIFICATION	TREATY SUBMITTED FOR APPROVAL TO LEGISLATURE OR OTHER COMPETENT AUTHORITY	AWAITING SUBMISSION OF THE INSTRUMENT OF RATIFICATION TO THE DEPOSITARY (E.G., ICAO)	TREATY NOT CONSIDERED FOR RATIFICATION	COMMENTS
[NAME OF TREATY]					
[NAME OF TREATY]					
[NAME OF TREATY]					
[...]					

— END —