

**MEMORANDUM OF UNDERSTANDING
BETWEEN
THE AERONAUTICAL AUTHORITIES OF
THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND
AND THE REPUBLIC OF COSTA RICA**

1. Delegations representing the aeronautical authorities of the United Kingdom of Great Britain and Northern Ireland ("the UK") and of the Republic of Costa Rica met in Riyadh, Saudi Arabia on 04 December 2023 to discuss the air services arrangements between their countries. The discussions were held in a friendly and constructive atmosphere. Lists of the delegations are attached at **Annex A**.

AIR SERVICES AGREEMENT

2. The delegations finalised the text of a new Air Services Agreement ("the ASA") attached as **Annex B**. They decided that they would make the necessary arrangements in accordance with their respective internal procedures for its signature and entry into force in accordance with Article 26 (Entry into Force) at the earliest opportunity.

For the avoidance of doubt, until the ASA mentioned in the previous paragraph enters into force, the Annex B of the 1997 MoU administratively applied, as amended by the 9 December 2021 MoU remains applicable.

3. The delegations agree that entry into force of the Air Service Agreement will commence on the date on which both the UK and Costa Rica will have notified each other of the completion of their respective internal procedures necessary for such application.

THIRD AND FOURTH FREEDOM SERVICES

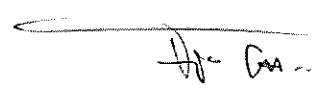
4. The delegations acknowledged that there will be no restrictions on the number of passenger or all cargo services which may be operated by the designated airlines of each side.

FIFTH FREEDOM TRAFFIC RIGHTS

5. The delegations decided that the following fifth freedom traffic rights are available, without restrictions on intermediate and beyond points:

- a. 7 passenger services per week
- b. Unlimited All-Cargo services

ADDITIONAL TRAFFIC RIGHTS



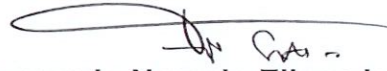
6. The delegations decided to extend traffic rights to include unlimited all-cargo 7th freedom services. The UK delegation suggested that this would provide the air freight industry with additional flexibilities and has found from experience that such rights can be beneficial to both sides.

ENTRY INTO OPERATION

8. This Memorandum supersedes all earlier arrangements relating to traffic rights to the extent applicable in previous Memorandum of Understanding between the aeronautical authorities of the UK and Costa Rica and enters into effect on the date of signature.



**Tara Kemsley for the aeronautical
authorities of the United Kingdom
of Great Britain & Northern Ireland**



**Fernando Naranjo Elizondo for the
aeronautical authorities of Costa
Rica**

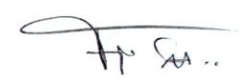
**Riyadh
5 December 2023**



ANNEX A

UK Delegation

Tara Kemsley	Deputy Chief Air Services Negotiator, Department for Transport
Ella Graham Goodman	Senior Policy Advisor, Department for Transport
Aminah Abdelhamid	Business and Policy Support
Timothy Jackson	Licensing Manager, TUI Group



Costa Rica Delegation

Fernando Naranjo Elizondo	Director General, General Directorate of Civil Aviation
Ana Patricia Gamboa Venegas	Air Transport, General Directorate of Civil Aviation

ROUTE SCHEDULE

Section 1

A. Routes to be operated by the designated airline or airlines of the United Kingdom:

From points behind the territory of the United Kingdom via the territory of the United Kingdom and intermediate points to any point or points in the territory of Costa Rica and beyond

NOTES:

Traffic (including all forms of stop-over traffic) may be picked up at an intermediate point to be set down in the territory of Costa Rica or may be picked up in the territory of Costa Rica to be set down at a point beyond, and vice versa, subject to such arrangements as may from time to time be jointly determined by the aeronautical authorities of the Contracting Parties.

B. Routes to be operated by the designated airline or airlines of Costa Rica:

From points behind the territory of Costa Rica via the territory of Costa Rica and intermediate points to any point or points in the territory of the United Kingdom and beyond

NOTES:

Traffic (including all forms of stop-over traffic) may be picked up at an intermediate point to be set down in the territory of the United Kingdom or may be picked up in the territory of the United Kingdom to be set down at a point beyond, and vice versa, subject to such arrangements as may from time to time be jointly determined by the aeronautical authorities of the Contracting Parties.



Section 2

Operational flexibility

The designated airlines of either Contracting Party may, on any or all flights and at their option:

1. operate flights in either or both directions;
2. combine different flight numbers within one aircraft operation;
3. serve intermediate and beyond points on the routes in any combination and in any order.
4. omit stops at any point or points;
5. transfer traffic between aircraft of the same airline at any point (change of gauge);
6. serve points behind any point in its territory with or without change of aircraft or flight number and hold out and advertise such services to the public as through services;
7. carry stopover traffic through any points whether within or outside the territory of either party;
8. carry transit traffic through the territory of the other Party;
9. combine traffic on the same aircraft regardless of where such traffic originates;
10. serve more than one point on the same service (co-terminalisation).