

**AGREEMENT BETWEEN THE GOVERNMENT OF AUSTRALIA
AND THE GOVERNMENT OF INDIA RELATING TO AIR
SERVICES, DONE AT NEW DELHI ON 6 MARCH 2006
[2006] ATNIF 13**

Documents tabled on 5 September 2006:

National Interest Analysis [2006] ATNIA 34

with attachment on consultation

Text of the proposed treaty action

Background information:

Country political brief and country fact sheet

List of other treaties with India

List of treaties of the same type with other countries

NATIONAL INTEREST ANALYSIS: CATEGORY 2 TREATY

SUMMARY PAGE

Agreement between the Government of Australia and the Government of India relating to Air Services, done at New Delhi on 6 March 2006

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Nature and Timing of Proposed Treaty Action

1. The treaty action proposed is to bring into force the Agreement between the Government of Australia and the Government of India relating to Air Services (hereafter “the Agreement”). The Government proposes to provide its notification to the Government of India under Article 20 as soon as practicable following the conclusion of fifteen sitting days from the date the Agreement is tabled in both Houses of Parliament.
2. The Agreement was signed on 6 March 2006.
3. Article 20 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 satisfied.
4. Upon entry into force the Agreement will supersede the Agreement between the Government of Australia and the Government of India relating to Air Services done at New Delhi on 11 July 1949, as amended ([1949] ATS 10). In accordance with customary 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

5. The 1949 Air Services Agreement, which will be replaced by the new Agreement, is outdated. The new Agreement, reflecting developments in international aviation and changes in the aviation policies and economic approaches of both the Australian and Indian Governments in the intervening period, will provide greater commercial flexibility for airlines to undertake their operations and provide better services to passengers. This new Agreement will facilitate increased trade and tourism between the two countries through passenger and freight transportation and provide greater air travel options for consumers.

Reasons for Australia to Take the Proposed Treaty Action

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

7. This framework provides for substantially increased access by Australian airlines to India's international aviation market, and for the further development of air services between Australia and India based on capacity levels decided between the aeronautical authorities of the Parties. The Agreement offers carriers of both sides new route rights, new commercial rights and protections, and updates the safety and security provisions of the arrangements. The Agreement also increases the opportunities for the Australian community, in particular the tourism and export industries, to access the markets of India.

Obligations

8. Australia and India are both parties to the Convention on International Civil Aviation, opened for Signature at Chicago on 7 December 1944 ([1957] ATS 5), commonly referred to as the Chicago Convention.

9. Australia has a standard draft air services agreement which has been developed in consultation with aviation stakeholders. The Agreement does not differ substantially from the standard Australian draft.

10. The Agreement obliges Australia and India 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, 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.

11. Article 2 of the Agreement allows each Party to designate as many airlines as they wish to operate the agreed services, and obliges each Party to grant the necessary operating authorisations without delay. Either Party may revoke or limit authorisation of an airline's operations if the airline does not comply with conditions relating to international air transportation prescribed under its laws or regulations provided such conditions are consistent with the Chicago Convention on International Civil Aviation. Authorisations may also be revoked or limited if either Party is not satisfied that the airline meets the nationality test applied, or if airline operations are not in accordance with the Agreement.

12. 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, and to all other airlines of that Party, the right to overfly its territory and to make stops in its territory for non-traffic purposes.

13. Article 4 of the Agreement confirms that each Party's domestic laws, regulations and rules relating to the operation and navigation of aircraft apply to the designated airlines when they are entering, within or leaving the territory of that Party. This Article also provides that passengers, baggage and cargo in direct transit through the territory of either Party shall not undergo any examination except for reasons relating to aviation security, narcotics control, immigration requirements or in special circumstances. In applying their laws, the parties are prevented from giving preference to their own or any other airline.

14. Article 5 obliges each Party to act in conformity with the aviation safety provisions established by the International Civil Aviation Organization and designated as Annexes to the Chicago Convention on International Civil Aviation. Each Party may request consultations at any time concerning safety standards maintained by the other Party. Each Party may, in its territory, arrange inspections of aircraft of the other Party to verify the validity of the relevant aircraft documentation and the licensing of its crew and ensure that the aircraft equipment and the condition of the aircraft conform to International Civil Aviation Organization standards. Each Party can take immediate action essential to ensure the safety of an airline operation if it considers such action to be necessary.

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 sojourn in the territory of that Party and take adequate measures 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. Article 6 also provides that each Party shall have the right, within sixty days following notice, for its aeronautical authorities to conduct an assessment in the territory of the other Party of the security measures being carried out, or planned to be carried out, by aircraft operators in respect of flights arriving from or departing to the territory of the first Party.

16. Article 7 obliges each Party to use its best efforts to ensure that the charges levied on airlines for the provision of airport, airport environmental, air navigation and aviation security facilities and services are reasonable, non-discriminatory, and equitably apportioned amongst categories of users.

17. Under Article 8 the aeronautical authorities of each Party may require the designated airlines of the other Party to file for their consideration and approval information relating to the type of service and its frequency, the type of aircraft to be used and the flight schedules.

18. Article 10 provides that both Parties are required to exempt aircraft operated in international air transportation, parts, equipment and stores used in the operation of the agreed services from customs and excise duties and other related charges. The exercise of rights under this Article is subject to the applicable domestic rules and regulations of each Party.

19. Article 11 provides that airlines shall be free to establish their own tariffs (fares) without the need to seek Government approval..
20. Article 12 states that the capacity on the agreed routes shall be decided by agreement between the aeronautical authorities of the Parties.
21. Article 13 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, sell tickets to the public and convert currency freely, subject to the domestic rules and regulations of the other Party. This Article also gives airlines of each Party the right to enter into cooperative marketing arrangements (such as code sharing) with any other airline, provided the airlines participating in such arrangements hold the appropriate authority or authorities to conduct international air transport on the routes concerned. Article 13 also permits the designated airlines of each Party to conduct international air transportation using aircraft leased from any other company, and provides for favourable consideration to be given to the use of aircraft and crew leased from any other company, provided they meet the applicable operating and safety standards and requirements of the Parties.
22. Article 14 confirms that the designated airlines of each Party can utilise surface transport to connect with their international air services, within the territory of the Parties of third countries, provided that passengers and shippers are informed who will provide the transport involved.
23. Article 15 confirms the prospective application of each Party's competition laws to the operation of the airlines within their jurisdiction.
24. Dispute resolution is provided for in the Agreement at Article 18. If the parties fail to resolve any dispute by negotiation there is provision for compulsory settlement by submitting the dispute to a tribunal constituted within the International Civil Aviation Organization.
25. The Annex, which is part of the Agreement, contains a route schedule which specifies the routes that may be operated by designated airlines.

Implementation

26. 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. The *International Air Services Commission Act 1992* provides for the allocation of capacity to Australian airlines. No amendments to these Acts are required for the implementation of the Agreement.

Costs

27. No direct financial costs to the Australian Government are anticipated in the implementation of the Agreement. There are no financial implications for State or

Territory Governments, and the Agreement reduces the regulatory burden on business and industry.

Regulation Impact Statement

28. The Office of Regulation Review (Productivity Commission) has been consulted and confirms that a Regulation Impact Statement is not required.

Future Treaty Action

29. Article 17 of the Agreement provides for amendment or revision by agreement of the Parties. Any amendment to the Agreement, including the Annex, shall enter into force when the two Parties have notified each other, through an exchange of diplomatic notes, that they have completed their domestic procedures.

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

31. 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.

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

Withdrawal or Denunciation

33. Article 19 of the Agreement provides arrangements to be followed for termination. Either Party may give notice in writing at any time of its decision to terminate the Agreement, and must also lodge a notice of termination with the International Civil Aviation Organization. The Agreement shall terminate one year after the date of receipt of the notice of termination by the other Party.

34. 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 the International Civil Aviation Organization acknowledged receipt thereof.

35. Any notification of withdrawal from the treaty by Australia will be subject to Australia's domestic treaty action procedures and would be subject to Australia's domestic treaty processes, including consideration by JSCOT.

Contact details

Aviation Markets Branch
Aviation and Airports Business Division
Department of Transport and Regional Services

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CONSULTATION

1. The Department of Transport and Regional Services holds regular formal consultations with stakeholders on a wide range of issues of interest to them, including planned aviation negotiations and the outcomes of such negotiations. The proposed negotiations with India were first raised at stakeholder consultation forums in 2004.

2. Prior to the air services consultations held in September 2004 at which the draft text of an air services agreement was settled, the following stakeholders were advised by letter and/or email of the proposal to negotiate a new air services agreement between Australia and India and invited to comment on issues of importance to them:

Adelaide Airport	Department of Immigration and Multicultural Affairs
Air Freight Council of Queensland	Department of Industry, Tourism and Resources
Airservices Australia	Department of the Prime Minister and Cabinet
Austrade	Flinders Ports
Australian Airports Association	Gold Coast Airport
Australian Airports Townsville	Hobart Airport
Australian and International Pilots' Association	Horticulture Australia
Australian Capital Territory Chief Minister's Department	Kimberly Tourism
Australian Customs Service	Melbourne Airport
Australian Federation of International Forwarders	National Food Industry Strategy Ltd
Australian Federation of Travel Agents	National Tourism Alliance
Australian Local Government Association	New South Wales Department of State and Regional Development
Australian Quarantine Inspection Service	New South Wales Department of Transport
Australian Seafood Industry Council	Newcastle Airport
Australian Tourism Export Council	Northern Territory Airports
Australian Tourist Commission	Northern Territory Tourist Commission
Aviatour	Overnight Airfreight Operators' Association
Brisbane Airport	Perth Airport
Broome International Airport	Qantas Airways Ltd
Cairns Port Authority	Queensland Department of State Development, Trade and Innovation
Canberra Airport	Queensland Department of Transport
Civil Aviation Safety Authority	Queensland Tourism Industry Council
Department of Agriculture, Fisheries and Forestry	
Department of Finance and Administration	

Regional Aviation Association of Australia
South Australian Department of Transport and Urban Planning
Sydney Airport
Tasmanian Chamber of Commerce and Industry
Tasmanian Department of Infrastructure, Energy and Resources
The Treasury
Tourism and Transport Forum Australia
Tourism Council – Chamber of Commerce Northern Territory

Tourism New South Wales
Tourism North Queensland
Tourism Queensland
Tourism Tasmania
Tourism Top End
Tourism Western Australia
Townsville Airport
Townsville Enterprise Ltd
Victorian Department of Infrastructure
Victorian Department of Innovation, Industry and Regional Development
Virgin Blue Airlines
Western Australian Department of Transport

3. Information on the Agreement was also provided to the States and Territories through the Commonwealth-State-Territory Standing Committee on Treaties.

4. Comments were received from only a small number of stakeholders: Qantas Airways, Sydney Airport Corporation, the Department of Industry Tourism and Resources, the Australian Tourism Commission and the South Australian Department of Transport and Urban Planning.

5. Qantas supported updating the agreement, including liberalisation of routes, multiple designation of airlines and the inclusion of code sharing arrangements in the Agreement.

6. Sydney Airport Corporation provided comments supporting liberalised air services treaty arrangements but requested that its input be treated confidentially.

7. Both the Department of Industry, Tourism and Resources and the Australian Tourist Commission welcomed the opportunity to modernise the text of the air services agreement and supported route arrangements that would provide an opportunity for carriers of both sides to operate expanded services.

8. All stakeholders who commented supported the negotiation of a modernised air services agreement.

9. Following negotiations in September 2004, amendments to the draft text were required to meet the requirements of both sides. These largely technical amendments to the text were developed in close consultation with Qantas, the Attorney General's Department, the Department of Foreign Affairs and Trade, the Department of the Treasury, and the Australian Customs Service.

Political Brief on India

Political Overview

India is a constitutional democracy headed by Prime Minister Manmohan Singh. The Head of State is President Abdul Kalam. The Indian Parliament is bicameral, comprising the 543-member Lok Sabha (the “peoples” or lower house) and the 245-member Rajya Sabha (the “states” or upper house). Lok Sabha members are elected by universal adult suffrage every five years (except for two nominated Anglo-Indian members) using the ‘first past the post’ voting system. The Rajya Sabha is not subject to dissolution; one-third of its members retire every second year.

Economic Overview

The Indian economy comprises a wide spectrum of activity, ranging from high technology to subsistence agriculture. Reforms introduced in the early 1990s have spurred economic growth. Over the last decade, India has been one of the world’s fastest growing economies. The economy grew by 8.3 per cent in 2005. Despite recent progress, significant challenges remain, including addressing the persistent fiscal deficit and government debt, and improving infrastructure. Further economic reform is required to lift India’s growth trajectory even higher. Another challenge is to ensure that the benefits of economic growth are experienced more widely.

Foreign Policy

Since independence in 1947, India has regarded itself as a major international player. It has been at the forefront of developing country activism and was a founding member of the Non-Aligned Movement. India has also been an active member of the UN and the Commonwealth, is a member of the South Asian Association for Regional Cooperation and has recently sought to expand its cooperation with East Asia in pursuit of its ‘Look East’ policy. India is seeking to consolidate further its international role by increasing its focus on ‘economic diplomacy’, particularly to secure energy supplies. India is also lobbying for a permanent seat on the UN Security Council and taking a more prominent role in fora such as the WTO.

Bilateral Relationship

Australia’s relationship with India is strengthening and has expanded beyond strictly bilateral interests to include issues with regional and global resonance. Trade and investment, which are important drivers of the relationship, are growing quickly and could accelerate further given our potential to help meet the Indian economy’s fast-growing energy and resources needs. In 2005, two-way merchandise trade totalled \$8.18 billion, which represented an increase of 25 per cent on the previous year. Services trade is also growing strongly, particularly in the information and communications technology, tourism, health, biotechnology and education sectors, the latter of which has seen Indian enrolments in Australia increase by an average of 35 per cent annually since 2003.

Prime Minister Howard’s visit in March this year lifted the bilateral relationship to a new level. The Prime Minister witnessed the signing of a Trade and Economic Framework, an Air Services Agreement and Memoranda of Understanding on Defence Cooperation, Customs and Biotechnology, and also announced a new \$25 million bilateral research program aimed at increasing Australia’s engagement with India in science and technology through collaborative research.



INDIA

Fact Sheet

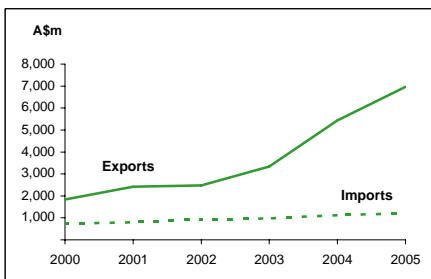
General information:

Fact sheets are updated biannually; May and September

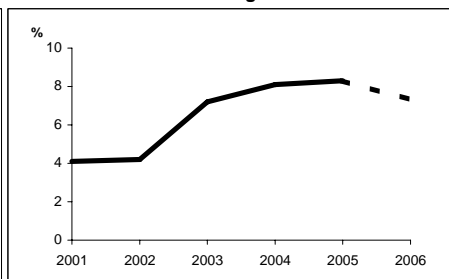
Capital:	New Delhi	Head of State:	H.E. President Dr A.P.J. Abdul Kalam
Surface area:	3,287 thousand sq km	Head of Government:	Prime Minister The Hon Dr Manmohan Singh
Official languages:	Hindi, English		
Population:	1,095.4 million (2005)		
Exchange rate:	A\$1 = 33.2587 Rupees (Jan 2006)		

Recent economic indicators:	2001	2002	2003	2004	2005(a)	2006(b)
GDP (US\$bn) (current prices) (c):	474.1	493.3	575.3	665.9	775.4	849.9
GDP PPP (US\$bn) (d):	2,573.6	2,740.9	3,004.0	3,307.2	3,633.4	3,942.2
GDP per capita (US\$):	467	478	548	623	714	769
GDP per capita PPP (US\$) (d):	2,537	2,655	2,860	3,095	3,344	3,569
Real GDP growth (% change YOY) (c):	4.1	4.2	7.2	8.1	8.3	7.3
Current account balance (US\$m):	1,410	7,061	8,773	1,430	-19,044	-26,143
Current account balance (% GDP):	0.3	1.4	1.5	0.2	-2.5	-3.1
Goods & services exports (% GDP):	12.7	14.5	14.8	19.0	21.2	22.8
Inflation (% change YOY):	3.8	4.3	3.8	3.8	4.2	4.8

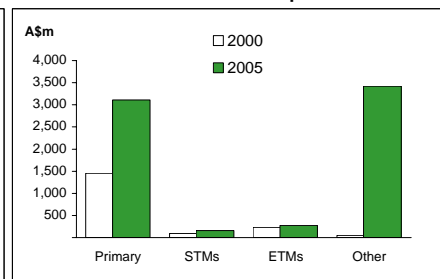
Australia's merchandise trade with India



Real GDP growth



Australia's merchandise exports to India



Australia's trade relationship with India:

Australian merchandise trade with India, 2005:		Total share:	Rank:	Growth (yoy):
Exports to India (A\$m):	6,969	5.0%	6th	28.3%
Imports from India (A\$m):	1,215	0.8%	27th	8.4%
Total trade (exports + imports) (A\$m):	8,184	2.8%	12th	24.9%

Major Australian merch. exports, 2005 (A\$m):

Non-monetary gold	2,989
Coal	2,224
Copper ores	527
Wool	142

Major Australian merch. imports, 2005 (A\$m):

Pearls and gems	92
Jewellery	49
Articles of iron, steel and other base met	41
Floor coverings	35

Australia's trade in services with India, 2005:

Exports of services to India (A\$m):	1,032	Total share: 2.8%
Imports of services from India (A\$m):	302	0.8%

Major Australian service exports, 2005 (A\$m):

Education-related travel	683
Personal travel excl. education	82

Major Australian service imports, 2005 (A\$m):

Personal travel excl. education	188
Business travel	39

India's global merchandise trade relationships:

India's principal export destinations, 2004:

1	United States	17.0%
2	United Arab Emirates	8.8%
3	China	5.4%
27	Australia	0.9%

India's principal import sources, 2004:

1	China	6.1%
2	United States	6.0%
3	Switzerland	5.2%
8	Australia	3.3%

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) IMF/EIU forecast; (c) Year beginning April 1st; (d) PPP is purchasing power parity.

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to Air Services, done at New Delhi on 6 March 2006
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List of other bilateral treaties with India

- Agreement with India relating to Air Services
[1949] ATS 10
THIS TREATY WILL BE SUPERCEDED WHEN THE NEW TREATY
[2006] ATNIF 13 ENTERS INTO FORCE
- Exchange of Notes constituting an Agreement with India amending the Agreement
relating to Air Services of 11 July 1949
[1960] ATS 14
THIS TREATY WILL BE SUPERCEDED WHEN THE NEW TREATY
[2006] ATNIF 13 ENTERS INTO FORCE
- Agreement with the Republic of India with respect to the Mutual Protection of Priority
of Patents and Inventions
[1963] ATS 4
- Exchange of Notes constituting an Agreement on Defence Aid to India
[1963] ATS 27
- 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
THIS TREATY WILL BE SUPERCEDED WHEN THE NEW TREATY
[2006] ATNIF 13 ENTERS INTO FORCE
- Cultural Agreement with the Republic of India
[1971] ATS 19
- Trade Agreement with India
[1976] ATS 21
- Agreement between the Government of Australia and the Government of the Republic
of India on Co-operation in the Fields of Science and Technology
[1986] ATS 16
- Agreement on Development Cooperation with India
[1990] ATS 38
- Agreement with the Republic of India for the Avoidance of Double Taxation and the
Prevention of Fiscal Evasion with Respect to Taxes on Income
[1991] ATS 49
- Agreement with the Republic of India on the Promotion and Protection of Investments
[2000] ATS 14

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List of Air Services Agreements

- Air Transport Agreement with the United States of America
[1946] ATS 8

- Agreement with India relating to Air Services
[1949] ATS 10
THIS TREATY WILL BE SUPERCEDED WHEN THE NEW TREATY
[2006] ATNIF 13 ENTERS INTO FORCE

- Agreement with Ceylon (now Sri Lanka) for the Establishment of Air Services, and
two Exchanges of Notes
[1950] ATS 1

- Agreement with the Kingdom of the Netherlands for the Establishment of Air Services
[1951] ATS 9

- Agreement with Japan for Air Services, and Exchange of Notes
[1956] ATS 6

- Exchange of Notes with Ireland constituting an Agreement relating to Air Services
[1957] ATS 16

- Agreement with the Federal Republic of Germany relating to Air Transport, and
Exchanges of Notes
[1959] ATS 2

- Agreement with the Kingdom of Thailand relating to Air Services
[1960] ATS 4

- * Exchange of Notes constituting an Agreement with India amending the Agreement
relating to Air Services of 11 July 1949
[1960] ATS 14

- Agreement with the Italian Republic relating to Air Services
[1963] ATS 14

- Exchange of Notes with India to amend Article VI of the Agreement Relating to Air
Services of 11 July 1949
[1965] ATS 13
THIS TREATY WILL BE SUPERCEDED WHEN THE NEW TREATY
[2006] ATNIF 13 ENTERS INTO FORCE

- Agreement with the Republic of Singapore relating to Air Services
[1967] ATS 25
- Agreement with the Republic of Indonesia for Air Services Between and Beyond Their Territories
[1969] ATS 4
- Agreement with the Republic of Nauru relating to Air Services
[1969] ATS 23
- Exchange of Notes with France amending the Schedule to the Agreement relating to Air Transport of 13 April 1965
[1971] ATS 3
- Agreement with the Kingdom of Greece relating to Air Services
[1971] ATS 12
- Air Transport Agreement with the Republic of the Philippines
[1972] ATS 8
- Agreement with Malaysia relating to Air Services
[1973] ATS 5
- Exchange of Notes with the Netherlands Modifying the Annex to Air Services Agreement of 25 September 1951
[1973] ATS 27
- Agreement with the Socialist Federal Republic of Yugoslavia relating to Air Services
[1975] ATS 41
- Exchange of Notes with Singapore constituting an Agreement amending the Agreement relating to Air Services of 3 November 1967
[1976] ATS 6
- Exchange of Notes with Nauru constituting an Agreement amending the Schedule to the Agreement relating to Air Services of 17 September 1969
[1976] ATS 25
- Agreement with Papua New Guinea relating to Air Services
[1980] ATS 29
- Agreement with Fiji on Air Services Between and Beyond their Respective Territories
[1982] ATS 7
- Agreement with the People's Republic of China relating to Civil Air Transport
[1984] ATS 20
SEE [2004] ATNIF 2

- 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
- 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 constituting an Agreement with and Thailand to amend the Schedule to the agreement relating to Air Services of 26 February 1960
[1985] ATS 29
- Exchange of Notes constituting an Agreement with Malaysia to amend the Route Schedule to the Agreement relating to Air Services of 4 October 1972
[1985] ATS 38
- Exchange of Notes constituting an Agreement with Indonesia to amend the Annex to the Agreement for Air Services Between and Beyond their Respective Territories of 7 March 1969
[1986] ATS 23
- Exchange of Letters with the United States of America constituting an Agreement to amend the Air Transport Agreement of 3 December 1946
[1987] ATS 24
- Agreement with Canada Relating to Air Services
[1988] ATS 12
- Exchange of Notes constituting an Agreement with the United Kingdom to further amend the Agreement for Air Services Between and Through their Respective Territories of 7 February 1958, as amended
[1988] ATS 19
- 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 constituting an Agreement with the United States of America concerning Airline Capacity
[1989] ATS 7
- Agreement with the Republic of Korea relating to Air Services
[1992] ATS 16
- •Agreement with Brunei Darussalam relating to Air Services
[1992] ATS 20

- Agreement with Switzerland relating to Air Services
[1993] ATS 9
- Agreement with the Republic of Vanuatu relating to Air Services
[1993] ATS 17
- Exchange of Notes constituting an Agreement with Japan to further amend the Schedule to the Agreement for Air Services of 19 January 1956
[1993] ATS 22
- Agreement between the Government of Australia and the Government of Hong Kong concerning Air Services
[1993] ATS 28
- 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
- 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
- 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
- Air Services Agreement with the Russian Federation.
[1994] ATS 21
- Agreement with the Republic of South Africa relating to Air Services
[1995] ATS 23
- Agreement with the Socialist Republic of Vietnam relating to Air Services
[1995] ATS 26
- Agreement with Bahrain relating to Air Services
[1995] ATS 29
- Agreement with Malta relating to Air Services
[1996] ATS 21
- 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 the Republic of Lebanon relating to Air Services
[1999] ATS 4
- Agreement with Macau concerning Air Services
[1999] ATS 25
- Agreement with Samoa relating to Air Services
[2001] ATS 18
- Agreement with the Cook Islands Relating to Air Services
[2002] ATS 27
- Agreement with New Zealand relating to Air Services
[2003] ATS 18
- Agreement with the Republic of Poland relating to Air Services
[2005] ATS 24
- Agreement with the Republic of Chile relating to Air Services
[2005] ATS 25
- Agreement with the United Arab Emirates relating to Air Services.
[2005] ATS 8
- Agreement between the Government of Australia and the Government of the People's Republic of China relating to Air Services
[2004] ATNIF 2
WHEN IT ENTERS INTO FORCE, THIS AGREEMENT WITH SUPERCEDE
[1984] ATS 20