

An exception to the strict reciprocity rule may occur when the foreign country is (geographically) small and contains only one viable international airport, but would like its designated carrier to be permitted to serve more than one Canadian city. For example, in the Canada-Netherlands agreement<sup>42</sup>, the designated Dutch carrier is authorized to serve Montreal, Toronto, Halifax, Ottawa, Calgary and Vancouver. While the Canadian carrier may serve Amsterdam plus two other points in the Netherlands, it is unlikely that these other points will ever be served, leaving the Netherlands with seemingly more benefits than Canada. In order to achieve a more equal exchange of benefits, the designated carrier of the Netherlands is limited to two points in the United States, Houston and Orlando, for which it can operate fifth freedom routes from Canada (from Montreal, only). A designated carrier from Canada, on the other hand, has full traffic beyond rights from the Netherlands to other points in Europe, Africa north of the Sahara, the Middle East and Asia.

The bilateral with the Netherlands is, actually, an exception among the agreements studied. It is the only one of the fifteen agreements that does not restrict beyond points to Canadian carriers.<sup>43</sup> Two agreements (with Australia<sup>44</sup> and Saudi Arabia<sup>45</sup>) have no beyond points for designated Canadian carriers, while three others (Hong Kong<sup>46</sup>, Brazil<sup>47</sup>, and the Ivory

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<sup>42</sup> Canada, "Agreement Between the Government of Canada and the Government of the Kingdom of the Netherlands relating to Air Transport (with Annex), *op. cit.*

<sup>43</sup> If Canada names a second designated carrier to serve routes to the Netherlands, beyond rights for that second carrier are restricted to two points. See *ibid.*

<sup>44</sup> Canada, "Air Agreement Between Canada and Australia (with Annex)", *op. cit.*

<sup>45</sup> Canada, "Agreement Between the Government of Canada and the Government of the Kingdom of Saudi Arabia on Air Transport (with Annex), *op. cit.*

<sup>46</sup> Canada, "Air Agreement Between Canada and Hong Kong (with Annex)", *op. cit.*