

No. 3233

**NETHERLANDS
and
ECUADOR**

**Air Transport Agreement (with annex). Signed at Quito,
on 14 December 1954**

Official texts: Dutch and Spanish.

Registered by the International Civil Aviation Organization on 11 April 1956.

**PAYS-BAS
et
ÉQUATEUR**

**Accord relatif aux transports aériens (avec annexe). Signé
à Quito, le 14 décembre 1954**

Textes officiels néerlandais et espagnol.

Enregistré par l'Organisation de l'aviation civile internationale le 11 avril 1956.

[TRANSLATION — TRADUCTION]

No. 3233. AIR TRANSPORT AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE KINGDOM OF THE NETHERLANDS AND THE GOVERNMENT OF THE REPUBLIC OF ECUADOR. SIGNED AT QUITO, ON 14 DECEMBER 1954

The Government of the Kingdom of the Netherlands and the Government of the Republic of Ecuador, desiring to encourage civil and commercial air transport between their respective territories, and in accordance with the recommendation made in its resolution VIII of 7 December 1944 by the International Civil Aviation Conference held at Chicago from 1 November to 7 December 1944, that there should be as great a measure of uniformity as possible in any agreements made between States for the operation of air services, have decided to conclude the following Air Transport Agreement which covers the regular air services described below, and for this purpose have appointed their plenipotentiaries :

The Government of the Kingdom of the Netherlands : Mr. Kasper W. Reinink, Acting Chargé d'Affaires at Quito ; and

His Excellency the President of the Republic of Ecuador : Mr. Luis Antonio Peñaherrera, Minister of Foreign Affairs, who, having exchanged their full powers, found in good and due form, have agreed as follows :

Article I

The Contracting Parties grant each other the rights specified in this Agreement and its annex² with a view to establishing the regular international air services described therein and hereinafter referred to as the "agreed services".

Article II

1. Each of the "agreed services" may be inaugurated immediately or at a later date, at the option of the Contracting Party to whom the rights are granted, but not before :

(a) The Contracting Party to whom the rights are granted has designated one or more airlines for the specified route or routes ;

¹ Applied provisionally as from the date of signature on 14 December 1954, and entered into force on 6 March 1956 by the exchange of the instruments of ratification at The Hague, in accordance with article XII.

² See p. 138 of this volume.

(b) The Contracting Party granting the rights has issued the appropriate operating permit to the airline or airlines designated by the other Contracting Party which, subject to the provisions of paragraph 2 of this article and of article VI, it shall do without delay.

2. The designated airlines may be required to satisfy the aeronautical authorities of the Contracting Party granting the rights that they are qualified to fulfil the conditions prescribed under the laws and regulations normally applied by those authorities to the operation of commercial airlines.

Article III

In order to prevent discriminatory practices and to assure equality of treatment, both Contracting Parties agree that :

(1) Each of the Contracting Parties may impose or permit to be imposed fair and reasonable charges for the use of airports and other facilities. Each of the Contracting Parties agrees, however, that these charges shall not be higher than would be paid for the use of such airports and facilities by its national aircraft engaged in similar international services ;

(2) Fuel, lubricating oils and spare parts, regular equipment and, in general, material intended solely for use by aircraft of the designated airlines of one Contracting Party and introduced into or taken on board aircraft in the territory of the other Contracting Party by or on behalf of such an airline for use by aircraft of that airline in that territory shall be accorded with respect to customs duties, inspection fees and other national duties or charges imposed by the latter Contracting Party, treatment not less favourable than that granted to national aircraft or to aircraft of the most favoured nation operating similar services ;

(3) The aircraft of the airlines designated by one Contracting Party engaged in operating the agreed services shall, on arrival in or departure from the territory of the other Contracting Party, be exempt from customs duties, inspection fees or similar duties or charges. The same exemptions shall apply to fuel, lubricating oils, spare parts, regular equipment, supplies in general and aircraft stores retained on board such aircraft, even though such supplies be used or consumed on flights in that territory ;

(4) The supplies enumerated in paragraph 3 of this article which benefit by the exemption described above may only be unloaded with the approval of the customs authorities of the other Contracting Party. If such supplies are to be re-exported, they shall, pending their re-exportation, be placed under the customs supervision of the other Contracting Party but shall remain available at all times.