



General Civil Aviation Authority of the United Arab
Emirates
Director General
H.E. Saif Mohammed Al Suwaidi
P.O. Box 6558
Abu Dhabi
United Arab Emirates

Bestuurskern
Dir. Luchtvaart
Afd. Economie en
Luchtvaartpolitiek
Plesmanweg 1-6
Den Haag
Postbus 20904
2500 EX Den Haag
Contactpersoon

minuut

Air Services Agreement between UAE and the Kingdom
of The Netherlands

Getypt door / paraaf

Vervolg op

Datum

17 oktober 2013

Vergeleken door / paraaf

Rappeldatum

Ons kenmerk

IENM/BSK-2013/242013

Verzonden door / paraaf

Verzenddatum

Ondertekening door / paraaf

Verzendwijze
diplo post

Medewerking van / paraaf

Na verzending retour aan

Afschrift aan

Luvapo team

Adres



> Retouradres Postbus 20904 2500 EX Den Haag

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Betreft Air Services Agreement between UAE and the Kingdom
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Excellency,

The Directorate of Civil Aviation of the Ministry of Infrastructure and the Environment of the Netherlands has the honor to refer to the excellent relationship in the field of civil aviation between the United Arab Emirates and the Kingdom of the Netherlands and wishes to express its interest in and commitment to the continuation thereof.

It's been an honor and a privilege to meet you during the last ICAO Assembly. As indicated during our meeting, I would like to draw your attention to the following matter.

The United Arab Emirates and the Kingdom of the Netherlands have concluded an Air Services Agreement, signed in Abu Dhabi, on July 31, 1990 (hereafter: the Agreement). The Agreement was supplemented by a Confidential Memorandum of Understanding, signed by the Assistant Undersecretary for Civil Aviation, H.E. Mohamed Yahya Al Suwaidi and Assistant Director-General, Mr. R.C.J.M. Cornelisse in Abu Dhabi, on April 10, 2000.

Under the existing air political framework in force between our countries, the designated airlines of either side have been able to operate their services in a commercially viable way.

In addition, KLM Royal Dutch Airlines and Etihad have successfully concluded a cooperation agreement allowing a seamless flow of passengers using their respective networks.

In 2012, Emirates introduced an A380 service between Dubai and Amsterdam v.v. Recently the Civil Aviation Authority of the Ministry of Infrastructure and the Environment received a request from designated airline Emirates for approval of an additional second daily flight with a B777 aircraft per 4 December 2013. This request has been approved recently by the Directorate of Civil Aviation of the Netherlands.

Whereas the existing air political framework provides for an open route schedule and any number of frequencies, Article 9 of the Agreement stipulates certain principles governing operation of the agreed services. Inter alia Article 9 paragraph 2, lays down a number of principles to ascertain the capacity offered on the specified routes, such as reasonable load factor, the requirements of the public for transportation and capacity adequate to carry current and reasonably anticipated requirements from or destined for the territory of the Contracting Party which has designated the airline.

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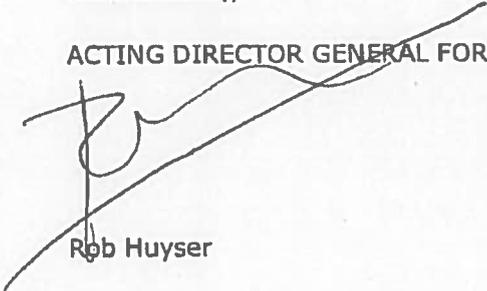
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After the introduction of the additional service by Emirates, the capacity offered by the designated carriers of the United Arab Emirates is more than 20 percent larger than that offered by the designated carriers of The Netherlands, which may distort this fragile balance between our countries and may jeopardize the principles governing the agreed services. That is why the decision was taken by the Directorate of Civil Aviation to monitor the operations, taking into account the principles of Article 9, in order to be able to assess the developments on the routes.

The Directorate of Civil Aviation of the Ministry of Infrastructure and the Environment of the Netherlands avails itself of this opportunity to renew to the United Arab Emirates Civil Aviation Authority the assurances of its highest consideration.

Yours sincerely,

ACTING DIRECTOR GENERAL FOR CIVIL AVIATION,



Rob Huyser

