

**UNITED KINGDOM OF GREAT BRITAIN
AND NORTHERN IRELAND
and
ARGENTINA**

**Agreement for air services between their respective territories
(with annex and exchange of notes). Signed at Buenos
Aires, on 17 May 1946**

**Exchange of notes constituting an agreement amending the
above-mentioned Agreement. Buenos Aires, 22 January
1953**

D. indif.

Official texts: English and Spanish.

*Registered by the United Kingdom of Great Britain and Northern Ireland on 29 April
1953.*

**ROYAUME-UNI DE GRANDE-BRETAGNE
ET D'IRLANDE DU NORD
et
ARGENTINE**

**Accord relatif aux services aériens entre les territoires des
deux pays (avec annexe et échange de notes). Signé
à Buenos-Aires, le 17 mai 1946**

**Échange de notes constituant un accord modifiant l'Accord
susmentionné. Buenos-Aires, 22 janvier 1953**

Textes officiels anglais et espagnol.

*Enregistrés par le Royaume-Uni de Grande-Bretagne et d'Irlande du Nord le 29 avril
1953.*

No. 2159. AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM AND THE GOVERNMENT OF THE ARGENTINE REPUBLIC FOR AIR SERVICES BETWEEN THEIR RESPECTIVE TERRITORIES. SIGNED AT BUENOS AIRES, ON 17 MAY 1946

The Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Argentine Republic,

Desiring to conclude an Agreement for the purpose of establishing air services as soon as possible between the territory of the United Kingdom and the Argentine Republic,

Have accordingly appointed the undersigned plenipotentiaries, who, being duly authorised to that effect by their respective Governments, have agreed as follows :—

Article 1

In accordance with the principle of mutual and equal reciprocity, each Contracting Party grants to the other the rights specified in the Annex to this Agreement for the purpose of the establishment of the air services therein described (hereinafter referred to as the "agreed services").

Article 2

(1) The agreed services may be inaugurated immediately or at a later date at the option of the Contracting Party to whom the rights are granted but not before (a) the Contracting Party to whom the rights have been granted has designated an airline or airlines for the specified route or routes and (b) the Contracting Party granting the rights has given the appropriate operating permission to the airline or airlines concerned (which, subject to the provisions of paragraph (2) of this Article and of Article 6, it shall give without delay). The rights accorded by one Contracting Party to the other Contracting Party shall not be transferable, either in whole or in part, and shall not involve the grant of any monopoly.

(2) Every designated airline may be required to satisfy the aeronautical authorities of the Contracting Party granting the rights that it is qualified to fulfil the conditions prescribed under the laws and regulations normally applied by these authorities to the operations of commercial airlines.

¹ Came into force provisionally on 17 May 1946, as from the date of signature, and definitively on 21 February 1952 by the exchange of instruments of ratification at London, in accordance with article 12.

Article 3

(1) The charges which either of the Contracting Parties imposes or may impose on the designated airline or airlines of the other Contracting Party for the use of airports and other facilities shall not be higher than would be paid for the use of such airports and facilities by national or other foreign airlines engaged in similar international air services.

(2) Fuel, lubricating oils and spare parts introduced into, or taken on board aircraft in, the territory of one Contracting Party by or on behalf of the designated airline or airlines of the other Contracting Party and intended solely for use by the aircraft of such airline or airlines shall be accorded, with respect to customs duties, inspection fees or other charges imposed by the former Contracting Party, treatment not less favourable than that granted to national or other foreign airlines engaged in international air transport. Each Contracting Party may require of the other that the above-mentioned materials which receive preferential treatment in respect of customs duties should be kept in specified places subject to the supervision of and inspection by the Customs authorities.

(3) Aircraft of the one Contracting Party operated on the agreed services and supplies of fuel, lubricating oils, spare parts, regular equipment and aircraft stores retained on board such aircraft shall be exempt in the territory of the other Contracting Party from customs duties, inspection fees and similar duties or charges (even though such supplies be used by such aircraft on flights in that territory). Each Contracting Party may require of the designated airline or airlines of the other Contracting Party that, without affecting their availability, the materials in question should be kept subject to the supervision of and inspection by the Customs authorities.

Article 4

Certificates of airworthiness, certificates of competency and licences, issued or rendered valid by one Contracting Party in respect of aircraft or persons of British or Argentine nationality and still in force, shall, subject to the immediately following sentence, be recognised as valid by the other Contracting Party for the purpose of operating the agreed services. Each Contracting Party reserves the right, however, to refuse to recognise for the purpose of activities in its territory certificates of competency and licences granted to its own nationals by another State.

Article 5

(1) The laws and regulations of one Contracting Party relating to entry into or departure from its territory of aircraft engaged in international air navigation or to the operation and navigation of such aircraft while within its territory

shall apply to aircraft of the designated airline or airlines of the other Contracting Party.

(2) The laws and regulations of one Contracting Party relating to a foreign airline or airlines operating services to or from the territory of that Party and to the entry into, stay in and departure from that territory of aircraft, passengers, freight or crews of aircraft (such as regulations relating to entry, clearance, immigration, passports, customs and quarantine) shall be applicable to the passengers, crew or cargo of the aircraft of the designated airline or airlines of the other Contracting Party as well as to such airline or airlines themselves.

Article 6

Each Contracting Party reserves the right to withhold or revoke the exercise of the rights specified in the Annex to this Agreement by an airline designated by the other Contracting Party in any case in which it is not satisfied that substantial ownership and effective control of such airline are vested in nationals of either Contracting Party, or in the case of failure by that airline to comply with the laws and regulations referred to in Article 5 hereof or otherwise to fulfil the conditions under which the rights are granted in accordance with this Agreement and its Annex.

Article 7

If either of the Contracting Parties considers it desirable to modify the terms of the Annex to this Agreement, it may request consultation between the aeronautical authorities of the two Contracting Parties. Such consultation must begin within a period of sixty days from the date of the request. When these authorities agree to modifications to the Annex, such modifications shall come into effect when they have been confirmed by an Exchange of Notes through the diplomatic channel which shall be effected immediately.

Article 8

(1) If a multilateral air Convention which is accepted by both Contracting Parties comes into force, this Agreement shall be amended so as to conform with the provisions of such Convention.

(2) Each Contracting Party remains free to conclude agreements bilaterally or multilaterally with another State or States (including agreements with a State or States contiguous to it affording greater advantages to the aircraft of such State or States than those afforded by this Agreement and its Annex), always provided that the rights granted in this Agreement and its Annex to the other Contracting Party are not prejudiced thereby.

Article 9

For the purposes of this Agreement and its Annex :—

(1) The term "aeronautical authorities" shall mean, in the case of the United Kingdom, the Minister of Civil Aviation or any person or body authorised to perform any of his functions and, in the case of the Argentine Republic, the Secretary of Aeronautics or any person or body authorised to perform any of his functions.

(2) The term "designated airline" shall mean the air transport enterprise which the aeronautical authorities of one of the Contracting Parties have notified in writing to the aeronautical authorities of the other Contracting Party as the airline designated by it in accordance with Article 2 of this Agreement for the routes specified in such notification.

(3) The term "territory" shall mean the land areas and territorial waters adjacent thereto under the sovereignty, suzerainty, protection or mandate of the State concerned.

(4) The term "air service" shall mean any scheduled air service performed by aircraft for the public transport of passengers, mail and cargo.

(5) The term "international air service" shall mean an air service which passes through the air space over the territory of more than one State.

(6) The term "airline" shall mean any air transport enterprise offering or operating an international air service.

(7) The term "stop for non-traffic purposes" or "technical stop" shall mean a landing for any purpose other than taking on or discharging passengers, cargo or mail.

(8) The term "traffic offering" shall mean the volume of passenger traffic forthcoming between the two ends of a route calculated over a given period.

(9) The term "capacity" in relation to an aircraft shall mean the payload of that aircraft available between the point of origin and the point of destination of the service.

(10) The term "capacity" in relation to a service shall mean the capacity of the aircraft used on such service, multiplied by the frequency operated by such aircraft over a given period and route.

Article 10

This Agreement shall, subject to Article 11, have a duration of ten years from the date of signature of the Agreement and may be extended by mutual consent of the Contracting Parties. Such extension shall be effected by means of an Exchange of Notes through the diplomatic channel at least one hundred and eighty days before the expiry of the Agreement.

Article 11

Either Contracting Party may give notice at any time to the other if it desires to terminate this Agreement. If such notice is given, this Agreement shall terminate twelve months after the date of receipt of the notice by the other Contracting Party, unless the notice to terminate is withdrawn by agreement before the expiry of this period.

Article 12

This Agreement shall enter provisionally into force on the date of signature and definitively as soon as it has been ratified by both Contracting Parties. The instruments of ratification shall be exchanged in London as soon as possible.

Article 13

The Contracting Parties undertake to use their good offices with the Governments of the countries situated along the routes specified in the Schedules of the Annex to this Agreement, with a view to ensuring the full and effective implementation of the Agreement.

IN WITNESS THEREOF the undersigned plenipotentiaries have signed the present Agreement and have affixed thereto their seals.

DONE this 17th day of May 1946 in duplicate at Buenos Aires in the English and Spanish languages, both texts being equally authentic.

[L. S.] A. N. NOBLE

[L. S.] Juan I. COOKE

[L. S.] DE LA COLINA

A N N E X

1. For the purpose of operating air services on the route or routes specified in the Schedules of this Annex, the designated airlines of one of the Contracting Parties shall be accorded in the territory of the other Contracting Party the use on the said route or routes of airports designated for international air services, together with ancillary facilities and rights of transit, of stops for non-traffic purposes and of commercial entry and departure for international traffic in passengers, cargo and mail, subject to the observance of the following principles and conditions :—

- (a) The capacity of service provided shall be maintained in close relation to the traffic offering. The frequencies operated by the designated airlines of the Contracting Parties to provide this capacity shall be agreed between them and shall take into account the available payload of the aircraft used. If the designated airlines of the Contracting Parties are unable to reach agreement, the matter shall be referred to

the aeronautical authorities of the Contracting Parties. The designated airline or airlines of both Contracting Parties shall file with the aeronautical authorities of both Contracting Parties all relevant particulars of the services, including frequencies and types of aircraft, which they have mutually agreed to operate ;

- (b) There shall be a fair and equal opportunity for the designated airlines of the two Contracting Parties to operate on the routes specified in the Schedules of this Annex ;
- (c) The services provided by a designated airline under this Agreement and its Annex and agreed in accordance with sub-paragraph (a) above shall retain as their primary objective the provision of capacity adequate to the traffic offering as foreseen between the United Kingdom and the Argentine Republic. The right to embark, or disembark, on such services international traffic destined for or coming from third countries at a point or points on the routes specified in the Schedules of this Annex, shall be exercised in accordance with the interests of local or regional airlines of the Contracting Parties operating on the same route, as well as with the requirements of through airline operation between the United Kingdom and the Argentine Republic ;
- (d) In order to provide facilities for the carriage of the traffic offering between the territory of one of the Contracting Parties and the country of ultimate destination of such traffic, there may be established, as may be considered necessary by that Contracting Party, from the territory of that Contracting Party via the territory of the other Contracting Party, one or more extensions, as shown in the Schedules of this Annex, of the international air routes between the territories of the two Contracting Parties as described in the Schedules of this Annex. The capacity operated between the territory of the first Contracting Party and the point of ultimate destination of the traffic, via the territory of the other Contracting Party, shall be in accordance with the principle that the capacity provided should be maintained in close relationship with the traffic offering, and rights of transit and of non-traffic stops shall be accorded in respect thereof by the other Contracting Party in its territory. In addition, the designated airline or airlines of the first Contracting Party shall be entitled in the territory of the other Contracting Party to pick up or put down passengers, freight and mail destined for or coming from the point or points on the extension of the route or routes in accordance with the following provision. The capacity which may be made available for the carriage of such traffic shall be discussed and agreed between the designated airlines of the two Contracting Parties, having regard (1) to the local and regional services provided on the route or routes over which the services operated by the designated airline or airlines of the first Contracting Party may respectively be extended, (2) to the traffic requirements of the area through which the extension passes, and (3) to the requirements of through airline operation. At the end of a provisional period, which shall be six months, and from time to time thereafter, the capacity which may be made available for the carriage of traffic in the category mentioned above shall be reviewed between the designated airlines of the two Contracting Parties in the light of experience. In the event of disagreement the matter shall be referred to the aeronautical authorities of the Contracting Parties.

2. Tariffs to be charged for the carriage of passengers and freight by the designated airlines of both Contracting Parties shall be agreed in the first instance between them

in consultation with other airlines operating on the same routes or any section thereof. Any tariffs so agreed shall be subject to the approval of the Contracting Parties. In the event of disagreement between the airlines, the matter shall be referred to the aeronautical authorities of the Contracting Parties.

3. The tariffs to be agreed in accordance with paragraph 2 above shall be fixed at reasonable levels, due regard being paid to all relevant factors, including economical operation, reasonable profit, differences of characteristics of service (including standards of speed and accommodation) and the tariffs charged by any other airline or airlines on the route.

4. If either Contracting Party grants to any other airline rights more favourable than those accorded in this Agreement and its Annex to the designated airline or airlines of the other Contracting Party, the Contracting Party concerned shall immediately grant to the designated airline or airlines of the other Contracting Party rights not less favourable than those granted to the airline concerned. This provision shall be without prejudice to Article 8 (2) of the Agreement.

SCHEDULE I

ROUTES TO BE OPERATED BY THE AIRLINE OR AIRLINES DESIGNATED BY THE AUTHORITIES OF THE UNITED KINGDOM

1. London (or such other airport or airports in the United Kingdom designated for international air services as may be agreed from time to time between the aeronautical authorities of the Contracting Parties) via Lisbon or some other point in the Iberian Peninsula and/or other intermediate points to Buenos Aires (or such other airport or airports in Argentina designated for international air services as may be agreed); in both directions.

The designated airline or airlines of the United Kingdom shall be free to extend to Uruguay such services as it or they operates or operate to Buenos Aires and to operate such extension in both directions; but the carriage of international traffic between Buenos Aires and Uruguay shall be limited to the capacity that would be available between Uruguay and Buenos Aires if the service were operated from the United Kingdom via Uruguay to Buenos Aires in both directions.

2. London (or such other airport or airports in the United Kingdom designated for international air services as may be agreed) via Lisbon or some other point in the Iberian Peninsula and/or other intermediate points in Brazil and/or Paraguay to Santiago de Chile, either direct over Argentine territory or via a designated airport or airports in Argentina without exercising cabotage between two points in Argentine territory; in both directions.

SCHEDULE II

ROUTES TO BE OPERATED BY THE AIRLINE OR AIRLINES DESIGNATED BY THE AUTHORITIES
OF THE ARGENTINE REPUBLIC

1. Buenos Aires (or such other airport or airports in Argentina designated for international air services as may be agreed) via one or more intermediate points including Bathurst, if desired, and Lisbon or some other point in the Iberian Peninsula and/or a point in France to London (or such other airport or airports in the United Kingdom designated for international air services as may be agreed); in both directions. The designated airline or airlines of the Argentine Republic will not be entitled to carry cabotage traffic between Bathurst and London.

2. Buenos Aires (or such other airport or airports in Argentina designated for international air services as may be agreed) via intermediate points including Bathurst if desired, and Lisbon or some other point in the Iberian Peninsula and/or a point in France to London (or such other airport or airports in the United Kingdom designated for international air services as may be agreed) and thence to such point or points on the European continent as may be subsequently agreed. The exercise of Fifth Freedom rights between London and such point or points beyond London on the European continent as may be agreed will be subject to any provisions or limitations that may be imposed on the exercise of such rights by the designated airline or airlines of the United Kingdom between Buenos Aires and points on the extension of the United Kingdom-Buenos Aires route beyond Buenos Aires.

EXCHANGE OF NOTES

I

His Majesty's Chargé d'Affaires at Buenos Aires to the Argentine Minister for Foreign Affairs and Worship

BRITISH EMBASSY

Buenos Aires, 17th May, 1946

Monsieur le Ministre.

In accordance with Article 2 (1) (a) of the Agreement which has been signed to-day between the Government of the United Kingdom and the Government of the Argentine Republic for air services between their respective territories, I have the honour to inform your Excellency that His Majesty's Government in the United Kingdom have designated British South American Airways Limited (shortly to become the British South American Airways Corporation) as the air transport enterprise which will operate the agreed international air services so far as the United Kingdom is concerned. The Company will shortly communicate to the aeronautical authorities of the Argentine Republic all relevant particulars of their air services, in accordance with the provisions of paragraph 1 (a) of the Annex to the Agreement.

2. The capacity to be provided by the designated airlines of our two countries and the frequencies to be operated, having regard to the available capacity of the aircraft used, will be matters for discussion in the first instance between the airlines, in accordance with the provisions of the Annex to the Agreement.

3 Finally, with reference to paragraph 1 (d) of the Annex to the Agreement, and in accordance with the conversations which have taken place between the United Kingdom and Argentine Delegations, His Majesty's Government would propose that the capacity which may be made available for the carriage of passengers, freight and mail between the Argentine Republic and Santiago de Chile on the extension of the route between the United Kingdom and the Argentine Republic should be fixed for an initial period of six months at 10 per cent. of the capacity provided during that period by British South American Airways, in agreement with La Flota Aérea Mercante Argentina (F. A. M. A.), between the United Kingdom and the Argentine Republic, this figure to be reviewed at the end of the initial period in accordance with the provisions of the Annex to the Agreement.

I avail, etc.

A. N. NOBLE

[TRANSLATION¹ — TRADUCTION²]

Buenos Aires, 17th May, 1946

Monsieur le Chargé d'Affaires,

I have the honour to acknowledge receipt of your note addressed to me on the occasion of the Agreement which has been signed to-day between the Government of the United Kingdom and the Government of the Argentine Republic, regarding the air services between the territories of the two countries and which reads as follows :—

[See note I]

I have to convey to you my Government's agreement with the terms of this note, which will be considered as constituting an Agreement between the two countries.

I salute, etc.

JUAN I. COOKE

III

*The Argentine Minister for Foreign Affairs and Worship to His Majesty's
Chargé d'Affaires at Buenos Aires*

[SPANISH TEXT — TEXTE ESPAGNOL]

[TRANSLATION¹ — TRADUCTION²]

Buenos Aires, mayo 17 de 1946

Buenos Aires, 17th May, 1946

Señor Encargado de Negocios :

Monsieur le Chargé d'Affaires,

Con referencia al Acuerdo sobre Servicios Aéreos firmado en la fecha entre el Gobierno argentino y el del Reino Unido, y de conformidad con lo dispuesto por el Artículo 2, párrafo I, inciso (a) del mismo, tengo el honor de llevar a conocimiento de V. S. que el Gobierno argentino ha designado a la Flota Aérea Mercante Argentina (F. A. M. A.) como la empresa de transporte aéreo que realizará los servicios aéreos internacionales acordados en lo que respecta a la República

With reference to the Agreement on Air Services signed on this day's date between the Argentine Government and the Government of the United Kingdom, and in accordance with Article 2 (1) (a) thereof, I have the honour to inform you that the Argentine Government have designated the Flota Aérea Mercante Argentina (F. A. M. A.) as the air transport enterprise which will operate the agreed international air services so far as the Argentine Republic is concerned. The said Company will shortly

¹ Translation by the Government of the United Kingdom.² Traduction du Gouvernement du Royaume-Uni.

Argentina. Dicha empresa comunicará en breve a las autoridades aeronáuticas del Reino Unido todos los datos pertinentes de sus servicios aéreos, conforme a las disposiciones del párrafo 1 (a) del Anexo al Acuerdo.

Aprovecho, etc.

Juan I. COOKE

communicate to the aeronautical authorities of the United Kingdom all relevant particulars of their air services, in accordance with the provisions of paragraph 1 (a) of the Annex to the Agreement.

I avail, etc.

Juan I. COOKE

IV

His Majesty's Chargé d'Affaires at Buenos Aires to the Argentine Minister for Foreign Affairs and Worship

BRITISH EMBASSY

Buenos Aires, 17th May, 1946

Monsieur le Ministre,

I have the honour to acknowledge the receipt of your Excellency's note of 17th May, 1946, the text of which reads as follows :—

[See note III]

2. I have the honour to inform your Excellency that I have taken due note of the contents of your communication quoted above with which the Government of the United Kingdom are in agreement.

I avail, etc.

A. N. NOBLE

EXCHANGE OF NOTES CONSTITUTING AN AGREEMENT¹
AMENDING THE AGREEMENT OF 17 MAY 1946 BE-
TWEEN THE UNITED KINGDOM OF GREAT BRITAIN
AND NORTHERN IRELAND AND ARGENTINA FOR
AIR SERVICES BETWEEN THEIR RESPECTIVE TER-
RITORIES, BUENOS AIRES, 22 JANUARY 1953

I

*Her Majesty's Chargé d'Affaires at Buenos Aires to the Argentine Minister for
Foreign Affairs and Worship*

BRITISH EMBASSY

Buenos Aires, 22nd January, 1953

Monsieur le Ministre,

I have the honour to refer to the conversations which took place in April last year between representatives of the aeronautical authorities of the Government of the United Kingdom of Great Britain and Northern Ireland and of the Government of the Argentine Republic concerning the amendment of the Agreement signed at Buenos Aires on the 17th May, 1946, between the Government of the United Kingdom and the Government of the Argentine Republic for Air services between their respective territories, and the Exchanges of Notes of the same date which accompanied that Agreement.

2. As a result of these conversations I have the honour to make the following proposals concerning the Schedules of the Annex to the Agreement :

- (a) Paris shall be considered as the point in France referred to in Route 1 of Schedule II.
- (b) On Route 2 of Schedule II, Amsterdam shall be considered as a point beyond London on the European Continent to which the Argentine air services may be extended, the carriage of traffic between London and Amsterdam by the designated airline of Argentina being subject to the same conditions as may be imposed on the carriage of traffic between Buenos Aires and Santiago de Chile by the designated airline of the United Kingdom.
- (c) The following new route shall be added to Schedule II :—

“3. Buenos Aires (or such other airport or airports in Argentina designated for international air services as may be agreed) via the intermediate points Rio de Janeiro, Belem, Trinidad and Havana to New York ; in both directions.”

¹ Came into force on 22 January 1953 by the exchange of the said notes.

- (d) On Route 1 of Schedule I, Montevideo shall be regarded as one of the intermediate traffic points between London and Buenos Aires.
- (e) On Route 2 of Schedule I :—
- (i) The words "Lisbon and/or Madrid" shall be substituted for "Lisbon".
 - (ii) Uruguay shall be substituted for Paraguay; and
 - (iii) Buenos Aires shall be regarded as the designated airport in Argentina.
- (f) The capacity which may be made available by the designated airline of the United Kingdom for the carriage of traffic between the Argentine Republic and Santiago de Chile on the extension of the route between the United Kingdom and the Argentine Republic shall not exceed, except by agreement between the two Governments, 15 per cent. of the capacity provided by that airline between the United Kingdom and the Argentine Republic or a capacity adequate to carry 27 passengers weekly, whichever is the greater.
- (g) Except for the modifications expressly mentioned in the preceding subparagraphs, nothing in this Note shall affect the exercise by the designated airlines of the United Kingdom and Argentina of traffic rights between Argentine and United Kingdom territories, or between those territories and intermediate points in Schedules I and II, through which they respectively operate at the time of this Note, in conformity with the provisions of the Air Services Agreement.
- (h) The designation by the Argentine Government of the Flota Aérea Mercante Argentina shall be withdrawn, and Aerolíneas Argentinas be designated in its place, for the routes described in Schedule II, as amended by sub-paragraphs (b) and (c) above.

3. If the above proposals are acceptable to the Government of the Argentine Republic, I have the honour to suggest that this Note and your Excellency's reply to that effect should be regarded as constituting an agreement between our two Governments which shall come into force immediately.

I have, etc.

Richard ALLEN

II

*The Argentine Minister for Foreign Affairs and Worship to Her Majesty's
Chargé d'Affaires at Buenos Aires*

[SPANISH TEXT — TEXTE ESPAGNOL]

Buenos Aires, 22 de enero de 1953

Señor Encargado de Negocios :

Tengo el agrado de dirigirme a Vuestra Excelencia para acusar recibo de su atenta nota de la fecha, cuyo texto traducido es el siguiente :

"(h). La designación de la Flota Aérea Mercante Argentina por el Gobierno Argentino será retirada, y Aerolíneas Argentina será designada en su lugar, para las rutas descritas en el Plan II, modificado por los incisos (b) y (c) arriba mencionados.

"3. Si las propuestas arriba mencionadas son aceptables para el Gobierno de la República Argentina, tengo el honor de sugerir que la presente nota y la respuesta de Vuestra Excelencia a la misma, en dicho sentido sean consideradas como constituyendo un acuerdo entre nuestros dos Gobiernos que entrará en vigor inmediatamente.

"Aprovecho la oportunidad para reiterar a Vuestra Excelencia las seguridades de mi más alta consideración. — (*Firmado*) Richard Allen."

Al comunicar a Vuestra Excelencia que mi Gobierno acepta las propuestas contenidas en la nota transcripta precedentemente, reitérole las expresiones de mi consideración más distinguida.

J. REMORINO

[TRANSLATION¹ — TRADUCTION²]

Buenos Aires, 22nd January, 1953

Monsieur le Chargé d'Affaires,

I have the honour to acknowledge the receipt of your Note of to-day's date which reads as follows :—

[*See note I*]

I have to inform you that my Government accepts the proposals contained in the Note transcribed above.

I avail, etc.

J. REMORINO

¹ Translation by the Government of the United Kingdom.

² Traduction du Gouvernement du Royaume-Uni.