



**Air Transportation Management,
M.Sc. Programme**

**Air Law, Regulation and
Compliance Management**

Course material:

Liberalisation, “Open Skies”, and Beyond “Open Skies”

Modules 26 to 28

Excerpt from:

U.S. Department of State, BUREAU OF PUBLIC AFFAIRS, Open Skies
Partnerships: Expanding the Benefits of Freer Commercial Aviation
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U.S. Department of State

Open Skies Partnerships: Expanding the Benefits of Freer Commercial Aviation

Fact Sheet

BUREAU OF PUBLIC AFFAIRS

March 29, 2011

“Work to ‘democratize’ aviation continues to allow millions more Americans the opportunity to fly to international destinations each year and for countless foreign tourists to visit our country.” –Secretary of State Hillary Rodham Clinton

The United States has pursued a policy of Open Skies civil aviation relationships with our international partners since 1992, when we concluded the first ever Open Skies air services agreement with the Netherlands.

What Are Open Skies?

Open Skies agreements between the United States and other countries expand international passenger and cargo flights by eliminating government interference in commercial airline decisions about routes, capacity and pricing. This frees carriers to provide more affordable, convenient and efficient air service to consumers, promoting increased travel and trade and spurring high-quality job opportunity and economic growth. Open Skies policy rejects the outmoded practice of highly restrictive air services agreements protecting flag carriers.

Growth in Open Skies Partnerships

In late 2010, U.S. delegations led by the U.S. Department of State’s Office of Transportation Affairs, in partnership with the Department of Transportation and the Department of Commerce, concluded negotiations for new agreements with Colombia and Brazil, bringing the number of Open Skies partners for the United States beyond 100. Over 70 percent of international departures from the United States now fly to Open Skies partners.

Advantages of Open Skies

Direct air connections bring substantial economic benefits. Open Skies agreements expand cooperative marketing arrangements, liberalize charter regulations, improve flexibility for airline operations, and include provisions committing both governments to observe high standards of safety and security. These agreements also produce countless new cultural links worldwide.

Boon to U.S. Cities

Before Open Skies began to liberalize the international aviation environment, cities like Dallas-Fort Worth, Detroit, Las Vegas, Memphis, Minneapolis, Portland, and Salt Lake City had few or no direct international air connections. Now they enjoy direct connections to cities around the world.

The Memphis-Shelby County Airport Authority in 2005 concluded that the direct service between Memphis and Amsterdam on KLM has a \$120 million annual impact in Tennessee and supports 2200 local jobs.

Portland, Oregon estimates that its direct international flights to Tokyo, Amsterdam, and Frankfurt generate over \$240 million in airport and visitor revenue.

A private study found that new direct service between a U.S. city and a point in the European Union generates up to \$720 million annually in new economic activity for the U.S. city and its local region, depending on the size of the markets.

Agreements with Large and Small Countries

The United States has Open Skies agreements with partners at all levels of economic development. The 2007 and 2010 agreements with the European Union and its member states liberalized the largest international aviation market in the world. The U.S. Government has concluded agreements with major economies like Brazil, India, Japan, and South Korea.

Open Skies agreements also connect the United States with smaller countries. Last year, carriers decided to resume direct service between the United States and Liberia, an Open Skies partner, after a 20 year interruption.

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Open Skies Partners

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Partner Application Date All-Cargo 7ths

1. Netherlands₁ In Force 10/14/92 --
2. Belgium₁ Provisional 3/1/95 --
3. Finland₁ In Force 3/24/95 --
4. Denmark₁ In Force 4/26/95 --
5. Norway₁ In Force 4/26/95 --
6. Sweden₁ In Force 4/26/95 --
7. Luxembourg₁ In Force 6/6/95 Yes
8. Austria₁ In Force 6/14/95 --
9. Iceland₁ In Force 6/14/95 Yes
10. Switzerland In Force 6/15/95 Yes
11. Czech Republic₁ In Force 12/8/95 Yes
12. Germany₁ Provisional 2/29/96 Yes
13. Jordan In Force 11/10/96 --
14. Singapore₂ In Force 1/22/97 Yes
15. Taiwan In Force 2/28/97 --
16. Costa Rica In Force 5/8/97 --
17. El Salvador In Force 5/8/97 Yes
18. Guatemala In Force 5/8/97 Yes
19. Honduras Provisional 5/8/97 Yes
20. Nicaragua In Force 5/8/97 Charter Only

21. Panama In Force 5/8/97 Yes
22. New Zealand² In Force 5/29/97 Yes
23. Brunei² In Force 6/20/97 Yes
24. Malaysia In Force 6/21/97 Yes
25. Aruba In Force 9/18/97 Yes
26. Chile² In Force 10/28/97 Yes
27. Uzbekistan In Force 2/27/98 Yes
28. Korea In Force 4/23/98 --
29. Peru In Force 6/10/98 Yes
30. Netherland Antilles In Force 7/14/98 Yes
31. Romania¹ In Force 7/15/98 --
32. Italy¹ Provisional 11/11/98 --
33. U.A.E. In Force 4/13/99 Yes
34. Pakistan In Force 4/29/99 Yes
35. Bahrain In Force 5/24/99 Yes
36. Tanzania Provisional 11/3/99 Yes
37. Portugal¹ In Force 12/22/99 Yes

38. Slovak Republic¹ In Force 1/7/00 Yes
39. Namibia C&R³ 2/4/00 --
40. Burkina Faso In Force 2/9/00 Yes
41. Turkey In Force 3/22/00 --
42. Gambia In Force 5/2/00 Yes
43. Nigeria Provisional 8/26/00 Yes
44. Morocco In Force 10/5/00 Yes
45. Ghana In Force 10/11/00 Yes
46. Rwanda In Force 10/11/00 Yes
47. Malta¹ In Force 10/12/00 Yes
48. Benin N/A 11/28/00 Yes
49. Senegal In Force 12/15/00 Yes
50. Poland¹ In Force 5/31/01 Yes
51. Oman C&R³ 9/16/01 Yes
52. Qatar Provisional 10/3/01 Yes
53. France¹ In Force 10/19/01 Yes
54. Sri Lanka In Force 11/1/01 --
55. Uganda In Force 6/4/02 Yes
56. Cape Verde In Force 6/21/02 Yes
57. Samoa² In Force 7/4/02 Yes
58. Jamaica In Force 10/30/02 --
59. Tonga² In Force 9/19/03 Yes
60. Albania In Force 9/24/03 Yes
61. Madagascar Provisional 3/10/04 Yes
62. Gabon In Force 5/26/04 Yes
63. Indonesia C&R³ 7/26/04 Yes
64. Uruguay In Force 10/20/04 Yes
65. India In Force 1/15/05 Yes

66. Paraguay In Force 5/2/05 Yes
67. Maldives In Force 5/5/05 Yes
68. Ethiopia In Force 5/17/05 Yes
69. Thailand In Force 9/19/05 Yes
70. Mali In Force 10/17/05 Yes
71. Bosnia And Herzegovina In Force 11/22/05 Yes
72. Cameroon Provisional 2/16/06 Yes
73. Cook Islands₂ In Force 2/28/06 Yes
74. Chad Provisional 5/31/06 Yes
75. Kuwait In Force 8/30/06 Yes
76. Liberia In Force 2/15/07 Yes
77. Canada In Force 3/12/07 Yes
78. Bulgaria₁ Provisional 4/30/07 --
79. Cyprus₁ Provisional 4/30/07 --
80. Estonia₁ Provisional 4/30/07 --
81. Greece₁ Provisional 4/30/07 -

82. Hungary₁ Provisional 4/30/07 --
83. Ireland₁ Provisional 4/30/07 --
84. Latvia₁ Provisional 4/30/07 --
85. Lithuania₁ Provisional 4/30/07 --
86. Slovenia₁ Provisional 4/30/07 --
87. Spain₁ Provisional 4/30/07 --
88. United Kingdom₁ Provisional 4/30/07 --
89. Georgia In Force 6/21/07 Yes
90. Australia In Force 2/14/08 Yes
91. Croatia In Force 3/13/08 Yes
92. Kenya In Force 5/30/08 --
93. Laos In Force 10/3/08 Yes
94. Armenia In Force 10/6/08 Yes
95. Zambia In Force 3/16/10 Yes
96. Israel In Force 4/23/10 --
97. Trinidad & Tobago In Force 5/1/10 Yes
98. Barbados N/A 7/1/10 Yes
99. Japan In Force 10/25/10 --
100. Colombia In Force 11/11/10 --
101. Brazil N/A 12/3/10 --
102. Saudi Arabia In Force 4/18/11 --
103. St. Kitts In Force 11/28/11 Yes
104. Montenegro In Force 12/5/11 Yes
105. Suriname In Force 6/21/12 --
106. Sierra Leone In Force 6/26/12 Yes
107. Macedonia C&R₃ 8/23/12 --
108. Seychelles C&R₃ 12/12/12 Yes
109. Yemen C&R₃ 12/12/12 Yes
110. Guyana C&R 3/25/13 Yes

- 111. Bangladesh C&R 8/15/13 Yes
- 112. Botswana In Force 12/12/13 --
- 113. Equatorial Guinea In Force 8/7/14 --
- 114. Burundi C&R³ 11/18/14 Yes

¹ The U.S.-EU Air Transport Agreement, signed April 30, 2007, was provisionally applied March 30, 2008 for all

27 European Union Member States at that time. Norway and Iceland became party to the U.S.-EU agreement pursuant to an agreement signed and provisionally applied June 11, 2011.

² Multilateral Agreement on the Liberalization of International Air Transportation

³ Applied on the basis of comity and reciprocity