

the permanent convention any of the so-called "freedoms" of the air, i.e. freedom of transit, non-technical stop, and the various freedoms of commercial outlet. Accordingly the U.S. proposed that five freedoms be incorporated in a protocol to the convention to be open for signature by any state wishing to grant these five freedoms, which are:

- (1) The privilege to fly across its territory without landing;
- (2) The privilege to land for non-traffic purposes;
- (3) The privilege to put down passengers, mail and cargo taken on in the territory of the State whose nationality the aircraft possesses;
- (4) The privilege to take on passengers, mail and cargo destined for the territory of the State whose nationality the aircraft possesses;
- (5) The privilege to take on passengers, mail and cargo destined for the territory of any other contracting State and the privilege to put down passengers, mail and cargo coming from any such territory.

It was eventually agreed that this document should be entirely separate from the convention and in no way tied to it.

Similarly the U.S. opened the way during the closing sessions of the conference for a proposal that all nations grant the first two of these five freedoms, i.e. transit and non-technical stop. In the face of opposition to insertion of these two freedoms in the permanent convention it was also agreed that a document granting the two freedoms be opened for signature by any nation wishing to grant them.

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Of the above documents Canada signed the Final Act, the Interim Agreement and the Permanent Convention.

Canada also felt that it would be impossible to refuse the first two freedoms and indicated a willingness to adhere to the document establishing these two freedoms but did not sign it at Chicago. It is desirable that before Canada signs, satisfactory bilateral arrangements be concluded with the U.K. and U.S. since in signing Canada will give up important bargaining counters. It does not appear wise for Canada to adhere to the Five Freedom agreement at present. All documents are to remain open for signature in Washington.