46/11 Oleksandra Konyskoho St., office 2, Kyiv 01054, Ukraine · kyiv@jvs.law · +38 (093) 002-82-50 · jvs.law

Ukraine's Air Services Agreements and Air Law Conventions

Every intergovernmental air services agreement of Ukraine (74 entries, 66 in force), the agreements with the EU and the multilateral air law conventions, with dates of signature and entry into force, legal basis, traffic regime per the State Aviation Service registry and termination flags.

REFERENCE **Updated November 1, 2026** Author: Anna Tsirat

RECENT CHANGES

Dec 12, 2025 The 1993 air services agreement with Iran was terminated (Cabinet Resolution No. 1282 of 2024)

Feb 24, 2024 The 1994 air services agreement with Russia was terminated (Cabinet Resolution No. 87 of 31.01.2023)

Jan 3, 2024 The 1995 air services agreement with Belarus was terminated (Cabinet Resolution No. 1438 of 23.12.2022)

Nov 11, 2023 The 1993 air services agreement with Syria was terminated (Cabinet Resolution No. 1071 of 27.09.2022; State Aviation Service registry)

Dec 20, 2022 Ukraine withdrew its reservations to the 1970 Hague and 1971 Montreal Conventions on arbitration and the ICJ (ICAO list)

Dec 28, 2022 The 2021 air services agreement with Iceland entered into force (Law No. 2744-IX)

Nov 16, 2022 The 2021 agreement with Saudi Arabia was ratified (Law No. 2745-IX); no entry-into-force date on record

Feb 17, 2022 The EU–Ukraine Common Aviation Area Agreement was ratified (Law No. 2067-IX); signed 12.10.2021

Jul 13, 2021 The 2016 Protocols to the Chicago Convention (Arts. 50(a) and 56) were ratified — Law No. 1547-IX

Jun 15, 2021 The new 2018 air services agreement with Moldova was ratified (Law No. 1546-IX)

Mar 4, 2021 The 2019 Protocol to the agreement with Qatar entered into force (Law No. 992-IX)

Whether an airline may fly between Ukraine and a given state, how many frequencies it may operate and through which points is settled not by the Air Code but by the intergovernmental air services agreement with that state: it grants the traffic rights, sets the designation procedure and caps the frequencies. Once Ukrainian airspace reopens, these agreements will be the first document that carriers, lessors and insurers check.

Above the bilateral layer sit the 2021 EU–Ukraine Common Aviation Area Agreement and the 1944 Chicago Convention with its protocols, while carrier liability to passengers is governed by the 1999 Montreal Convention.

This page collects every intergovernmental air services agreement of Ukraine listed in the State Aviation Service registry, checked against the document records of the Verkhovna Rada, the two agreements with the EU and the multilateral air law conventions in force for Ukraine. For each agreement we give the date of signature, the date of entry into force and its basis (ratification or approval), the traffic regime per the registry and notes on protocols, replacement or termination. Airworthiness agreements, memoranda between aviation authorities and defence-ministry agreements are outside the scope.

Before relying on an agreement

The airspace has been closed since 24 February 2022. Ukraine has closed all its flight information regions to civil flights; the EASA conflict zone bulletin CZIB-2022-01, issued on 24.02.2022 and extended until 31.01.2027, refers to Ukraine's NOTAM A0021/26. In our view, the closure and sanctions do not terminate the agreements but prevent their use until the airspace reopens; the agreements with Russia, Belarus, Syria and Iran were terminated separately.

The State Aviation Service registry lags behind the Verkhovna Rada. The registry lists 70 agreements but omits the 2021 agreement with Iceland (in force since 28.12.2022), the 2021 agreement with Saudi Arabia (ratified 16.11.2022), the new 2018 agreement with Moldova (ratified 15.06.2021), the 2019 Protocol with Qatar and the 2010–2011 protocols with Armenia, Israel and Slovakia. For Montenegro the registry says "no information on entry into force", whereas the Ministry of Foreign Affairs notice gives 08.12.2015. In our view, dates should be taken from the Verkhovna Rada records and MFA notices, and the registry used for the traffic regime.

Four agreements have been terminated since 2023. Ukraine terminated the agreements with Syria (from 11.11.2023), Belarus (from 03.01.2024), Russia (from 24.02.2024) and Iran (from 12.12.2025) by Cabinet resolutions; the 1996 agreement

with Yugoslavia never entered into force, and the 1997 agreement with North Korea awaits the lifting of UN sanctions. They remain in the table, flagged, so that they are not relied on.

The 2021 EU agreement is not yet in force but is applied provisionally. The Common Aviation Area Agreement was signed on 12.10.2021 and ratified by Law No. 2067-IX; under Art. 38 it enters into force after ratification by all EU member states, and until then the Parties apply it provisionally from the first day of the month following the last note confirming completion of internal procedures. According to the EUR-Lex summary (updated 27.09.2022) the Agreement has been applied provisionally since 12.10.2021, pending completion of national procedures; the Council approved provisional application by Decision (EU) 2021/1897. That date is the signing date, whereas Art. 38(3) ties the start of provisional application to the first day of the month after the last note; Ukraine's note is not on the Verkhovna Rada site. Presidential Decree No. 978/2025 set up a delegation to the Joint Committee operating under the Agreement. It does not cancel the bilateral agreements with EU states but aligns them with EU law; the 2005 EU–Ukraine agreement on certain aspects of air services remains in force since 13.10.2006.

Older agreements have been replaced. With Georgia the 2010 agreement applies (the 1993 one lapsed on 11.11.2011), with Poland the 2013 agreement (the 1994 one lapsed on 28.07.2016), with the United Kingdom the 2011 agreement (the 1993 one lapsed on 17.07.2015), with the United States the fully liberalised 2015 Air Transport Agreement (the 2000 agreement terminated on 14.01.2016, Art. 18), and with Cyprus the 2012 agreement (the 2000 one lapsed on 07.09.2016); the State Aviation Service registry still shows both old agreements in force. The Verkhovna Rada records show the old texts as "no longer in force" with a reference to the new agreement.

Not every record has an entry-into-force date. For the 1990s agreements with Kazakhstan, Kyrgyzstan, Uzbekistan, Turkmenistan, Mongolia, China, India and Moldova the Verkhovna Rada records give no date; the registry treats the date of signature as the date of entry into force. For Kuwait, Thailand and Libya the date appears only in the registry. Such cells are marked "per registry".

Carrier liability follows the 1999 Montreal Convention (in force for Ukraine since 06.05.2009). The official text on the Verkhovna Rada site carries the original 1999 limits. Following ICAO's fourth review under Art. 24, from 28.12.2024 the limits are

151,880 SDR per passenger for death or bodily injury (first tier), 6,303 SDR for passenger delay, 1,519 SDR for baggage and 26 SDR per kilogram of cargo (ICAO). With states that are not parties to the Montreal Convention the "Warsaw system" applies: per the ICAO list Ukraine is a party to the 1929 Warsaw Convention (since 12.11.1959), the 1955 Hague Protocol (since 01.08.1963) and the 1961 Guadalajara Convention (since 14.01.1984), but not to the 1975 Montreal Protocols; there are no Ukrainian texts of these instruments on the Verkhovna Rada site.

The Cape Town Convention and Aircraft Protocol have applied to Ukraine since 01.11.2012 with creditor-friendly declarations (Alternative A of Art. XI, 60 days; IDERA; entry point — the State Aviation Service). Details are in our reference page on private international law conventions.

Bilateral air services agreements

The list and the traffic regime follow the State Aviation Service registry (70 entries), supplemented by acts published by the Verkhovna Rada; dates of signature and entry into force are taken from the document records where available, otherwise from the registry. Agreements terminated or never in force are flagged. Entries: 74, of which 66 in force. Frequencies, points and the number of carriers in the regime column come from the State Aviation Service registry; the treaty texts published by the Verkhovna Rada usually do not contain them and refer to arrangements between the aviation authorities. No regime is given for terminated agreements.

State	Agreement · signed	In force · basis	Regime per State Aviation Service registry	Notes
Austria	Air Services Agreement 15.06.1994, Vienna	in force since 01.12.1994	14 flights a week on each route · Unlimited · Several	—
Azerbaijan	Air Services Agreement 28.07.1995, Baku	in force since 30.01.1996	14 flights a week on each route; unlimited flights only between Lviv, Odesa and Lankaran · Unlimited · Several, but one per route	—

State	Agreement · signed	In force · basis	Regime per State Aviation Service registry	Notes
Belgium	Air Services Agreement 20.05.1996, Kyiv	in force since 01.01.2003	Agreed case by case · Unlimited · One	version of 01.12.2005 under the EU–Ukraine agreement on certain aspects of air services (994_743)
Belarus NOT IN FORCE	Air Services Agreement 17.07.1995, Minsk	in force from 19.09.1995 · terminated 03.01.2024 (Cabinet Resolution No. 1438 of 23.12.2022; MFA letter of 10.01.2023)	—	the 1992 Protocol on air services (112_073) has also lapsed
Bulgaria	Air Services Agreement 08.12.1994, Kyiv	in force since 14.04.1995 (per registry; no text on the Verkhovna Rada site)	Unlimited · Unlimited · Several	—
Bosnia and Herzegovina	Air Services Agreement 24.06.2008, Kyiv	ratified 22.10.2009 (Law No. 1679-VI) · in force since 17.12.2009	Unlimited · Kyiv – any point in Bosnia and Herzegovina · Several	—
Brazil	Air Services Agreement 02.12.2009, Kyiv	ratified 15.02.2011 (Law No. 3023-VI) · in force since 05.01.2018 (MFA notice, Verkhovna Rada record)	Unlimited · Unlimited · Unlimited	—
United Kingdom	Air Services Agreement 21.11.2011, Kyiv	ratified 17.06.2015 (Law No. 529-VIII) · in force since 17.07.2015	17 flights London–Kyiv; 7 flights on other routes not involving London and Kyiv; 7 flights to London from other points in Ukraine and to Kyiv from other points in Britain · Unlimited · Several	replaced the 1993 agreement (826_005), which lapsed on 17.07.2015
Vietnam	Air Services Agreement 21.10.1993, Kyiv	in force since 20.04.1994	Unlimited · Kyiv and/or Odesa – Hanoi and/or Ho Chi Minh City · Unlimited	—

State	Agreement · signed	In force · basis	Regime per State Aviation Service registry	Notes
Armenia	Air Services Agreement 17.06.1995, Kyiv	in force since 11.08.1995	Unlimited · Unlimited · number of carriers agreed between the aviation authorities (2011 Protocol, Art. 2; previously one per route, Art. 3)	2011 amending Protocol (051_001-11) in force since 28.10.2016
Hong Kong	Transit Air Services Agreement 31.01.2002, Hong Kong	in force since 31.01.2002 (per registry; no text on the Verkhovna Rada site)	—	—
Greece	Air Services Agreement 06.10.2011, Athens	ratified 16.06.2016 (Law No. 1426-VIII) · in force since 14.11.2017 (MFA notice, Verkhovna Rada record)	Unlimited · Unlimited · Several	the 1997 air transport agreement (300_018, in force since 16.07.2002) is still shown as in force in the record
Georgia	Air Services Agreement 10.06.2010, Kyiv	ratified 07.09.2011 (Law No. 3703-VI) · in force since 11.11.2011	Unlimited · Unlimited · Several	replaced the 1993 agreement (268_019), which lapsed on 11.11.2011
Denmark	Air Services Agreement 27.03.2001, Kyiv	in force since 27.03.2001 (per registry; no date in the record)	Unlimited · Copenhagen + 2 points, Kyiv + 2 points · Several	—
Estonia	Air Services Agreement 06.07.1993, Tallinn	in force since 16.09.1993	Unlimited · Unlimited · Several	—
Egypt	Air Services Agreement 22.12.1992, Cairo	in force since 22.12.1993 (per registry; no date in the record)	Passenger: 4 flights for each side on the main route Kyiv–Cairo without capacity limits; 4 flights in total on routes other than Kyiv and Cairo, limited to 450 seats a week in each direction. Cargo: 3 flights in each direction · Unlimited · Several	—

State	Agreement · signed	In force · basis	Regime per State Aviation Service registry	Notes
Israel	Air Services Agreement 12.01.1993, Jerusalem	in force since 17.09.1995	up to 31 frequencies a week on Kyiv – Tel Aviv, up to 14 a week on all other routes · Unlimited · Several	2010 amending Protocol (376_043) in force since 26.01.2011
India	Air Services Agreement 07.07.1995, Kyiv	in force since 07.07.1995 (per registry; no date in the record)	Up to 2 flights a week on each route; 7 flights a week for each airline of each side to/from Delhi · Ukrainian carriers: any point in Ukraine – New Delhi, Goa, Amritsar; foreign carriers: any points in India – Kyiv · Two	—
Indonesia	Air Services Agreement 11.04.96, Kyiv	in force since 16.01.1999 (per registry; no text on the Verkhovna Rada site)	Unlimited · Any points in Ukraine – Jakarta · One	—
Iran NOT IN FORCE	Air Services Agreement 09.07.1993, Tehran	in force from 17.09.1995 (per registry; no date in the Verkhovna Rada record) · terminated 12.12.2025 (Cabinet Resolution No. 1282 of 08.11.2024, effective 13.11.2024; para. 2 — the MFA notifies Iran and ICAO; Verkhovna Rada record)	—	the registry does not yet reflect the termination
Iceland	Air Services Agreement 02.12.2021	ratified 16.11.2022 (Law No. 2744-IX) · in force since 28.12.2022 (MFA notice, Verkhovna Rada record)	not in the State Aviation Service registry	—
Spain	Air Services Agreement 07.10.1996, Madrid	in force since 22.04.1997	Unlimited · Unlimited · Several	—
Italy	Air Services Agreement 02.05.1995, Rome	in force since 04.02.1998	Unlimited · Unlimited · Several	—

State	Agreement · signed	In force · basis	Regime per State Aviation Service registry	Notes
Jordan	Air Services Agreement 30.11.2005, Kyiv	ratified 27.07.2006 (Law No. 46-V) · in force since 11.10.2006 (per registry)	Unlimited · Unlimited · Several	—
Kazakhstan	Air Services Agreement 22.02.1993, Almaty	in force since 22.02.1993 (per registry; no date in the record)	16 flights a week in total for each side · Ukrainian carriers: any point in Ukraine – Almaty, Astana, Karaganda, Kostanay, Ust-Kamenogorsk, Pavlodar, Aktau; foreign carriers: any points in Kazakhstan – Kyiv, Lviv, Odesa, Dnipro, Kharkiv, Ivano-Frankivsk, Uzhhorod · Several	—
Canada	Air Transport Agreement 27.01.1999, Kyiv	in force since 28.04.1999 (per registry; no text on the Verkhovna Rada site)	3 flights a week in each direction · Any points in Ukraine – Toronto + 1 point (may change each IATA season) · Several	—
Qatar	Air Services Agreement 19.10.2011, Kyiv	ratified 16.10.2012 (Law No. 5435-VI) · in force since 16.11.2012	Unlimited · Unlimited · One	2019 amending Protocol (634_001-19, Law No. 992-IX) in force since 04.03.2021
Kyrgyzstan	Air Services Agreement 23.02.1993, Bishkek	in force since 23.02.1993 (per registry; no date in the record)	Under Art. 3(4) all commercial matters, including frequencies, are settled between the designated airlines and approved by the aviation authorities · Unlimited · Several	—
China	Air Services Agreement 05.07.1993, Beijing	in force since 05.07.1993 (per registry; no date in the record)	14 flights for each side (in total per country), up to 7 on each route; cargo: 1 flight for China (1 point in China – 1 point in Ukraine), 1 flight for Ukraine (Ukraine – Tianjin) · Ukrainian carriers: any point in Ukraine – Beijing, Tianjin, Shanghai, Guangzhou; foreign carriers: any points in China – Kyiv + 2 points · Three	1992 Protocol on establishing air services (156_009)

State	Agreement · signed	In force · basis	Regime per State Aviation Service registry	Notes
Cyprus NOT IN FORCE	Air Services Agreement 21.02.2000, Kyiv	in force from 08.07.2001 (per the registry) · lapsed on 07.09.2016 when the 2012 agreement entered into force (196_024, termination article, para. 3); the State Aviation Service registry still shows it in force	—	no text on the Verkhovna Rada site
Cyprus (2012)	Air Services Agreement 08.11.2012, Nicosia	ratified 16.06.2016 (Law No. 1424-VIII) · in force since 07.09.2016 (MFA notice, Verkhovna Rada record)	Unlimited · Ukrainian carriers: Larnaca, Paphos to/from any points in Ukraine; foreign carriers: Larnaca, Paphos to Kyiv, Donetsk, Dnipro, Kharkiv, Lviv, Odesa, Simferopol · Several	—
North Korea NOT IN FORCE	Air Services Agreement 15.10.1997, Pyongyang	not in force: per the registry, Ukraine will complete its internal procedures after UN sanctions are lifted	—	—
Cuba	Air Services Agreement 20.05.1995, Kyiv	in force since 08.01.2002 (per registry; no text on the Verkhovna Rada site)	Unlimited · Unlimited · Two, but one per route	—
Kuwait	Air Services Agreement 17.06.2004, Kyiv	approved 18.08.2005 (Cabinet Resolution No. 808) · in force since 05.08.2009 (per registry; no date in the record)	4 flights a week for each side · Kyiv – Kuwait · Several	—
Latvia	Air Services Agreement 23.05.1995, Riga	in force since 31.01.1996	Unlimited · Riga to/from any points in Ukraine · Several	—
Lithuania	Air Services Agreement 07.07.1993, Vilnius	in force since 28.12.1993	Unlimited · Unlimited · Several	—

State	Agreement · signed	In force · basis	Regime per State Aviation Service registry	Notes
Lebanon	Air Services Agreement 22.04.2002, Beirut	approved 25.10.2002 (Cabinet Resolution No. 1585) · in force since 19.08.2003	2 flights a week for each side, 2 all-cargo flights · Kyiv, Simferopol, Donetsk – Beirut · Several	—
Libya	Air Services Agreement 23.01.2001, Tripoli	approved 25.10.2002 (Cabinet Resolution No. 1587) · in force since 04.11.2002 (per registry; no date in the record)	Unlimited · Kyiv – Tripoli · Several	—
Luxembourg	Air Services Agreement 14.06.1994, Luxembourg	in force since 15.11.1995	Unlimited · Luxembourg to any points in Ukraine and back · Several	—
North Macedonia	Air Services Agreement 16.12.1998, Skopje	in force since 29.04.1999 (per registry; no text on the Verkhovna Rada site)	Unlimited · Ukrainian carriers: any point in Ukraine – Skopje, Ohrid; foreign carriers: any points in North Macedonia – Kyiv + 1 point · Several	—
Moldova	Air Services Agreement 20.03.1993, Chișinău	in force since 20.03.1993 (per registry; no date in the record)	7 flights a week for each side on Kyiv–Chișinău; on other routes as agreed between the airlines · Unlimited · Several	the new 2018 agreement (498_004-18) was ratified on 15.06.2021 (Law No. 1546-IX); no entry-into-force date on record — see separate row
Moldova (2018)	Air Services Agreement 12.04.2018	ratified 15.06.2021 (Law No. 1546-IX) · no entry-into-force date on record; the 1993 agreement is still shown as in force	not in the State Aviation Service registry	—
Mongolia	Air Services Agreement 22.07.1993, Ulaanbaatar	in force since 22.07.1993 (per registry; no date in the record)	Unlimited · Kyiv – Ulaanbaatar · Several	—

State	Agreement · signed	In force · basis	Regime per State Aviation Service registry	Notes
Netherlands	Air Services Agreement 07.09.1993, Kyiv	in force since 03.06.1994	14 flights each on Kyiv–Amsterdam · Unlimited · One	—
Germany	Air Services Agreement 10.06.1993, Kyiv	in force since 15.03.1999	52 flights a week for each side on the main routes Kyiv–Berlin, Kyiv–Frankfurt, Kyiv–Munich (in total); 7 flights a week for each side on regional routes · Unlimited · Several, but two on routes to/from Kyiv and three on other city pairs	version of 01.12.2005 under the EU–Ukraine agreement on certain aspects of air services (994_743)
Norway	Air Services Agreement 27.03.2001, Kyiv	in force since 27.03.2001 (per registry; no text on the Verkhovna Rada site)	Unlimited · Oslo, Sandefjord + one point; Kyiv + 2 points · Several	—
United Arab Emirates	Air Services Agreement 26.11.2012, Abu Dhabi	ratified 04.11.2015 (Law No. 750-VIII) · in force since 21.03.2017 (MFA notice, Verkhovna Rada record)	Unlimited · Unlimited · Several	—
Poland	Air Transport Agreement 12.03.2013, Kyiv	ratified 16.06.2016 (Law No. 1425-VIII) · in force since 28.07.2016	Unlimited · Unlimited · Several	replaced the 1994 agreement (616_024), which lapsed on 28.07.2016
Portugal	Air Services Agreement 24.06.2008, Lisbon	ratified 13.01.2012 (Law No. 4341-VI) · in force since 16.03.2012	Unlimited · Lisbon to/from Kyiv · Two	—
Republic of Korea	Air Services Agreement 16.12.1996, Seoul	approved 25.10.2002 (Cabinet Resolution No. 1584) · in force since 06.03.2003	Unlimited · Unlimited · Several	—

State	Agreement · signed	In force · basis	Regime per State Aviation Service registry	Notes
Russia NOT IN FORCE	Air Services Agreement 12.01.1994, Moscow	in force from 02.03.1995 · terminated 24.02.2024 (Cabinet Resolution No. 87 of 31.01.2023; Verkhovna Rada record)	—	the same resolution terminated the agreement on co-operation in aircraft production
Romania	Air Services Agreement 29.03.1996, Izmail	in force since 01.06.1996 (Verkhovna Rada record; registry — 01.06.1999)	Unlimited · Unlimited · Several	the Verkhovna Rada record gives entry into force on 01.06.1996, the registry 01.06.1999
Saudi Arabia	Air Services Agreement 18.01.2021	ratified 16.11.2022 (Law No. 2745-IX) · no entry-into-force date on record	not in the State Aviation Service registry	—
Syria NOT IN FORCE	Air Services Agreement 02.04.1993, Kyiv	terminated 11.11.2023 (Cabinet Resolution No. 1071 of 27.09.2022; MFA letter of 12.01.2023 — per registry)	—	—
Slovakia	Air Services Agreement 23.05.1994, Bratislava	in force since 28.01.1995	Unlimited · Unlimited · Several	2010 amending Protocol (703_091) in force since 28.11.2011
Slovenia	Air Services Agreement 30.03.1999, Ljubljana	in force since 14.06.2001 (per registry; no text on the Verkhovna Rada site)	Unlimited · Kyiv – Ljubljana · Several	—
United States (2000) NOT IN FORCE	Air Transport Agreement 05.06.2000, Kyiv	in force from 05.06.2000 (per the registry) · terminated on 14.01.2016 when the 2015 agreement entered into force (840_170, Art. 18); the State Aviation Service registry still shows it in force	—	1995 Protocol (840_117) to the 1990 agreement; no text of the 2000 agreement on the Verkhovna Rada site

State	Agreement · signed	In force · basis	Regime per State Aviation Service registry	Notes
United States (2015)	Air Transport Agreement 14.07.2015, Washington	ratified 04.11.2015 (Law No. 751-VIII) · in force since 14.01.2016 (MFA notice, Verkhovna Rada record)	Unlimited · Unlimited · Several	—
Tajikistan	Air Services Agreement 07.03.2008, Dushanbe	ratified 22.10.2009 (Law No. 1678-VI) · in force since 07.12.2009	2 flights a week on the route · Kyiv, Lviv – Dushanbe · One	—
Thailand	Air Services Agreement 10.03.2004, Bangkok	approved 28.07.2004 (Cabinet Resolution No. 965) · in force since 17.04.2007 (per registry; no date in the record)	21 flights in total per country with any aircraft type · Unlimited · Several	—
Tunisia	Scheduled Air Services Agreement 07.12.1993, Tunis	in force since 25.08.1994 (Verkhovna Rada record; registry — 25.09.1994)	Unlimited · Unlimited · Several	—
Türkiye	Air Services Agreement 22.12.2011, Ankara	ratified 03.07.2013 (Law No. 385-VII) · in force since 31.10.2013	Kyiv–Istanbul 16; Odesa–Istanbul 14; Lviv–Istanbul 15; Kherson–Istanbul 10; Zaporizhzhia–Istanbul 14; Kharkiv–Istanbul 14; Vinnytsia–Istanbul 10; other routes 7; Donetsk, Simferopol–Istanbul and Kyiv–Ankara unlimited · Kyiv, Odesa, Kherson, Mykolaiv, Kharkiv, Donetsk, Dnipro, Lviv, Chernivtsi, Vinnytsia, Ivano-Frankivsk, Zaporizhzhia, Simferopol, Sevastopol – Istanbul, Ankara · Several	on entry into force this agreement terminated the agreement of 27.11.1996 signed in Ankara (Art. 23(2)); 1992 Protocol on opening air services (792_026)
Turkmenistan	Agreement on air services and co-operation in air transport 25.02.1993, Ashgabat	in force since 25.02.1993 (per registry; no date in the record)	3 flights on each route · Unlimited · Several	—

State	Agreement · signed	In force · basis	Regime per State Aviation Service registry	Notes
Hungary	Air Services Agreement 19.05.1995, Kyiv	in force since 09.11.1995	Passenger Kyiv–Budapest 14 flights a week, Odesa–Budapest 9 a week for each side; other routes unlimited; cargo Kyiv–Budapest 14 a week, Odesa–Budapest 9 a week for each side · Unlimited · Several	—
Uzbekistan	Agreement on air services and co-operation in air transport 20.02.1993, Tashkent	in force since 20.02.1993 (per registry; no date in the record)	Kyiv–Tashkent frequency agreed between the airlines; Odesa–Tashkent 2; Simferopol–Tashkent 3 · Unlimited · Several	—
Finland	Air Services Agreement 05.06.1995 (place left blank in the text; registry — Helsinki)	in force since 01.03.1996	Unlimited · Kyiv – Helsinki, Lapland airports · Several, but one per route	version of 01.12.2005 under the EU–Ukraine agreement on certain aspects of air services (994_743)
France	Air Transport Agreement 03.05.1994, Kyiv	in force since 23.01.1995	14 Kyiv–Paris, 7 each on other routes · Unlimited · One	—
Croatia	Air Services Agreement 05.06.1997, Zagreb	in force since 09.12.2002	Unlimited · Unlimited · Several, but one per route	—
Czechia	Air Services Agreement 01.07.1997, Kyiv	in force since 09.09.1998	Kyiv–Prague 10 flights a week for airlines of each side; Odesa–Prague 7 a week in total for both sides; other regional routes 7 a week in total for both sides per route; cargo 7 a week · Prague to Kyiv, Odesa, Donetsk, Lviv, Kharkiv, Simferopol, Uzhhorod, Dnipro and back; Karlovy Vary – Kyiv · Several	—

State	Agreement · signed	In force · basis	Regime per State Aviation Service registry	Notes
Montenegro	Air Services Agreement 09.12.2011, Podgorica	ratified 04.11.2015 (Law No. 749-VIII) · in force since 08.12.2015 (MFA notice, Verkhovna Rada record); the registry says "no information"	7 flights on each route · Kyiv – Podgorica · Several	—
Switzerland	Scheduled Air Services Agreement 21.07.1993, Kyiv	in force since 25.03.1997	19 flights in total per country · 3 points · Several	—
Sweden	Air Services Agreement 27.03.2001, Kyiv	in force since 27.03.2001 (per registry; no date in the record)	Unlimited · Stockholm + 2 points, Kyiv + 2 points · Several	—
Sri Lanka	Air Services Agreement 04.08.2011, Kyiv	ratified 16.05.2012 (Law No. 4705-VI) · in force since 18.06.2012	7 flights a week between the countries · Kyiv, Odesa – Colombo · Several	—
Yugoslavia NOT IN FORCE	Air Services Agreement 25.01.1996, Belgrade	never entered into force (registry)	—	successors — Serbia and Montenegro; a 2011 agreement exists with Montenegro

Agreements with the European Union

Instrument · subject	For Ukraine	Declarations, reservations, authorities	Parties · depositary status
EU–Ukraine Agreement on certain aspects of air services, 2005 "horizontal" agreement: aligns the bilateral agreements with EU states with EU law (Community designation, safety, fuel taxation, tariffs)	signed 01.12.2005 in Kyiv · approved by Presidential Decree No. 774/2006 of 21.09.2006 · in force since 13.10.2006 (MFA notice, Verkhovna Rada record)	does not cancel the bilateral agreements with EU states (registry: 26 agreements with EU states)	—
EU–Ukraine Common Aviation Area Agreement, 2021 gradual market opening, application by Ukraine of the EU acts in Annex I; Joint Committee (Art. 29); dispute settlement and arbitration (Art. 30); 40 articles in total	NOT YET IN FORCE, APPLIED PROVISIONALLY (per the EUR-Lex summary — since 12.10.2021) · signed 12.10.2021 in Kyiv · ratified 17.02.2022 (Law No. 2067-IX) · enters into force on the first day of the second month after the last note confirming completion of procedures by all Parties (Art. 38(2)); until then applied provisionally from the first day of the month after the last note on completion of internal procedures (Art. 38(3)); no entry-into-force date on the Verkhovna Rada record	depositary — Secretary-General of the Council of the EU (Art. 38(4)); implementation plan — Cabinet Order No. 593-p of 2022; delegation to the Joint Committee — Presidential Decree No. 978/2025 of 23.12.2025	parties — the EU and its 27 member states

Multilateral air law conventions

Dates are taken from the Verkhovna Rada records and the ratification or accession laws; ICAO is the depositary of most instruments; deposit and entry-into-force dates are checked against the ICAO status document for Ukraine, and differences from the Verkhovna Rada records are shown in the cells.

Instrument · subject	For Ukraine	Declarations, reservations, authorities	Parties · depositary status
Convention on International Civil Aviation (Chicago, 1944) sovereignty over airspace, ICAO, standards and recommended practices (Annexes), aircraft registration	accession 10.08.1992 · in force for Ukraine since 09.09.1992 (Verkhovna Rada record and ICAO list) · ICAO membership since 09.09.1992; Convention on the Privileges and Immunities of the Specialized Agencies as applied to ICAO — since 25.02.1993 (ICAO)	amending protocols: Art. 83 bis 1980 (995_040, Resolution No. 67/95-BP; Verkhovna Rada record — in force since 20.06.1996, ICAO — ratification 11.08.1995, effective 20.06.1997); nine protocols of 1947–1990 (Arts. 93 bis, 45, 48(a), 49(e), 50(a), 56, 61, 3 bis, Russian text) — ratified 21.01.2003 (ICAO); Arts. 50(a) and 56 of 2016 (954_001-16, 954_002-16, Law No. 1547-IX) — instruments deposited 20.10.2021, protocols not yet in force (ICAO); CIS Agreement on applying Art. 83 bis (997_400, in force since 13.05.1996)	193 States Parties · status
International Air Services Transit Agreement (Chicago, 1944) first and second freedoms of the air (overflight and technical stop) for scheduled services	accession 04.06.1997 (Resolution No. 490/97-BP) · instrument deposited 14.08.1997 · in force since 14.08.1997 (ICAO); no text on the Verkhovna Rada site	—	status
Warsaw Convention 1929 for the Unification of Certain Rules relating to International Carriage by Air, with the Hague Protocol 1955 and the Guadalajara Convention 1961 carrier liability under the “Warsaw system” — applies to carriage with states that are not parties to the 1999 Montreal Convention	per the ICAO list: Warsaw Convention — accession 14.08.1959, in force since 12.11.1959; Hague Protocol — signed 15.01.1960, ratified 23.06.1960, in force since 01.08.1963; Guadalajara Convention — signed 18.09.1961, ratified 17.10.1983, in force since 14.01.1984 (participation of the Ukrainian SSR continued by Ukraine); no Ukrainian texts or acts of participation on the Verkhovna Rada site	Montreal Additional Protocols Nos. 1–3 and Protocol No. 4 of 1975 and the Guatemala City Protocol 1971 — Ukraine is not a party (ICAO)	status

Instrument · subject	For Ukraine	Declarations, reservations, authorities	Parties · depositary status
Convention for the Unification of Certain Rules for International Carriage by Air (Montreal, 1999) carrier liability for passenger death and injury, delay, baggage and cargo; liability limits in SDR (Arts. 17–22)	accession 17.12.2008 (Law No. 685-VI) · instrument deposited 06.03.2009 · in force since 06.05.2009 (MFA notice, Verkhovna Rada record; the ICAO list gives 05.05.2009)	no declarations; limits revised under Art. 24 apply from 28.12.2024: 151,880 SDR per passenger for death or bodily injury (first tier, Art. 21(1)), 6,303 SDR for passenger delay (Art. 22(1)), 1,519 SDR for baggage (Art. 22(2)), 26 SDR per kilogram for cargo (Art. 22(3)) (ICAO); the Verkhovna Rada text carries the original 1999 limits (100,000, 4,150, 1,000 and 17 SDR)	status
Convention on Offences and Certain Other Acts Committed on Board Aircraft (Tokyo, 1963) jurisdiction of the state of registration, powers of the aircraft commander	accession by the Ukrainian SSR 21.12.1987 (Decree No. 5049-XI) · instrument deposited 29.02.1988 · in force since 29.05.1988 (ICAO); no Ukrainian text (995_244) on the Verkhovna Rada site	reservation: Ukraine does not consider itself bound by Art. 24(1) (arbitration and the ICJ); declaration of 13.01.1988 on rights under other agreements (ICAO); the 2014 Montreal Protocol to the Convention — not a party	status
Convention for the Suppression of Unlawful Seizure of Aircraft (The Hague, 1970) criminalisation of aircraft hijacking, aut dedere aut judicare	signed 16.12.1970 · ratification 27.12.1971 (Decree No. 352-VIII) · instrument deposited 21.02.1972 · in force since 22.03.1972 (ICAO; the Verkhovna Rada record gives 23.03.1973)	reservation to Art. 12(1) (arbitration and the ICJ) withdrawn on 20.12.2022 (ICAO); the 2010 Beijing Protocol — not a party	status
Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (Montreal, 1971) offences against the safety of flight and air navigation facilities	signed 23.09.1971 · ratification 16.01.1973 (Decree No. 1352-VIII) · instrument deposited 26.01.1973 · in force since 25.02.1973 (ICAO) · 1988 Protocol on unlawful acts of violence at airports (995_269) ratified 14.03.1989 (Decree No. 7247-XI), in force since 02.02.1990	reservation to Art. 14(1) (arbitration and the ICJ) withdrawn on 20.12.2022 (ICAO); the 2010 Beijing Convention — not a party	status

Instrument · subject	For Ukraine	Declarations, reservations, authorities	Parties · depositary status
Convention on the Marking of Plastic Explosives for the Purpose of Detection (Montreal, 1991) marking of plastic explosives; International Explosives Technical Commission	signed 01.03.1991 · ratification 03.12.1997 (Law No. 687/97-BP) · instrument deposited 18.03.1999 · in force since 17.05.1999	declaration under Art. XIII(2): Ukraine is not a producer state of plastic explosives (ICAO)	status
EUROCONTROL International Convention relating to Co-operation for the Safety of Air Navigation (Brussels, 1960) with Protocols EUROCONTROL membership, route charges, harmonisation of air navigation services	accession 26.11.2003 (Law No. 1339-IV; 1970 Additional Protocol — Law No. 1340-IV, 1978 Protocol — Law No. 1342-IV, 1997 consolidating Protocol — Law No. 1338-IV) · in force since 01.05.2004 · EUROCONTROL member since 01.05.2004 (State Aviation Service)	2022 agreement with EUROCONTROL on the European Air Navigation Solidarity Fund (944_001-22) signed 19.12.2022	status
Cape Town Convention 2001 and Aircraft Protocol international interests in airframes, engines and helicopters; International Registry; IDERA	texts: Convention — 995_k62, Protocol — 995_k63 · signed 03.03.2004 (ICAO; UNIDROIT gives 09.03.2004 for the Convention) · ratification 06.06.2012 (Law No. 4904-VI) · instruments deposited 31.07.2012 · in force since 01.11.2012	declarations: Arts. 50, 53, 54(2) of the Convention; XXX(1) → Arts. VIII and XIII, XXX(3) → Alternative A of Art. XI with a 60-day waiting period; entry point — State Aviation Service	90 Contracting States · status

What is missing or unconfirmed

Ukraine is not a party

International Air Transport Agreement 1944 (“five freedoms”) (ICAO) — status

Montreal Additional Protocols Nos. 1–3 and Protocol No. 4 of 1975 to the Warsaw Convention, Guatemala City Protocol 1971 (ICAO) — status

Beijing Convention and Protocol 2010, Montreal Protocol 2014 to the Tokyo Convention — not signed (ICAO) — status

Rome Convention 1952 on surface damage (its 1978 Montreal Protocol only signed on 23.09.1978), Geneva Convention 1948 on rights in aircraft, 2009 Montreal conventions on compensation to third parties (ICAO) — status

Ratified but not in force

2016 Protocols to the Chicago Convention (Arts. 50(a) and 56) — ratified by Ukraine (Law No. 1547-IX) but not yet in force (ICAO) — status

No text on the Verkhovna Rada site

Warsaw Convention 1929 with the Hague Protocol 1955 and the Guadalajara Convention 1961, Tokyo Convention 1963 — in force for Ukraine (participation of the Ukrainian SSR continued by Ukraine; ICAO), dates in the multilateral table

Bilateral agreements in force per the State Aviation Service registry: Bulgaria (1994), Hong Kong (2002), Indonesia (1996), Canada (1999), Cuba (1995), North Macedonia (1998), Norway (2001), Slovenia (1999); entry-into-force dates in the table — status

No text and not in force: the agreements with Cyprus 2000 and the USA 2000 were replaced by the 2012 and 2015 agreements (from 07.09.2016 and 14.01.2016), and those with North Korea 1997 and Yugoslavia 1996 never entered into force

How we can help

We advise airlines, lessors, airports and insurers on matters that rest on these agreements: carrier designation and traffic rights, aircraft leasing and repossession, carrier liability, and preparation for the resumption of services. See our Aviation & Asset Finance practice page.

If you know of an agreement or a change that is not yet listed, let us know and we will update the page.

Related materials

- Ready Without Being Active: Why Reopening Ukrainian Airspace Needs a Trigger-Based Architecture
- Montreal Convention in Ukraine: Carrier Liability After the 2024 Limits Revision
- Cape Town Opinions from Ukraine: What the Opinion Confirms — and Where It Honestly Stops
- Ukraine’s Aviation Reopening: Building Digital Trust and Insurance-Ready Infrastructure
- Reference: Ukraine’s Private International Law Conventions
- Reference: Ukraine’s Treaties on Legal Assistance and Recognition of Judgments

This page is not legal advice. Information as of October 31, 2026; sources are the State Aviation Service registry of air services agreements, the document records and texts published by the Verkhovna Rada of Ukraine, the Ministry of Foreign Affairs notices of entry into force the ICAO lists of parties and the ICAO document “Status of Ukraine with regard to international air law instruments”.