

**INTERNATIONAL AIR SERVICES TRANSIT AGREEMENT**  
**SIGNED AT CHICAGO ON 7 DECEMBER 1944**

<b>Entry into force:</b>	The Agreement entered into force on 30 January 1945.
<b>Status:</b>	135 Parties.
This list is based on information received from the depositary, the Government of the United States of America.	

<b>State</b>	<b>Date of Deposit of Notification of Acceptance</b>
Afghanistan	17 May 1945
Albania	21 October 1997
Algeria	16 April 1964
Antigua and Barbuda (1)	16 November 1988
Argentina	4 June 1946
Armenia	29 May 1996
Australia	28 August 1945
Austria	10 December 1958
Azerbaijan	3 March 2000
Bahamas (1)	27 May 1975
Bahrain	12 October 1971
Bangladesh	9 February 1979
Barbados	10 July 1970
Belgium	19 July 1945
Benin	23 April 1963
Bolivia (Estado Plurinacional de)	4 April 1947
Bosnia and Herzegovina (1)	3 March 1995
Brazil	20 July 2022
Brunei Darussalam	4 December 1984
Bulgaria	21 September 1970
Burkina Faso	25 September 1992
Burundi	19 January 1968
Cameroon	30 March 1960
Chile	24 April 1974
China (2)(14)	—
Congo	26 August 2013
Cook Islands	18 April 2005
Costa Rica	1 May 1958
Côte d'Ivoire	20 March 1961
Croatia (1)	12 June 1993
Cuba	20 June 1947
Cyprus	12 October 1961
Czechia (1)	13 December 1994
Democratic People's Republic of Korea	8 February 1995
Denmark	1 December 1948
Ecuador	28 July 1983
Egypt	13 March 1947
El Salvador	1 June 1945
Estonia	16 August 1995
Eswatini	30 April 1973
Ethiopia	22 March 1945
Fiji (3)	14 February 1973
Finland	9 April 1957
France	24 June 1948
Gabon	15 January 1970
Georgia	8 October 2003
Germany (4)	9 May 1956
Greece	21 September 1945
Guatemala	28 April 1947
Guinea	5 November 1998
Guyana (5)	28 April 1986

<b>State</b>	<b>Date of Deposit of Notification of Acceptance</b>
Honduras	13 November 1945
Hungary	15 January 1973
Iceland	21 March 1947
India	2 May 1945
Iran (Islamic Republic of)	19 April 1950
Iraq	15 June 1945
Ireland	15 November 1957
Israel	16 June 1954
Italy	27 June 1984
Jamaica	18 October 1963
Japan	20 October 1953
Jordan	18 March 1947
Kazakhstan	9 July 2007
Kuwait	18 May 1960
Latvia	21 May 1997
Lebanon	5 June 1974
Lesotho	2 October 1975
Liberia	19 March 1945
Luxembourg	28 April 1948
Madagascar	14 May 1962
Malawi	27 March 1975
Malaysia (6)	31 May 1945
Mali	27 May 1970
Malta	4 June 1965
Mauritania	11 May 1979
Mauritius	13 September 1971
Mexico	25 June 1946
Monaco	3 January 1996
Mongolia	15 April 2004
Montenegro	5 October 2007
Morocco	26 August 1957
Mozambique	18 August 2016
Nauru	25 August 1975
Nepal	23 November 1965
Netherlands (7)	12 January 1945
New Zealand	19 April 1945
Nicaragua	28 December 1945
Niger (8)	16 March 1962
Nigeria	25 January 1961
North Macedonia (1)	4 January 1995
Norway	30 January 1945
Oman	23 February 1973
Pakistan (9)	15 August 1947
Palau	3 November 1995
Panama	8 October 1982
Paraguay	27 July 1945
Peru	16 October 2017
Philippines (10)	22 March 1946
Poland	6 April 1945
Portugal	1 September 1959
Qatar	25 June 2008
Republic of Korea	22 June 1960
Republic of Moldova	21 November 1994
Romania	14 July 2021
Rwanda	6 July 1964

State	Date of Deposit of Notification of Acceptance
San Marino	29 June 2007
Senegal	8 March 1961
Serbia (15)	10 July 2002
Seychelles	16 October 1979
Singapore	22 August 1966
Slovakia (1)	6 March 1995
Slovenia (1)	28 December 1992
Somalia	10 June 1964
South Africa	30 November 1945
Spain	30 July 1945
Sri Lanka (11)	31 May 1945
Suriname	4 January 2008
Sweden	19 November 1945
Switzerland	6 July 1945
Syrian Arab Republic	25 November 2005
Thailand	6 March 1947
Togo (12)	24 June 1948
Trinidad and Tobago	14 March 1963
Tunisia	26 April 1962
Türkiye	6 June 1945
Ukraine	14 August 1997
United Arab Emirates	25 April 1972
United Kingdom	31 May 1945
United States (13)	8 February 1945
Uzbekistan	17 February 1997
Vanuatu	14 January 1988
Venezuela (Bolivarian Republic of)	28 March 1946
Zambia	13 October 1965
Zimbabwe	29 February 2008

**Note:** Canada signed the Agreement on 10 February 1945 and deposited an instrument of acceptance thereto on the same date with the Government of the United States of America. On 12 November 1986, a notice of denunciation of the Agreement by the Government of Canada was received by the Government of the United States of America which was to have taken effect on 12 November 1987. However, this notice was revoked by a note dated 10 November 1987. By a second note dated 10 November 1987, the Government of Canada gave a new notice of withdrawal from the Agreement, which took effect on 10 November 1988.

(1) Notification of succession.

(2) By note dated 3 June 1997, the Secretary of State was informed as follows:

“The International Air Services Transit Agreement done at Chicago on 7 December 1944 (hereinafter referred to as the “Agreement”), which applies to Hong Kong at present, will continue to apply to the Hong Kong Special Administrative Region with effect from 1 July 1997.

Within the above ambit, responsibility for the international rights and obligations of a party to the Agreement will be assumed by the Government of the People’s Republic of China.”

(3) Date indicated is the effective date of succession by Fiji.

(4) The German Democratic Republic, which accepted the Agreement on 2 April 1990, acceded to the Federal Republic of Germany on 3 October 1990.

(5) Declaration accompanying the acceptance of Guyana: “The Government of Guyana hereby declares that acceptance of the International Air Services Transit Agreement done at Chicago on December 7, 1944 should not in any way be construed as recognition of any State or government which the Government of Guyana has not previously recognised. The Government of Guyana further declares that no treaty relations other than those envisaged by the 1944 International Air Services Transit Agreement will arise between the Co-operative Republic of Guyana and any State or government unless such relations are contained in a separate treaty duly concluded in accordance with international law.”

(6) The Minister of External Affairs of the Federation of Malaya (now Malaysia) informed the Secretary of State of the United States of America, by a note dated 31 December 1959, that “[t]he International Air

- Services Transit Agreement, was signed on December 7, 1944 and accepted on 31st May, 1945 by the Government of the United Kingdom on behalf of the United Kingdom and its territories, including the Federation of Malaya. By virtue of this the Government of the Federation of Malaya considers itself a party to this Agreement as from 31st May, 1945.”
- (7) By a note dated 9 January 1986, the Government of the Kingdom of the Netherlands informed the Government of the United States of America that as of 1 January 1986 the Agreement remains applicable to Aruba as an autonomous entity within the Kingdom of the Netherlands.  
By a Note dated 6 October 2010 the Government of the Kingdom of the Netherlands informed the Government of the United States of America of the following:  
“The Kingdom of the Netherlands currently consists of three parts: the Netherlands, the Netherlands Antilles and Aruba. The Netherlands Antilles consists of the islands of Curaçao, Sint Maarten, Bonaire, Sint Eustatius and Saba.  
With effect from 10 October 2010, the Netherlands Antilles will cease to exist as a part of the Kingdom of the Netherlands. From that date onwards, the Kingdom will consist of four parts: the Netherlands, Aruba, Curaçao and Sint Maarten. Curaçao and Sint Maarten will enjoy internal self-government within the Kingdom, as Aruba and, up to 10 October 2010, the Netherlands Antilles do.  
These changes constitute a modification of the internal constitutional relations within the Kingdom of the Netherlands. The Kingdom of the Netherlands will accordingly remain the subject of international law with which agreements are concluded. The modification of the structure of the Kingdom will therefore not affect the validity of the international agreements ratified by the Kingdom for the Netherlands Antilles; these agreements will continue to apply to Curaçao and Sint Maarten.  
The other islands that have until now formed part of the Netherlands Antilles – Bonaire, Sint Eustatius and Saba – will become part of the Netherlands, thus constituting ‘the Caribbean part of the Netherlands’. The agreements that now apply to the Netherlands Antilles will also continue to apply to these islands; however, the Government of the Netherlands will now be responsible for implementing these agreements.”  
By a Note dated 12 October 2011, the Government of the Kingdom of the Netherlands provided a status report to the Government of the United States of America confirming that as of 10 October 2010, the International Air Services Transit Agreement is applicable to Curaçao, Sint Maarten and the Caribbean part of the Netherlands (the islands of Bonaire, Sint Eustatius and Saba) (formerly the Netherlands Antilles).
- (8) The Embassy of the Republic of Niger notified the Department of State of the United States of America by a note received on 16 March 1962 that “. . . after acquiring independence, and pursuant to Article 76 of the Constitution, the Republic of Niger considers itself bound by the provisions of the . . . International Air Services Agreement, signed at Chicago on December 7, 1944 and ratified in due time by the French Republic.” (trans.)
- (9) The Ambassador of Pakistan made the following statement in note No. F.96/48/1 of 24 March 1948 from the Embassy of Pakistan in Washington to the Department of State of the United States of America: “. . . that by virtue of the provisions in Clause 4 of the Schedule of the Indian Independence (International Arrangements) Order, 1947, the International Air Services Transit Agreement signed by United India continues to be binding after the partition on the Dominion of Pakistan.” The acceptance by India on 2 May 1945 of the Transit Agreement applied also to the territory, then a part of India, which later, on 15 August 1947, became Pakistan.
- (10) Reservation accompanying the acceptance of the Philippines: “The above acceptance is based on the understanding . . . that the provisions of Article II, Section 2 of the International Air Services Transit Agreement shall become operative as to the Commonwealth of the Philippines at such time as the Convention on International Civil Aviation shall be ratified in accordance with the Constitution and laws of the Philippines.” (The Philippine instrument of ratification of the Convention on International Civil Aviation was deposited on 1 March 1947.)
- (11) By a note dated 1 April 1957, the Chargé d’affaires *ad interim* of Ceylon (now Sri Lanka), on behalf of the Government of Ceylon, informed the Secretary of State of the United States of America “. . . that although no notice was given by Ceylon of adherence to the Transit Agreement, the Government of Ceylon considers itself a party to the International Air Services Transit Agreement since 31st May, 1945, the date on which the United Kingdom Government accepted the Agreement . . .”
- (12) The Ambassador of Togo informed the President of the United States of America by a note dated 16 September 1965 that: “My Government has instructed me to notify the Government of the United States of America, as the depositary of that Agreement [Transit] and in accordance with Article 6, that the Republic of Togo considers itself bound by the provisions of the Chicago Convention and the aforesaid

Agreement and requests the Government of the United States of America to communicate this declaration to the Secretary General of ICAO and all the Member States.”

The Ambassador’s note further stated that “. . . at the time of the conclusion of the International Air Services Transit Agreement, Togo, which was then under the mandate of France, was represented by it in its international relations [and] [i]n depositing its instruments of ratification of the Convention [on 25 March 1947] and the Agreement . . . [on 24 June 1948], France made no reservations concerning their application to the Territory of Togo. . . . Consequently, it follows that the Chicago Convention and the International Air Services Transit Agreement were duly ratified for Togo on the dates on which France deposited its instruments of ratification [and] [t]herefore, it is not necessary for Togo to declare its adherence again.” (trans.)

- (13) The acceptance by the Government of the United States of America was: “. . . given with the understanding that the provisions of Article II, Section 2, of the International Air Services Transit Agreement . . . shall become operative as to the United States of America at such time as the Convention on International Civil Aviation . . . shall be ratified by the United States of America.” (The instrument of ratification of the United States of America was deposited on 9 August 1946.)

- (14) By note of 6 October 1999, the Ambassador of the People’s Republic of China informed the Secretary of State that “. . . the International Air Services Transit Agreement done at Chicago on 7 December 1944 (hereinafter referred to as the “Agreement”) which applies to Macao at present, will continue to apply to the Macao Special Administrative Region with effect from 20 December 1999. Within the above ambit, the Government of the People’s Republic of China will assume the responsibility for the international rights and obligations that place on a party to the Agreement.”

- (15) A notification of succession by the Government of the Federal Republic of Yugoslavia to the Agreement was deposited with the Government of the United States of America on 10 July 2002.

On 4 February 2003, the name of the State of the Federal Republic of Yugoslavia was changed to Serbia and Montenegro.

Following the Declaration of Independence adopted by the National Assembly of Montenegro on 3 June 2006, the Republic of Serbia advised ICAO by a note dated 13 July 2006 that it continues to exercise its rights and honour its commitments deriving from international treaties concluded by Serbia and Montenegro and requests that the Republic of Serbia be considered a party to all international agreements in force, instead of Serbia and Montenegro.