

**AGREEMENT BETWEEN THE GOVERNMENT OF AUSTRALIA AND
THE GOVERNMENT OF THE REPUBLIC OF POLAND RELATING TO
AIR SERVICES, DONE AT WARSAW ON 28 APRIL 2004
[2004] ATNIF 3**

Documents tabled on 7 December 2004 :

National Interest Analysis

Text of the Proposed Treaty Action

Annexures for bilateral treaties:

Consultations

Country political brief

Country fact sheet

List of other treaties with that country

List of treaties of the same type with other countries

NATIONAL INTEREST ANALYSIS: CATEGORY A TREATY

SUMMARY PAGE

Agreement between the Government of Australia and the Government of the Republic of Poland relating to Air Services, done at Warsaw on 28 April 2004 [2004] ATNIF 3

Date of Tabling of Proposed Treaty Action

1. 7 December 2004.

Nature and Timing of Proposed Treaty Action

2. The treaty action proposed is to bring into force the Agreement between the Government of Australia and the Government of the Republic of Poland relating to Air Services (hereafter "the Agreement"). The Government proposes to provide its notification to the Government of the Republic of Poland under Article 18 as soon as practicable following the conclusion of fifteen sitting days from the date the Agreement is tabled in both Houses of Parliament.

3. The Agreement was signed on 28 April 2004.

4. Article 18 specifies that the Agreement will enter into force when the parties have notified each other in writing that their respective requirements for its entry into force have been fulfilled.

5. Aviation arrangements of less than treaty status, dating from March 2003, have preceded the Agreement. These have permitted Qantas to operate between Australia and Poland in co-operation with British Airways between London and Warsaw and have provided similar opportunities for Polish carriers. In accordance with international and established Australian practice, these arrangements have included applying the provisions of the Agreement, pending the completion of domestic requirements before the Agreement is brought into force.

Overview and National Interest Summary

6. The purpose of the treaty is to provide legal certainty for air services to operate between Australia and Poland, thereby facilitating trade and tourism between the two countries through freight and passenger transportation and providing greater air travel options for Australian consumers.

Reasons for Australia to Take the Proposed Treaty Action

7. The Agreement provides a legal framework for the operation of scheduled air services between Australia and Poland by the designated airlines of both countries.

8. This framework provides for access by Australian airlines to Poland and for the development of air services between Australia and Poland based on capacity levels decided between the aeronautical authorities of the Parties. The Agreement also increases the opportunities for the Australian community, in particular the tourism and export industries, to access Poland.

Obligations

9. The Agreement obliges Australia and Poland to allow the designated airlines of each country to operate scheduled air services carrying passengers and cargo between the two countries on the specified routes. To facilitate these services, the Agreement also includes reciprocal provisions on a range of aviation-related matters such as safety, aviation security, customs regulation, and the commercial aspects of airline operations, including the ability to establish offices in the territory of the other Party and to sell fares to the public.

10. Australia has a standard draft air services agreement which has been developed in consultation with aviation stakeholders. The Agreement does not differ in substance from the standard Australian draft at the time the Agreement was negotiated.

11. The following paragraphs highlight the key provisions of the Agreement.

12. Article 2 of the Agreement allows each Party to designate as many airlines as they wish to operate the agreed services. Additionally, either Party may revoke or limit authorisation of an airline's operations if the airline does not comply with certain laws and regulations that are consistent with the Chicago Convention on International Civil Aviation - [1957] ATS 05. This provision also applies if either Party is not satisfied that the airline is incorporated and has its principal place of business in the territory of the Party designating the airline, or if airline operations are not in accordance with the Agreement.

13. Under Article 3 of the Agreement, each Party grants to the designated airlines of the other Party the aviation rights necessary to establish and operate agreed services, including the right to overfly its territory and to make stops in its territory for non-traffic purposes.

14. Under Article 5, each Party is required to recognise certificates of airworthiness, competency and licences issued by the other Party provided such documents conform with the standards established by the International Civil Aviation Organization (ICAO). This provision also provides that each Party may request consultations concerning safety standards maintained by the other Party. If after the consultations a Party remains concerned about safety, then that Party may set out steps required for the other Party to comply with the minimum standards deemed acceptable by the Chicago Convention on International Civil Aviation. A failure to take the necessary steps to meet those minimum standards will allow the Party concerned about safety to withhold, revoke, suspend or limit authorisations for the air services. Each Party may also take such action if it considers such actions to be essential in relation to the safety of an airline operation.

15. Under Article 6, both Parties are required to protect the security of civil aviation against acts of unlawful interference and, in particular, to act in conformity with multilateral

conventions relating to aviation security. Each Party may require that the designated airlines of the other Party observe its aviation security provisions for entry into, departure from or while within the territory of that Party. The Parties agree to take adequate measures within its territory to protect the aircraft and to inspect passengers, crew and carry-on items, as well as baggage, cargo and aircraft stores prior to and during boarding or loading.

16. Article 9 provides that aircraft operated in international air transportation, and component parts and equipment to repair, maintain and service these aircraft, are exempt from import restrictions and customs and excise duties. Also, both Parties are required to exempt stores, fuel and lubricants and spare parts used in the operation of agreed services specified in the treaty from import restrictions and customs and excise duties and other related charges.

17. Article 10 provides that the tariffs for the transport of traffic between the territories of the Parties may be established by each designated airline, subject to the application of general competition and consumer law in each Party.

18. Under Article 11, both Parties are obliged to ensure that there is a fair and equal opportunity for the designated airlines of both Parties to conduct international transportation in accordance with the Agreement. Designated airlines of both Parties may transport international traffic between Australia and Poland in accordance with capacity entitlements decided between the aeronautical authorities of the Parties before the commencement of such services and from time to time thereafter.

19. Article 12 provides a framework that allows airlines to establish themselves in the territory of the other Party. The framework includes provisions allowing designated airlines to establish offices, employ and maintain staff, and the abilities to sell tickets to the public and to convert currency freely. In addition, each Party shall take all appropriate action within its jurisdiction to eliminate all forms of discrimination or unfair competitive practices adversely affecting the competitive position of the designated airlines of the other Party.

20. Designated airlines are permitted to operate the route that includes any point in Australia to any point in Poland (and the reverse). Traffic rights to be exercised are as decided between the aeronautical authorities of the Parties from time to time (Annex, section 1, note 4).

Implementation

21. The Agreement is to be implemented through existing legislation including the Air Navigation Act 1920 and the Civil Aviation Act 1988 on matters such as route licensing, aircraft configuration, safety and environmental protection. No amendments to these Acts are required for the implementation of the Agreement.

Costs

22. No financial costs to the Australian Government are anticipated in the implementation of the Agreement.

Consultation

23. Consultations were undertaken with relevant State and Australian Government Departments and agencies and with members of the Australian aviation and tourism industries prior to the negotiations with the aeronautical authorities of Poland on the Agreement.

Information on the Agreement has been provided to the States and Territories through the Commonwealth-State-Territory Standing Committee on Treaties. Details are in Annex 1.

24. All major stakeholders supported the Agreement.

Regulation Impact Statement

25. No Regulation Impact Statement is required for the proposed treaty action.

26. The Department of Transport and Regional Services and the Office of Regulation Review have discussed the application of the Government's Regulation Impact Statement requirements to bilateral air service arrangements. It was confirmed by the Office of Regulatory Review that a Regulation Impact Statement is not required as Australia's air services agreements are all negotiated from a standard template.

Future Treaty Action

27. Article 14 of the Agreement provides for amendment or revision by agreement of the Parties.

28. Any amendment to the Agreement, including the Annex, shall enter into force when the two Parties have notified each other in writing following the fulfilment of their respective requirements relating to the entry into force of international agreements.

29. Any amendment to the Agreement, including the Annex, will be subject to Australia's domestic treaty action procedures.

30. If a multilateral convention concerning air transport comes into force in respect of both Parties, the Agreement shall be deemed to be amended so far as is necessary to conform with the provisions of that convention.

31. Any future amendments to the Agreement are likely to involve further deregulation of air services arrangements between the Parties.

Withdrawal or Denunciation

32. Article 16 of the Agreement provides arrangements to be followed for termination. Either Party may give notice in writing at any time to the other Party of its decision to terminate the Agreement. The Agreement shall terminate one year after the date of receipt of the notice by the other Party and to ICAO.

33. In default of acknowledgment of a receipt of a notice of termination by the other Party, the notice shall be deemed to have been received 14 days after the date on which ICAO acknowledged receipt thereof.

34. Any notification of withdrawal from the treaty by Australia will be subject to Australia's domestic treaty action procedures.

Contact details

Transport Markets Branch
Policy and Research Group
Department of Transport and Regional Services

**Agreement between the Government of Australia and the Government of the Republic of Poland relating to Air Services, done at Warsaw on 28 April 2004
[2004] ATNIF 3**

Consultation

1. Prior to air services consultations held in March 2003 at which the text of an air services agreement was settled, aviation and tourism industry stakeholders, including Australian airports, relevant Australian and State and Territory Government departments and agencies, the Australian Tourism Commission, Qantas Airways Ltd and Virgin Blue Pty Ltd were advised of the proposal to negotiate an air services agreement between Australia and Poland and given the opportunity to comment on issues of importance to them. Information on the Agreement has also been provided to the States and Territories through the Commonwealth-State-Territory Standing Committee on Treaties.
2. Comments were received from: Qantas Airways Ltd, the Australian Tourism Commission, the Department of Industry, Tourism and Resources, Transport South Australia and the Department of Infrastructure, Energy and Resources, Tasmania.
3. Qantas Airways Ltd had no plans to operate its own services to Poland and therefore sought liberal code sharing and route arrangements that would enable it to serve Poland primarily under a marketing arrangement with another carrier with rights to carry passengers via intermediate countries and to countries beyond Poland.
4. The Australian Tourist Commission supported in principle any increase in capacity from any market source within Europe however its priority was to seek capacity gains from other main gateways where capacity was constrained.
5. The Department of Industry, Tourism and Resources noted that the negotiations on an air services agreement would provide an opportunity to encourage competition and promote tourism growth from Europe. It believed that the agreement should be as liberal as possible to assist airlines to service the route in an optimal manner.
6. Transport SA advised that it expected Poland to be offered the benefits of the Regional Package to provide unconstrained code share access to Adelaide either on beyond gateway domestic flights or direct international flights by partner airlines.
7. The Department of Infrastructure, Energy and Resources, Tasmania, indicated that for Tasmania the key issues were encouraging foreign airlines to use regional gateways or, failing that, providing for them to use Melbourne so that it could expand as a passenger and freight hub with domestic connections to Tasmania.
8. Further consultations were undertaken during the course of the air services consultations with officials of the Department of Foreign Affairs and Trade, the Department of Immigration, Multicultural and Ethnic Affairs and the Australian Customs Service. These were in response to requests from Poland to include in the Agreement preferred text relating to customs duties on advertising material, amendment and entry into force of the Agreement and employment by airlines of non-national skilled employees in the other country.

8. All stakeholder comments were taken into account in developing an Australian negotiating position for air services consultations with Poland held on 5 to 6 March 2003. The text of an Agreement to be recommended to Governments was settled at those consultations. Members of the Australian delegation included representatives from the Department of Transport and Regional Services, the Department of Industry, Tourism and Resources, the Department of Foreign Affairs and Trade and Qantas Airways Ltd.

Agreement between the Government of Australia and the Government of the Republic of Poland relating to Air Services, done at Warsaw on 28 April 2004
[2004] ATNIF 3

Country political brief

1. After four decades of communist rule, Poland adopted a democratic form of government in 1989. Under the 1997 Constitution, the legislative authority of the Republic is vested in the Parliament, composed of the Sejm (lower house, 460 members) and the Senate (upper house, 100 members), elected for four years by all citizens over the age of 18. Executive authority is shared by an evolving division between the President (elected for five years) and the Prime Minister. Three new tiers of regionally-based local administration were introduced in 1999: 16 voivodships, 308 poviats (plus 65 cities with the legal status of a poviat), and over 2000 gminas (counties).
2. Aleksander Kwasnieski, former leader of the Democratic Left Alliance (SLD), is in his second five year term as President of the Polish Republic. He was re-elected in October 2000 in Poland's third presidential elections of the post-communist era. Once a prominent communist, Mr Kwasnieski, as President, has moved towards the centre and supported Polish membership of NATO and the EU. He has also consistently enjoyed the highest support among Polish politicians in the polls.
3. Parliamentary elections in 2001 brought the centre-left coalition of former Prime Minister Leszek Miller to power. Miller stepped down on 2 May 2004 after support for his ruling SLD slid to 8 per cent. The caretaker Prime Minister Marek Belka (an economist and former Minister of Finance who also served for a period from November 2003 as Director, Economic Policy for the Coalition Provisional Authority in Iraq), appointed by the President, lost a first vote of confidence vote in May. He won a second vote in June by undertaking to submit his left-wing minority government to another confidence vote in October 2004, which he won.
4. In the June elections to the European Parliament, characterised by extremely low voter turn-out (20.9%), the governing SLD obtained only 9 per cent of the votes. Parties which could loosely be described as 'centre-right' won 44 per cent, while the populist/extremist parties won 26 per cent. The relatively poor performance of the new centre-left party Polish Social Democracy (SDPL), which broke away from the SLD, may explain its decision to support Mr Belka's government in the second confidence vote.
5. Poland joined the European Union in May 2004, a step which it viewed as a return to the mainstream European fold. Now the sixth largest member of the Union, Poland's policies in Europe will be influenced by its pro-americanism, its desire to protect its sizeable agricultural sector, its location at the European Union's eastern border, and its socially conservative views. Poland joined NATO in 1999 to protect its own territory and security interests and has been a keen advocate for a strong transatlantic alliance.
6. Australia's relations with Poland are based on small but diversifying commercial links and increasingly close cooperation in areas of common interest in international security and political issues. The active Polish community in Australia is also an important catalyst in the overall relationship. There are estimated 150,000 people of Polish ancestry living in Australia, nearly half of them born in Poland. The Polish community is active in promoting people-to-people contact and commercial and academic ties through a number of community organisations, bilateral business council and institutes.

7. Poland is a valuable partner for Australia in Europe, especially on political and security issues. The Senior Officials' Talks held in October have identified an array of issues on which Australia and Poland are like-minded and a broad agenda for further cooperation. Poland is supportive of Australia's interest in developing closer cooperation with NATO and has over 2,000 military personnel deployed in Iraq.

8. Bilateral merchandise trade steadily decreased in the 1990s. As the Polish textile industry contracted, Australia's wool exports decreased. Poland slipped from being Australia's 54th biggest export market in 1990 to 103rd in 2002. However, the Joint Standing Committee on Foreign Affairs, Defence and Trade inquiry found that Poland presented greater long term opportunities than other Central European countries due to its large population size. In 2003-4 Poland became our 67th biggest market and Australian exports to Poland reached a six-year high, with the greatest increases in wine, medicaments, veneers/plywood and measuring instruments. Education is another area of significant potential, with 2,071 Polish students enrolled in Australia in calendar year 2003.

9. The relative dynamism of the Polish economy and the reduced tariff protection and better regulation resulting from accession to the EU should provide further trade and investment opportunities for Australian companies. A key sector for Australian exports is represented by environment technologies, where Australia can offer world-class technology to help Poland comply with EU environmental regulations.

POLAND

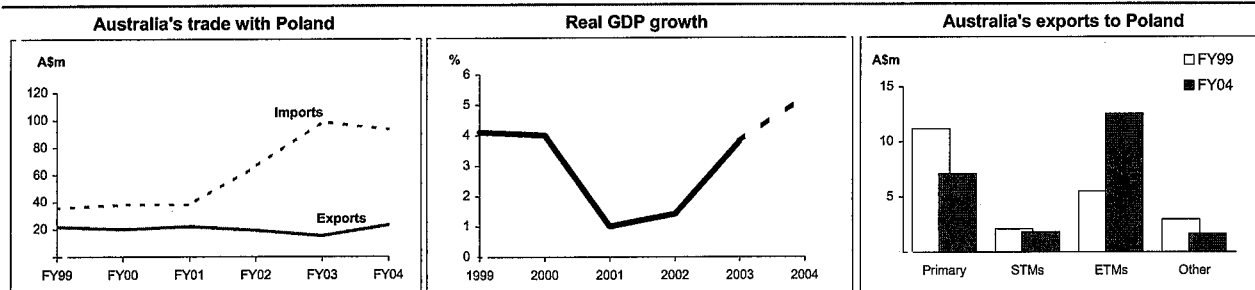
Fact Sheet

General information:

Capital:	Warsaw	Head of State:	H.E. President Mr Aleksander Kwasniewski
Surface area:	323 thousand sq km	Head of Government:	Prime Minister Mr Marek Belka
Official language:	Polish		
Population:	38.2 million (2003)		
Exchange rate:	A\$1 = 2.6287 Zlotys (Jun 2004)		

Recent economic indicators:

	1999	2000	2001	2002	2003(a)	2004(b)
GDP (US\$bn):	164.5	166.6	185.6	191.4	209.5	226.4
GDP per capita (US\$):	4,291	4,350	4,853	5,008	5,483	5,932
Real GDP growth (% change YOY):	4.1	4.0	1.0	1.4	3.8	5.3
Current account balance (US\$m):	-12,487	-9,998	-5,357	-5,007	-4,085	-3,863
Current account balance (% GDP):	-7.6	-6.0	-2.9	-2.6	-1.9	-1.7
Goods & services exports (% GDP):	24.6	27.8	27.7	29.6	34.8	38.0
Inflation (% change YOY):	7.3	10.1	5.5	1.9	0.7	2.7
Unemployment rate (%):	12.0	14.0	18.0	19.7	20.0	19.6



Australia's trade relationship with Poland:

Major Australian exports, 2003-2004 (A\$m):

Medicaments (incl. veterinary)	4
Measuring and controlling instruments	2
Raw hides & skins (except furskins)	2
Veneers, plywood, particle board	1
Alcoholic beverages	1

Major Australian imports, 2003-2004 (A\$m):

Furniture	15
Rubber tyres	6
Telecommunications equipment	5
Glassware	5
Passenger motor vehicles	5

Australian merchandise trade with Poland, 2003-2004:

		Total share:	Rank:	Growth (yoy):
Exports to Poland (A\$m):	23	0.0%	86th	51.0%
Imports from Poland (A\$m):	93	0.1%	51st	-5.9%
Total trade (exports + imports) (A\$m):	116	0.0%	66th	1.8%
Merchandise trade deficit with Poland (A\$m):	70			

Australia's trade in services with Poland, 2003:

		Total share:
Exports of services to Poland (A\$m):	n.a.	n.a.
Imports of services from Poland (A\$m):	n.a.	n.a.
Services trade balance with Poland (A\$m):	n.a.	

Poland's global trade relationships:

Poland's principal export destinations, 2003:

1	Germany	33.0%
2	Italy	5.7%
3	France	5.0%
4	United Kingdom	4.8%
5	Czech Republic	4.4%
47	Australia	0.1%

Poland's principal import sources, 2003:

1	Germany	28.8%
2	Italy	8.1%
3	Russia	7.5%
4	France	6.9%
5	Netherlands	4.9%
77	Australia	0.0%

Compiled by the Market Information and Analysis Section, DFAT, using the latest data from the ABS, the IMF and various international sources.

(a) all recent data subject to revision; (b) EIU forecast.

n.a. Data not available.

Fact sheets are updated biannually; next update: May 2005

**Agreement between the Government of Australia and the Government of the Republic of
Poland relating to Air Services
done at Warsaw on 28 April 2004
[2004] ATNIF 3**

List of other treaties with Poland

- Treaty of Peace between the British Empire, France, Italy, Japan and United States of America, and Poland [Polish Minorities Treaty]
[1920] ATS 12
- Convention between His Majesty, in respect of the United Kingdom, and The President of the Polish Republic regarding Legal Proceedings in Civil and Commercial Matters
[1933] ATS 7
- Agreement with Republic of Poland on the Reciprocal Promotion and Protection of Investments
[1992] ATS 10
- Agreement between Australia and the Republic of Poland for the Avoidance of Double Taxation and the Prevention of Fiscal Evasion with Respect to Taxes on Income
[1992] ATS 14
- Treaty between Australia and The Republic of Poland on Extradition
[1999] ATS 23

**Agreement between the Government of Australia and the Government of the
Republic of Poland relating to Air Services,
done at Warsaw on 28 April 2004
[2004] ATNIF 3**

List of Air Service Agreements

- Agreement with the Austrian Federal Government relating to Air Services
[1967] ATS 10
- Agreement with the State of Bahrain relating to Air Services
[1995] ATS 29
- Agreement with Brunei Darussalam relating to Air Services
[1992] ATS 20
- Agreement with Canada Relating to Air Services
[1988] ATS 12
- Agreement with the People's Republic of China Relating to Civil Air Transport
[1984] ATS 20
- Agreement with the People's Republic of China relating to Air Services
[2004] ATNIF 2
- Agreement with the Cook Islands Relating to Air Services
[2002] ATS 27
- Agreement with Egypt relating to Air Services
[1997] ATNIA 11
- Agreement with Fiji relating to Air Services
[1982] ATS 7
- Agreement with France relating to Air Services
[1965] ATS 3
- Exchange of Notes between Australia and France amending the Schedule to the Agreement
relating to Air Transport of 13 April 1965
[1971] ATS 3
- Agreement with the Federal Republic of Germany relating to Air Transport and Exchanges
of Notes
[1959] ATS 2
- Exchange of Notes with Germany constituting an Agreement to further amend the Route
Schedule to the agreement relating to Air Transport and Exchange of Notes of 22 May
1957
[1996] ATS 23
- Agreement with Greece Relating to Air Services
[1971] ATS 12

- Agreement with Hong Kong concerning Air Services
[1993] ATS 28
- Agreement with India Relating to Air Services and Exchange of Notes
[1949] ATS 10
- Exchange of Notes with India constituting an Agreement amending the Agreement relating to Air Services, Annex and Exchange of Notes of 11 July 1949
[1960] ATS 14
- Exchange of Notes with India constituting an Agreement to amend Article VI of the Agreement Relating to Air Services of 11 July 1949
[1965] ATS 13
- Agreement with the Republic of Indonesia for Air Services Between and Beyond Their Territories
[1969] ATS 4
- Exchange of Notes with Indonesia constituting an Agreement to amend the Annex to the Agreement on Air Services between and Beyond their Respective Territory of 7 March 1969
[1986] ATS 23
- Exchange of Notes with Ireland constituting an Agreement relating to Air Services
[1957] ATS 16
- Agreement with Italian Republic relating to Air Services
[1963] ATS 14
- Agreement with Japan for Air Services, Exchange of Notes and Confidential Minute
[1956] ATS 6
- Exchange of Notes with Japan constituting an Agreement to further amend the Schedule to the Agreement for Air Services of 19 January 1956 ([1956] ATS 6).
[1993] ATS 22
- Agreement with the Republic of Korea relating to Air Services
[1992] ATS 16
- Exchange of Notes with the Republic of Korea constituting an Agreement to amend the Schedule to the Agreement relating to Air Services of 26 February 1992
[1993] ATS 33
- Agreement with Lebanon relating to Air Services
[1999] ATS 4
- Agreement with Macau concerning Air Services
[1999] ATS 25
- Agreement with Malaysia relating to Air Services
[1973] ATS 5
- Exchange of Notes with Malaysia constituting an Agreement to amend the route Schedule to the Agreement relating to Air Services of 4 October 1972 [1973] ATS 5
[1985] ATS 38
- Agreement with Malta relating to Air Services
[1996] ATS 21

- Agreement with Mauritius relating to Air Services
[1995] ATS 17
- Agreement with Nauru relating to Air Services
[1969] ATS 23
- Exchange of Notes with Nauru constituting an Agreement to amend the Schedule to the Agreement relating to Air Services of 17 September 1969
[1976] ATS 25
- Exchange of Notes with Nauru constituting an Agreement to further amend the Schedule to the Agreement relating to Air Services of 17 September 1969
[1984] ATS 34
- Agreement with the Netherlands for the Establishment of Air Services
[1951] ATS 9
- Exchange of Notes with the Netherlands Modifying the Annex to Air Services Agreement of 25 September 1951
[1973] ATS 27
- Agreement with New Zealand relating to Air Services
[2003] ATS 18
- Agreement with Pakistan relating to Air Services
[1998] ATNIF 4
- Agreement with Papua New Guinea relating to Air Services
[1980] ATS 29
- Air Transport Agreement with the Republic of the Philippines
[1972] ATS 8
- Agreement with the Republic of Poland relating to Air Services
[2004] ATNIF 3
- Exchange of Notes with Portugal constituting an Agreement relating to the Establishment of the Darwin-Dili Air Service
[1940] ATS 11
- Air Services Agreement with the Government of the Russian Federation.
[1994] ATS 21
- Agreement with Samoa Relating to Air Services
[2001] ATS 18
- Agreement with the Republic of Singapore relating to Air Services
[1967] ATS 25
- Exchange of Notes with Singapore constituting an Agreement amending the Agreement relating to Air Services of 3 November 1967 ([1967] ATS 25).
[1976] ATS 6
- Agreement with the Republic of South Africa relating to Air Services
[1995] ATS 23
- Agreement with Ceylon [now Sri Lanka] for the Establishment of Air Services, and two Exchanges of Notes
[1950] ATS 1

- Exchange of Notes with Ceylon [now Sri Lanka] constituting an Agreement amending the Tariff set out in the Exchange of Notes accompanying the Agreement for the Establishment of Air Services of 12 January 1950
[1950] ATS 1
- Agreement with Switzerland relating to Air Services
[1993] ATS 9
- Agreement with the Kingdom of Thailand relating to Air Services
[1960] ATS 4
- Exchange of Notes with Thailand constituting an Agreement to amend the Schedule to the agreement relating to air Services of 26 February 1960
[1985] ATS 29
- Agreement between the Government of Australia and the Government of the United Arab Emirates relating to Air Services

[2002] ATNIF 23

- Agreement with the United Kingdom for Air Services between and through their respective territories
[1958] ATS 4
- Exchange of Notes with the United Kingdom constituting an Agreement further amending the Schedule to the Agreement for air Services between and through their Respective Territories of 7 February 1958
[1985] ATS 17
- Exchange of Notes with the United Kingdom constituting an Agreement to amend the Agreement on air Services between and through their Respective Territories
[1988] ATS 19
- Exchange of Notes with the United Kingdom constituting an Agreement to further amend the Agreement for Air Services between and through their Respective Territories of 7 February 1958, as amended
[1993] ATS 29
- Air Transport Agreement with the United States of America
[1946] ATS 8
- Exchange of Letters with the United States of America constituting an Agreement to amend the Air Transport Agreement of 3 Dec 1946
[1987] ATS 24
- Exchange of Notes with the United States of America constituting an Agreement to amend the Air Transport agreement of 3 December 1946
[1989] ATS 6
- Exchange of Notes with the United States of America constituting an Agreement concerning Airline Capacity.
[1989] ATS 7
- Exchange of Notes with the United States of America constituting an Agreement to amend the Air Transport Agreement of 3 December 1946 and the Agreement concerning Capacity of 23 March 1989
[1994] ATS 8

- Agreement with Vanuatu relating to Air Services
[1993] ATS 17
- Agreement with the Socialist Republic of Vietnam relating to Air Services
[1995] ATS 26
- Agreement with the Socialist Federal Republic of Yugoslavia relating to Air Services
[1975] ATS 41