

AVIATION

Transport Services

Agreements Between the  
UNITED STATES OF AMERICA  
and ARGENTINA

Amending the Agreement of  
September 22, 1977

Effected by Exchange of Notes  
Signed at Buenos Aires March 11, 1981

*and*

Exchange of Notes  
Signed at Buenos Aires August 13, 1982



## ARGENTINA

### Aviation: Transport Services

*Agreements amending the agreement of September 22, 1977.  
Effected by exchange of notes  
Signed at Buenos Aires March 11, 1981;  
Entered into force March 11, 1981.  
And exchange of notes  
Signed at Buenos Aires August 13, 1982;  
Entered into force August 13, 1982.*

#### NOTE BY THE DEPARTMENT OF STATE

Pursuant to Public Law 89-497, approved July 8, 1966 (80 Stat. 271; 1 U.S.C. 113)—

“ . . . the Treaties and Other International Acts Series issued under the authority of the Secretary of State shall be competent evidence . . . of the treaties, international agreements other than treaties, and proclamations by the President of such treaties and international agreements other than treaties, as the case may be, therein contained, in all the courts of law and equity and of maritime jurisdiction, and in all the tribunals and public offices of the United States, and of the several States, without any further proof or authentication thereof.”

*The American Ambassador to the Argentine Minister of Foreign  
Affairs and Worship*

EMBASSY OF THE  
UNITED STATES OF AMERICA  
BUENOS AIRES, *March 11, 1981*

No. 66

#### EXCELLENCY:

I have the honor to refer to the Agreement between the United States of America and the Republic of Argentina concerning air transport relations effected by the exchange of notes of September 22, 1977, and to the annexed Memorandum of Understanding.<sup>[1]</sup> In recent conversations between representatives of our two governments, it was agreed to eliminate the numerical restrictions set out in the first and second columns of Attachment C to the Memorandum of Understanding, thus leaving to the discretion of the carriers the composition of stipulated capacity with respect to aircraft types. It was further agreed that paragraph 1 of Route Schedule I of Attachment D should now read as follows: “Between the Republic of Argentina and the co-terminal points Miami and New York via the intermediate points Sao Paulo and Rio de Janeiro and beyond to Montreal.” In addition, it was agreed that Rio de Janeiro be added to points authorized to be served by Braniff in paragraph 1 of Route Schedule II of Attachment D.

If the foregoing is acceptable to the Government of the Republic of Argentina, I have the honor to propose that this note and your reply to that effect shall constitute an amendment to the 1977 Agreement which shall enter into force on the date of your reply

and which shall remain in force for the duration of the aforesaid Agreement.

Accept, Excellency, the renewed assurances of my most distinguished consideration.

Harry Shlaudeman

His Excellency

BRIGADIER MAYOR (R) CARLOS W. PASTOR,  
Minister of Foreign Affairs and Worship,  
Palacio San Martin,  
Buenos Aires.

*The Argentine Minister of Foreign Affairs and Worship to the  
American Ambassador*

*Ministro de Relaciones Exteriores y Culto*

BUENOS AIRES, 11 de marzo de 1981.

SEÑOR EMBAJADOR:

Tengo el agrado de dirigirme a Vuestra Excelencia a fin de acusar recibo de su nota del día de la fecha, cuyo texto se transcribe a continuación:

"Tengo el honor de referirme al Acuerdo entre los  
"Estados Unidos de América y la República Argentina referente a  
"las relaciones en materia de transporte aéreo, concluido por in-  
"tercambio de notas del día 22 de septiembre de 1977, y al Acta  
"de Entendimiento anexa al mismo. En conversaciones recientes en-  
"tre representantes de nuestros Gobiernos, se acordó eliminar las  
"restricciones numéricas establecidas en la primera y segunda co-  
"lumnas del Anexo C del Acta de Entendimiento, dejando, por tanto,  
"a discreción de las líneas aéreas la composición de la capacidad  
"estipulada con respecto al tipo de aeronave. Se acordó asimismo  
"que el párrafo 1 del Plan de Rutas I del Anexo D deberá ahora le-  
"erse como sigue: "Entre la República Argentina y los puntos cotej

A SU EXCELENCIA EL SEÑOR EMBAJADOR  
EXTRAORDINARIO Y PLENIPOTENCIARIO DE LOS ESTADOS UNIDOS DE AMERICA  
D. HARRY SHLAUDEMÁN  
BUENOS AIRES

"minales de Miami y Nueva York vía los puntos intermedios de San Pablo y Río de Janeiro y, más allá, hasta Montreal". Además se convino en que Río de Janeiro sea incorporada a los puntos autorizados para ser servidos por Braniff en el párrafo 1 del Plan de Rutas II del Anexo D.

"Si lo expresado anteriormente es aceptable para el Gobierno de la República Argentina, tengo el honor de proponer que esta nota y su contestación, a tal efecto, constituyan una enmienda al Acuerdo de 1977, que entrará en vigor en la fecha de su nota de respuesta y permanecerá en vigencia por el período de duración del Acuerdo mencionado".

Al manifestar la conformidad del Gobierno de la República Argentina con lo que precede, aprovecho la oportunidad para reiterar a Vuestra Excelencia las seguridades de mi más distinguida consideración.



TRANSLATION

Ministry of Foreign Relations and Worship

Buenos Aires, March 11, 1981

Mr. Ambassador:

I have the honor to acknowledge receipt of Your Excellency's note of today's date, which is transcribed below:

[For the English language text, see pp. 1-2.]

I wish to inform you that the foregoing is acceptable to the Government of Argentina, and I avail myself of this opportunity to renew to Your Excellency the assurances of my highest consideration.

Carlos W. Pastor

His Excellency  
Harry Shlaudeman,  
Ambassador Extraordinary and Plenipotentiary  
of the United States of America,  
Buenos Aires.

*The American Ambassador to the Argentine National Director of  
Commercial Air Transport*

EMBASSY OF THE  
UNITED STATES OF AMERICA  
BUENOS AIRES, ARGENTINA  
*August 13, 1982*

COMMODORE (R) DIEGO A. KENNY  
*Acting Director  
National Directorate of Commercial Air Transport  
San Jose 317, 8th Floor  
Buenos Aires*

DEAR COMMODORE KENNY:

During the past several weeks, representatives of our two governments have had discussions concerning the appropriate level of capacity for air services between our two countries. As a result of those discussions, it was agreed that, not withstanding the frequency schedule contained in Attachment C of the Memorandum of Understanding of 1977, as amended, for a period of six months, the designated airlines of the United States will operate a total of ten weekly round-trip frequencies in accordance with the schedules that have been filed with you. During this same period, the designated airline of Argentina will also operate a total of ten weekly round-trip frequencies. It was further agreed that the designated airlines of the United States can add, from October 15, 1982, a new frequency with a narrow-body aircraft.

I would appreciate receiving your letter confirming these understandings and the acceptability of this arrangement for a period of six months that will commence on the date of your reply.

The United States also proposes that consultations on the level of service and on other issues of mutual concern be held in December 1982, or January 1983.

Sincerely,  
HARRY W. SHLAUDEMANN  
Harry W. Shlaudeman  
*Ambassador*

*The Argentine National Director of Commercial Air Transport to  
the American Ambassador*

FUERZA AEREA ARGENTINA  
DIRECCION NACIONAL DE TRANSPORTE  
AERO COMERCIAL

BUENOS AIRES, 13 de agosto de 1982.

SEÑOR EMBAJADOR:

Tengo el agrado de dirigirme a usted con relación a su Nota del día 13 de agosto de 1982, que se refiere a los nuevos niveles de frecuencias de servicios aéreos entre la República Argentina y los Estados Unidos de América, y cuyo primer párrafo expresa: "During the past several weeks, representatives of our two governments have had discussions concerning the appropriate level of capacity for air services between our two countries".

Esta Dirección Nacional está de acuerdo con los términos de dicha Nota, y consecuentemente aprobará los horarios presentados por Pan American Airways y por Eastern Airlines.

Saluda a usted atentamente



*[Signature]*  
Comodoro (R.) DIEGO A. KENNY  
DIRECTOR NACIONAL DE TRANSPORTE  
AEREO COMERCIAL

A S.E. EL SEÑOR EMBAJADOR DE LOS  
ESTADOS UNIDOS DE AMERICA EN ARGENTINA  
D. HARRY SCHLAUDEMANN  
S / D.-

## TRANSLATION

Argentine Air Force  
National Directorate of Commercial Air Transport

Buenos Aires, August 13, 1982

Note D.N.T.A.C. No. 36.683/4

Mr. Ambassador:

I have the pleasure to refer to your note of August 13, 1982, regarding new levels of air services frequencies between the Argentine Republic and the United States of America, the first paragraph of which reads as follows: "During the past several weeks, representatives of our two governments have had discussions concerning the appropriate level of capacity for air services between our two countries."

This office accepts the terms of the aforementioned note and therefore will approve the schedules presented by Pan American Airways and by Eastern Airlines.

Sincerely,

Diego Kenny

Commodore (R) Diego A. Kenny  
National Director of Commercial Air  
Transport

[SEAL]

His Excellency  
Harry Schlaudeman,  
Ambassador of the United States of America,  
Buenos Aires, Argentina.