

Canada's bilateral agreements generally do not contain expiry dates. Each country has the ability to terminate agreements after due notice, usually one year. In Canada's bilateral history only one agreement has been terminated, that with New Zealand in 1969. This termination was initiated by New Zealand to protect its carrier which chose to carry its Canadian traffic via a U.S. gateway. A new agreement was signed in 1985. In other instances, notice of termination has led to negotiation of a new agreement. Canada has never moved to terminate any of its bilateral agreements.

B. Other Bilateral Instruments

Over the years bilateral partners have also developed a complex series of additional instruments which are attached to the standard bilateral air services agreement and which have varying legal status but nonetheless affect the rights granted under the agreement. These instruments lack any real degree of standardization since they evolved not from any particular philosophical doctrine but as solutions to particular or perceived problems being dealt with in isolation. Although all members of ICAO register their bilateral agreements with that organization so that they come into the public domain, such additional documentation is not necessarily registered, leaving a gap in the transparency of bilateral agreement documents.

Canada's bilaterals use the following instruments to augment the main text of agreements and the route schedules:

- Agreed Minutes
- Memorandum of Understanding
- Letters of Understanding
- Appendix