

grants overflight and technical stops in its territory to all signatories for scheduled services.⁴

In discussing the exchange of rights for scheduled air services between nations, a vocabulary has emerged which is referred to as the *freedoms of the air*.⁵ **Figure 1** illustrates the first two "technical freedoms" of the air which were granted by the IASTA agreement.

1st Freedom The right of a foreign airline to fly across the home country (commercial flights only)

2nd Freedom The right of a foreign airline to make a technical stop in the home country (e.g. maintenance or refuelling) while enroute to another foreign country.

Figure 2 depicts the "basic" traffic freedoms. These give an airline the right to carry traffic to and from a foreign nation. Like all traffic freedoms, these must be negotiated on a bilateral basis between two nations. The third and fourth freedoms cover most international air traffic. In practice, third and fourth freedoms are granted simultaneously.

3rd Freedom The right of an airline of the home country to carry traffic from the home country to a particular foreign country.

⁴ This was in response to an attempt by the U.K. to take away rights previously granted to Canada in a bilateral air treaty.

⁵ The first five freedoms are specified in the Chicago Convention. The other concepts of freedoms of the air have been developed subsequently.