

December 21, 1945, and  
January 15, 1946  
[T. I. A. S. 2131]

*Agreement between the United States of America and Spain respecting air transport services, amending the agreement of December 2, 1944. Effected by exchange of notes verbales dated at Madrid December 21, 1945, and January 15, 1946; entered into force January 15, 1946.*

*The American Embassy to the Spanish Ministry of Foreign Affairs*

No. 1379

#### NOTE VERBALE

The Embassy of the United States of America presents its compliments to the Ministry of Foreign Affairs and has the honor to inform the Ministry, under instructions received today from the Department of State, that Transcontinental World Airways, the airline indicated by the Civil Aeronautics Board of the United States to operate the route between the United States and Madrid via Lisbon, plans to inaugurate its service to Madrid on January 1, 1946 from New York, via Newfoundland, Ireland and Lisbon. The first flight is due to reach Madrid on January 2. It would depart from Madrid on its return flight on January 3. The service, for the time being, would be weekly; departures from New York being on January 1, 8, 15, etc. and from Madrid on Jan. 3, 10, 17, etc. However, it is the Embassy's understanding that the runway extension at present under construction at Barajas airport probably will not be completed in time to permit of this service being inaugurated as planned by the company, which is being kept informed of the progress of the construction work at Barajas by the Embassy.

Until such time as this airline is enabled to extend its services eastward from Madrid, this city will be its European terminus. At such time as this route can be extended to conform with the Transcontinental and Western Airline's route as communicated to the Ministry of Foreign Affairs in the Embassy's Note Verbale No. 535 of July 11, 1945, [1] this company will provide service through Madrid to Algiers, as authorized in Article I (a) (Route No. 2) of the Civil Air Agreement signed at Madrid on December 2, 1944.

Under date of July 11, the Embassy communicated to the Ministry the details of the air routes between the United States and Europe by which the CAB of the United States had authorized three airlines of the United States to operate. The Ministry will have noted that the route allocated to Transcontinental and Western Airlines provides for a spur route to be operated by this company from Madrid to Rome, thence to North Africa via Athens. This spur route is not covered in Article I (a) 2 of the Civil Air Agreement of December 2, 1944.

<sup>1</sup> Not printed.

In accordance with instructions from the Department of State the Embassy has the honor to inform the Ministry of Foreign Affairs that it would appreciate its consent to the effecting of an appropriate revision of the route definition as set forth in Article I (a) 2 of the Bilateral Air Agreement referred to above, to be modified to read as follows:

58 Stat. 1473.

“Route 2. A route from the United States through Lisbon to Madrid, proceeding therefrom (a) to Rome and points beyond and (b) to Algiers and points beyond, return being made over the same route.”

The establishment of two routes to be operated from Madrid by Transcontinental World Airways (the name of this company having been modified recently to better describe the greater scope of its operations) will add considerably to the volume of traffic through Madrid, particularly as the route which it is now proposed to add will permit of through service by TWA from New York to Madrid, thence to the important traffic centers of Rome and Athens, which would be touched on the route to Cairo.

The Embassy expresses the hope that approval for this additional route through Madrid may be formalized by an early indication of the Ministry's willingness to effect the appropriate modification of Article I (a) 2 of the agreement of December 2, 1944, as set forth above.

MADRID, December 21, 1945.

*The Spanish Ministry of Foreign Affairs to the American Embassy*

MINISTERIO DE ASUNTOS EXTERIORES

P. E.

Núm. 63

NOTA VERBAL

El Ministerio de Asuntos Exteriores saluda atentamente a la Embajada de los Estados Unidos de América y en contestación a la Nota Verbal de la Embajada n° 1.379, de 21 de diciembre de 1945, tiene la honra de manifestarle su conformidad a que la ruta n° 2, prevista en el artículo I (a) 1 del “Convenio entre España y los Estados Unidos de América, relativo al funcionamiento de Servicios Internacionales de Transporte Aéreo” firmado con fecha 2 de diciembre de 1944, quede redactado de la siguiente forma:

Ruta número 2

“Ruta desde los Estados Unidos por Lisboa a Madrid continuando desde aquí:

- a) A Roma y puntos ulteriores; y
  - b) A Argel y puntos ulteriores,
- efectuándose el regreso por la misma ruta”.

Al propio tiempo el Ministerio participa a la Embajada que ha tomado nota de que, en cuanto el aeropuerto de Madrid-Barajas se encuentre en condiciones de recibir los grandes aviones de transporte transoceánicos, empezará a funcionar la línea explotada por la Empresa Transcontinental World Airways y que este servicio será semanal.

MADRID, 15 de enero de 1946.

A LA EMBAJADA DE LOS ESTADOS UNIDOS DE AMERICA EN MADRID. —

*Translation*

MINISTRY OF FOREIGN AFFAIRS

P. E.

No. 63

NOTE VERBALE

The Ministry of Foreign Affairs presents its compliments to the Embassy of the United States of America and in reply to the Embassy's Note Verbale No. 1379 of December 21, 1945, has the honor to inform it that it agrees that the definition of Route 2 as set forth in Article I (a) 1 of the "Agreement between the United States of America and Spain relating to the Operation of International Air Transport Services" signed on December 2, 1944, be modified to read as follows:

*Ante*, p. 4078.

58 Stat. 1473.

Route 2

"A route from the United States through Lisbon to Madrid, proceeding therefrom:

- a) To Rome and points beyond; and
- b) To Algiers and points beyond, return being made over the same route".

At the same time the Ministry informs the Embassy that it has taken note of the fact that, as soon as the Madrid-Barajas airport is in condition to receive large transoceanic transport planes, the line operated by Transcontinental World Airways will begin to function, and that this service will be weekly.

MADRID, January 15, 1946.

THE EMBASSY OF THE UNITED STATES OF AMERICA IN MADRID. —

*Agreement between the United States of America and Spain respecting air transport services, amending the agreement of December 2, 1944, as amended. Effected by exchange of notes verbales dated at Madrid February 21 and March 12, 1946; entered into force March 12, 1946.*

February 21 and  
March 12, 1946  
[T. I. A. S. 2132]

*The American Embassy to the Spanish Ministry of Foreign Affairs*

NOTE VERBALE

No. 1626

The Embassy of the United States of America presents its compliments to the Ministry of Foreign Affairs and has the honor to refer to its Note No. 575 of July 14, 1945 [1] concerning the suggested revision of route definitions set forth in Article I (a) 1. of the Agreement between the United States of America and Spain relating to the Operation of International Air Transport Services.

58 Stat. 1473.

In pursuance of that Note and in view of the desire of Pan American Airways to inaugurate service in the near future over a route from the United States to Lisbon, Barcelona, and Marseilles, the Embassy is desirous of obtaining the early agreement of the Spanish Government to the proposed re-definition of Route 1 to read as follows:

“A route from the United States through Lisbon to Barcelona, proceeding therefrom to Marseilles and possibly points beyond, return being made over the same route.”

At the same time, because of its bearing on the safety of United States commercial airline operations between Portugal and the United Kingdom, the agreement of the Spanish Government is requested to the inclusion of the following paragraph (as proposed also in the Embassy's Note No. 575) as part of Article I (a) 1. and immediately following the revised route descriptions:

“Rights of transit and non-traffic stop are granted United States airlines in the territory of Spain on a route between Portugal and the United Kingdom.”

The Embassy has noted with gratification the Ministry's Note Verbale No. 63 (P.E.) of January 15, 1946 conveying the agreement of the Spanish Government to the proposed modification of Route 2, as defined in Article I (a) 1. of the December 2, 1944 Agreement, to cover the projected operations of Transcontinental and Western Air (Trans-World Airlines) into and through Spain.

*Ante*, p. 4079.

MADRID, *February 21, 1946.*

<sup>1</sup> Not printed.

*The Spanish Ministry of Foreign Affairs to the American Embassy*

MINISTERIO DE ASUNTOS EXTERIORES

P.E.

NÚM. 200

NOTA VERBAL

El Ministerio de Asuntos Exteriores saluda atentamente a la Embajada de los Estados Unidos de América, y en contestación a la Nota Verbal de la Embajada n° 1626, de 21 de febrero último, tiene la honra de participarle la conformidad del Gobierno español para la nueva definición propuesta por las autoridades norteamericanas, para la ruta n° 1, fijada en el Artículo I (a), del "Convenio entre España y los Estados Unidos de América relativo al funcionamiento de servicios internacionales de transporte aéreo", con la redacción siguiente:

"Ruta desde los Estados Unidos por Lisboa a Barcelona, continuando desde aquí a Marsella y posiblemente puntos ulteriores, efectuándose el vuelo de regreso por la misma ruta".

El Ministerio confía que la empresa Pan American Airways, esté en situación de inaugurar en breve plazo el servicio en la mencionada ruta.

Respecto de la segunda petición contenida en la referida Nota Verbal n° 1626, el Gobierno Español está igualmente conforme, con que a fin de reforzar la seguridad de funcionamiento de la línea aérea comercial norteamericana entre Portugal y el Reino Unido, se incluya el siguiente párrafo, como parte del Art. I (a) 1.º y a continuación inmediatamente de las descripciones revisadas de rutas:

"Se concede a las líneas aéreas norteamericanas en territorio español los derechos de tránsito y escala técnica en una ruta entre Portugal y el Reino Unido".

Como en la actualidad los posibles aterrizajes para escala técnica en dicha región, no se encuentran por el momento en condiciones de prestar servicio, el Ministerio ruega a la Embajada, tenga a bien manifestar cuáles son los puntos del territorio español en que eventualmente desearían aterrizar los aviones en la línea de referencia, para informar a la Embajada sobre las condiciones en que se encuentran actualmente.

MADRID, 12 de marzo de 1946.

A LA EMBAJADA DE LOS ESTADOS UNIDOS DE AMERICA. —

*Translation*

MINISTRY OF FOREIGN AFFAIRS

P. E.

No. 200

NOTE VERBALE

The Ministry of Foreign Affairs presents its compliments to the Embassy of the United States of America, and, in reply to the Embassy's Note Verbale No. 1626 of February 21 last, has the honor to inform it that the Spanish Government agrees to the new definition proposed by the American authorities for Route 1, set forth in Article I (a) of the "Agreement between the United States of America and Spain relating to the Operation of International Air Transport Services", to read as follows:

*Ante*, p. 4081.

"A route from the United States through Lisbon to Barcelona, proceeding therefrom to Marseilles and possibly points beyond, return being made over the same route".

58 Stat. 1473.

The Ministry hopes that Pan American Airways will be able to inaugurate service on this route shortly.

With respect to the second request contained in the aforesaid Note Verbale No. 1626, the Spanish Government also agrees, for the purpose of increasing the safety of United States commercial airline operations between Portugal and the United Kingdom, to the inclusion of the following paragraph as a part of Article I (a) 1. and immediately following the revised route descriptions:

"Rights of transit and non-traffic stop are granted United States airlines in the territory of Spain on a route between Portugal and the United Kingdom".

Since at the present time the possible landing fields for non-traffic stops in that area are not prepared to render service, the Ministry requests the Embassy to be good enough to specify the points in Spanish territory at which aircraft of the line under reference might eventually wish to land, in order that the Ministry may inform the Embassy as to their present condition.

MADRID, *March 12, 1946.*

THE EMBASSY OF THE UNITED STATES OF AMERICA. —