

services, has been built. Although the multilateral objectives proved to be unattainable, the Convention succeeded in reaching a more limited agreement, including:

1. The multilateral *International Air Services Transit Agreement (IASTA)*. This agreement granted freedom to overfly the territory of other nations signing the agreement, and the freedom to make technical stops (such as for refuelling) for commercial (not military) purposes.
2. The principle that the exchange of rights for *scheduled* services would be determined through the negotiation of a bilateral agreement between two states.
3. A standard formulation for such bilateral agreements.
4. A limited agreement on *nonscheduled* (charter) services. Over the years this has resulted in distinctly different regulatory treatment of scheduled and charter services, the former based on complex bilateral exchanges, the latter operating under regulations set at the discretion of each state.²

Canada is a signatory of the Chicago convention and acceded to both of the multilateral mechanisms, IASTA and the Charter Agreement.³ However, in 1988 Canada became the first and so far only nation to withdraw from the IASTA agreement, which

² A notable exception to this is the bilateral Canada-U.S. agreement on nonscheduled services.

³ Some countries are not signatories to the Chicago Convention or IASTA, e.g. U.S.S.R. Nonetheless, they generally follow the use of bilateral agreements, etc.