

**INTERNATIONAL AIR TRANSPORT AGREEMENT
SIGNED AT CHICAGO ON 7 DECEMBER 1944**

Entry into force: The Agreement entered into force on 8 February 1945.
Status: 11 Parties.
 This list is based on information received from the depositary, the Government of the United States of America.

State	Date of acceptance
Bolivia (Plurinational State of)	4 April 1947
Burundi	19 January 1968
Costa Rica	1 May 1958
El Salvador	1 June 1945
Ethiopia	22 March 1945
Greece (1)	28 February 1946
Honduras	13 November 1945
Liberia	19 March 1945
Netherlands (2)	12 January 1945
Paraguay	27 July 1945
Türkiye (3)	6 June 1945

- (1) Reservation: “. . . with respect to the rights and obligations contained in Article 1, Section 1, paragraph (5) of the Agreement, which, under Article IV, Section 1, Greece does not wish, for the time being to grant or receive.”
- (2) By a Note dated 9 January 1986 the Government of the Kingdom of the Netherlands informed the Government of the United States of America that as of 1 January 1986 the Agreement remains applicable to Aruba as an autonomous entity within the Kingdom of the Netherlands.
 By a Note dated 6 October 2010 the Government of the Kingdom of the Netherlands informed the Government of the United States of America of the following:
 “The Kingdom of the Netherlands currently consists of three parts: the Netherlands, the Netherlands Antilles and Aruba. The Netherlands Antilles consists of the islands of Curaçao, Sint Maarten, Bonaire, Sint Eustatius and Saba.
 With effect from 10 October 2010, the Netherlands Antilles will cease to exist as a part of the Kingdom of the Netherlands. From that date onwards, the Kingdom will consist of four parts: the Netherlands, Aruba, Curaçao and Sint Maarten. Curaçao and Sint Maarten will enjoy internal self-government within the Kingdom, as Aruba and, up to 10 October 2010, the Netherlands Antilles do.
 These changes constitute a modification of the internal constitutional relations within the Kingdom of the Netherlands. The Kingdom of the Netherlands will accordingly remain the subject of international law with which agreements are concluded. The modification of the structure of the Kingdom will therefore not affect the validity of the international agreements ratified by the Kingdom for the Netherlands Antilles; these agreements will continue to apply to Curaçao and Sint Maarten.
 The other islands that have until now formed part of the Netherlands Antilles – Bonaire, Sint Eustatius and Saba – will become part of the Netherlands, thus constituting ‘the Caribbean part of the Netherlands’. The agreements that now apply to the Netherlands Antilles will also continue to apply to these islands; however, the Government of the Netherlands will now be responsible for implementing these agreements.”
 By a Note dated 12 October 2011, the Government of the Kingdom of the Netherlands provided a status report to the Government of the United States of America confirming that as of 10 October 2010, the International Air Transport Agreement is applicable to Curaçao, Sint Maarten and the Caribbean part of the Netherlands (the islands of Bonaire, Sint Eustatius and Saba) (formerly the Netherlands Antilles).
- (3) Reservation: “. . . the reservation made by the Turkish Delegation on the fifth freedom of the air contained in the International Air Transport Agreement is explained in the following article of the law by which the [Convention on International Civil Aviation, the Interim Agreement on International Civil Aviation, the International Air Services Transit Agreement, and the International Air Transport Agreement] have been ratified: ‘The Turkish Government, when concluding bilateral agreements, shall have the authority to accept

and apply for temporary periods the provision regarding the fifth freedom of the air contained in the International Air Transport Agreement.”