

No. 2416

**UNITED STATES OF AMERICA
and
MEXICO**

Exchange of notes constituting an agreement to facilitate flight notifications on non-scheduled, private, commercial or industrial flights between Mexico and the United States in both directions across the border. Washington, 15 July 1952

D. index

Official texts: English and Spanish.

Registered by the United States of America on 4 December 1953.

**ÉTATS-UNIS D'AMÉRIQUE
et
MEXIQUE**

Échange de notes constituant un accord destiné à faciliter la communication des avis de vol relatifs aux vols occasionnels, privés, commerciaux ou industriels, effectués au-dessus de la frontière entre le Mexique et les États-Unis, dans les deux sens. Washington, 15 juillet 1952

Textes officiels anglais et espagnol.

Enregistré par les États-Unis d'Amérique le 4 décembre 1953.

No. 2416. EXCHANGE OF NOTES CONSTITUTING AN AGREEMENT¹ BETWEEN THE UNITED STATES OF AMERICA AND MEXICO TO FACILITATE FLIGHT NOTIFICATIONS ON NON-SCHEDULED, PRIVATE, COMMERCIAL OR INDUSTRIAL FLIGHTS BETWEEN MEXICO AND THE UNITED STATES IN BOTH DIRECTIONS ACROSS THE BORDER. WASHINGTON, 15 JULY 1952

I

The Secretary of State to the Mexican Ambassador

DEPARTMENT OF STATE
WASHINGTON

July 15, 1952

Excellency :

I have the honor to refer to the discussions which took place between representatives of the Government of the United States of America and the Government of the United Mexican States at meetings held in Washington February 25 to 28, 1952, with respect to the conclusion of an administrative technical agreement to facilitate flight notifications on non-scheduled, private, commercial, or industrial flights between the United States and Mexico.

These discussions resulted in the following agreement :

ADMINISTRATIVE TECHNICAL AGREEMENT TO FACILITATE FLIGHT NOTIFICATIONS ON NON-SCHEDULED, PRIVATE, COMMERCIAL OR INDUSTRIAL FLIGHTS BETWEEN MEXICO AND THE UNITED STATES IN BOTH DIRECTIONS ACROSS THE BORDER

“PREAMBLE

“Under present operational arrangements it is incumbent upon pilots contemplating flight from Mexico to the United States to individually notify United States Customs, Immigration and Public Health Services, and to land at designated airports of entry. In addition, Mexican Regulations require all civil airmen to file a flight plan with the Commandante at an airport of departure. In order to facilitate international flights between these two countries for all civil airmen, other than scheduled air carriers, it is agreed to substitute the actual direct notification to United States Customs, Immigration and Public Health Services with one message. The information required will be extracted from the flight plan data filed with the Airport Commandante. Such messages will be transmitted

¹ Came into force on 1 August 1952, in accordance with the terms of the said notes.

over the Mexican Aeronautical Communications Agency (RAMSA) Circuits and Civil Aeronautics Administration (CAA) Communications Circuits to an officially designated airport of entry in the United States at which the aircraft will land.

“All civil airmen, other than scheduled air carriers, contemplating flight from the United States to an officially designated Mexican International Airport of entry, will file a flight notification message for further transmittal to the Commandante of the designated international airport. This will meet the requirements as set forth in Paragraph V of Article 341 of the Mexican Law (*Ley de Vias Generales de Comunicación*), with respect to prior notification of arrival, except for commercial or industrial flights wherein special arrangements must be made in accordance with Paragraph IV, Article 337 and Paragraphs I, II, III of Article 338 of the same law.

“Such notification messages will be transmitted by means of Civil Aeronautics Administrations communications circuits and Mexican Aeronautical Communication Agency circuits. Since the Mexican Aeronautical Communications agency is a communications system owned and operated by the commercial airlines of Mexico, it makes a charge for the transmission of the notification message and arrival message. The charge for both will amount to eight (8) pesos or approximately ninety two (92) cents.

“Pilots proposing flight into an Air Defense Identification Zone (ADIZ) must comply with Regulations of the Administrator, Part 620 of the Civil Aeronautics Administration in addition to complying with the procedures described herein.

PROCEDURES

“Mexico to United States

“1. The notification message shall contain the following information :

<i>Description</i>	<i>Code</i>
Geographical designator of the RAMSA border relay station. (To be deleted before transmission to the CAA border relay station.)	CIW
Addressee	ADCUS
Geographical designator of the destination of flight	LRD
Aircraft registration	XBKEN
Make of aircraft	BCFT
Name of pilot	ARIAS
Estimated time of arrival	X1500C
Nationality of persons aboard the aircraft ; number of United States citizens ; number of other than United States citizens .	1 US 2 NON
Signature : Geographical designator of station where flight message originated	TAM

Example :

CIW
 ADCUS LRD
 XBKEN BCFT ARIAS X1500C 1US 2NON TAM

"2. The time will be recorded on the notification message by the proper Mexican aeronautical authority at the time of filing. This time need not be transmitted. However, a copy of the message having the filing time recorded thereon will constitute evidence of the pilots intention to comply with United States entry requirements and will be made available to the pilot upon request.

"3. The Mexican authority will transmit the message by means of the Mexican aeronautical communication facilities (RAMSA) into the intercommunication border link at Ciudad Juarez for further transmittal to the CAA communication station at El Paso.

"4. The El Paso station will forward the notification message via Service 'B' facilities to the CAA station at the airport of entry. The latter station will forward the notification message to the United States Customs Office at the airport of entry by appropriate communication means.

"5. United States Customs upon receiving such notification will effect delivery to the United States Immigration and Public Health Services and any other local governmental agencies concerned.

"United States to Mexico

"6. The notification message shall contain the following information :

<i>Description</i>	<i>Code</i>
Geographical designator of the Civil Aeronautics Administration's border relay station. (To be deleted before the transmission to the RAMSA border relay station.)	ELP
Addressee	ADMISA
Geographical designator of the destination of flight	TAM
Aircraft registration	N1234
Make of aircraft	CSNA
Name of pilot	SMITH
Estimated time of arrival	X1403C
Classification of flight	TOUR
Nationality of persons aboard the aircraft ; number of Mexican citizens ; number of other than Mexican citizens	2 MEX 1 NON
Signature : Geographical designator of station where flight message originated	TUO

Example :

ELP
ADMISA TAM
N 1234 CSNA SMITH X1403C TOUR 2 MEX 1 NON TUO

"7. The notification message will be time-stamped by personnel of the CAA communications station immediately upon receipt. This time will not be transmitted. However, a copy of the message having the time-stamp impression

will constitute evidence of the pilot's intention to comply with Mexican entry requirements and will be made available to the pilot upon request.

"8. The CAA communications station will transmit the flight notification message over CAA Service 'B' facilities to the CAA communications station at El Paso for further transmittal to the RAMSA station at Ciudad Juarez for handling over the aeronautical communication circuits in Mexico to the international airport of first intended landing.

"9. The Commandante of the Mexican international airport will inform Mexican Customs of the proposed flight and pertinent data thereto.

"10. Mexican Customs, upon receipt of such flight notification, will effect delivery of such notification to the Mexican Immigration and Public Health Service and any other local governmental agencies concerned.

"11. *Arrival reports.* "Arrival reports will be transmitted from the communications station at the first international airport or airport of entry where a trans-border flight lands to the communications station at the airport where the flight began. These arrival reports will be transmitted via the Mexican aeronautical communications circuits, or the CAA Service 'B' communications facilities to the stations associated with the border intercommunicating link for further transmittal to the station where the flight notification message originated.

"12. Arrival reports shall contain the following information :

Mexico to United States

<i>Description</i>	<i>Code</i>
Geographical designator of the border station and routing indicator. (Routing indicator to be deleted before transmission.)	CIW CAA
Destination of message	TUO
Aircraft registration	N1234
Arrival time	A1408C
Signature : Geographical designator of station where aircraft arrived	TAM

Example :

CIW CAA
TUO
N1234 A1408C

TAM

United States to Mexico

<i>Description</i>	<i>Code</i>
Geographical designator of the station and routing indicator. (Routing indicator to be deleted before transmission.)	ELP
Destination of message	TAM
Aircraft registration	XBKEN

<i>Description</i>	<i>Code</i>
Arrival time	A1500C
Signature : Geographical designator of station where aircraft arrived	LRD

Example :

ELP

TAM

XBKEN A1500C

LRD

"13. Explanation of the abbreviations and code words used in the preceding examples :

<i>Code</i>	<i>Definition</i>
CIW	Geographical designation (Ciudad Juarez, Chih)
ELP	Geographical designation (El Paso, Texas)
TUO	Geographical designation (Tucson, Arizona)
LRD	Geographical designation (Laredo, Texas)
TAM	Geographical designation (Tampico, Tams)
ADMISA	Advise Mexican Customs, Immigration and Public Health Services
ADCUS	Advise U. S. Customs, Immigration and Public Health Services
BCFT	Beechcraft
X1500C	X=Expected arrival ; 1500=Time ; C=Central Time Zone
2MEX	Two Mexican Citizens
1US	One United States Citizen
TOUR	Tourist. (A class of flight performed for recreational purposes)
INCO	Industrial-Commercial : A class of flight in which non-scheduled aircraft operate for business purposes
GOVT	Civil aircraft operated by the Governments of Mexico and the United States

"14. *Exceptions:* "At Calexico, California and Nogales, Arizona there are no CAA communications facilities, whereas RAMSA communications facilities are available. It has, therefore, been agreed, with respect to flights to these airports from Mexico, that the RAMSA station will pass the flight notification information to the U. S. Customs Service at those airports. With respect to flights from these airports into Mexico, the flight notification messages may be filed either with the local RAMSA stations or by telephone or radiotelephone with the nearest CAA station. The pilot will be required to bear the cost of any telephone toll charges which are incurred.

"GENERAL

"In consideration of the CAA teletype circuit arrangements whereby communications from border stations east and west of El Paso are available at El Paso without relay, the primary intercommunication link between the authorized Mexican aeronautical communications agency and the CAA communications system will be between the RAMSA station at Ciudad Juarez, Chih and the CAA

station at El Paso, Texas. Intercommunication links at other locations will be established if it is demonstrated in the course of operational experience that they are required. The establishment of these additional intercommunication links will not necessitate amendment of this agreement.

“Page model teletypewriter equipment is the preferred type of intercommunication equipment. With respect to the intercommunication link between El Paso, Texas and Ciudad Juarez, Chih, in order to facilitate implementation of this service without a lengthy and indefinite delay, the CAA will make available a page model teletypewriter to the authorized Mexican Agency on a loan basis for use until it can be replaced with Mexican equipment.

“The cost for intercommunication landline mileage which is located within Mexico will be paid for by Mexico and the cost for intercommunication landline mileage which is located within the United States will be paid for by the United States.

“The operational plan and administrative technical agreements, as developed by the Mexican and United States authorities will normally cover all phases of operation required for the notification of Customs and other concerned governmental agencies, for transborder flights. However, it is recognized that it may become necessary to supplement the plan with locally developed and co-ordinated procedures. When such local procedures are necessary and are developed the local CAA and Mexican authorities concerned shall inform their appropriate headquarters accordingly.

“On Trans-Border Mexican-United States civil flights where the first point of intended landing is other than at an international airport or airport of entry, notification messages will not be handled. In such cases the pilot must obtain the necessary advance permission through the use of commercial or other communication facilities.

“The Mexican Aeronautical Communication Agency will furnish the CAA with the complete information concerning all airports of entry, hours of normal operation, name of airport Commandante, telephone numbers of his residence and office and any additional information that is deemed necessary to fulfill the agreement together with revisions as required from time to time. In addition the CAA will furnish the Mexican Aeronautical Communications Agency with a similar list for their use.

“It was jointly agreed that Mexico and United States should publicize this plan in order that all pilots may be cognizant of this service.”

Upon the receipt of a note from Your Excellency indicating that it is the understanding of the Government of the United Mexican States that the provisions of the agreement resulting from the discussions are as above set forth, it is proposed that this note and your reply thereto constitute an agreement between the two Governments on this subject, the agreement to enter into force on the first of August, 1952.

Accept, Excellency, the renewed assurances of my highest consideration.

Dean ACHESON

His Excellency Señor Don Rafael de la Colina
Ambassador of Mexico

II

The Mexican Ambassador to the Secretary of State

[SPANISH TEXT — TEXTE ESPAGNOL]

EMBAJADA DE MÉXICO

Washington, 15 de julio de 1952

3183

Señor Secretario :

Tengo el honor de hacer referencia a las conversaciones que se llevaron a cabo entre representantes de los Gobiernos de México y de los Estados Unidos de América en las reuniones celebradas en Washington del 25 al 28 de febrero de 1952, respecto a la conclusión de un convenio técnico-administrativo para facilitar las notificaciones de vuelos sin itinerario, particulares, comerciales o industriales, entre México y los Estados Unidos de América.

Estas conversaciones resultaron en el siguiente Convenio :

« PREÁMBULO

Según los arreglos operacionales vigentes en la actualidad es un deber de los pilotos que intenten volar de México a los Estados Unidos, notificar individualmente a los servicios norteamericanos de Aduana, Migración y Sanidad, y aterrizar en los aeropuertos designados como de entrada. Además, los reglamentos mexicanos exigen a todos los aviadores civiles, la presentación de un plan de vuelo ante el comandante del aeropuerto de salida. Con objeto de facilitar los vuelos internacionales entre estos dos países, efectuados por todos los aviadores civiles que no sean del transporte aéreo regular, se conviene en substituir el actual sistema de notificación directa a los servicios norteamericanos de Aduana, Migración y Sanidad, por un solo mensaje. La información necesaria será extraída de los datos contenidos en el plan de vuelo que se presenta al Comandante de Aeropuerto. Dicho mensaje será transmitido por medio de los circuitos de la Agencia Mexicana de Comunicaciones Aeronáuticas (RAMSA) y por los de la Administración de Aeronáutica Civil (CAA), al aeropuerto designado oficialmente como de entrada en los Estados Unidos, en el cual aterrizará la aeronave.

Todos los aviadores civiles, que no sean del transporte aéreo regular, que intenten volar de los Estados Unidos hacia un aeropuerto mexicano designado oficialmente como Aeropuerto Internacional de Entrada, depositarán un mensaje

Se convino conjuntamente que México y los Estados Unidos publicarían este plan con objeto de que todos los pilotos estuvieran al tanto de este servicio.»

Me permito manifestar a Vuestra Excelencia que mi Gobierno está de acuerdo con las disposiciones del citado Convenio y que, por tanto, la nota de Vuestra Excelencia y mi respuesta, constituyen un Convenio entre nuestros dos Gobiernos sobre esta materia, el cual entrará en vigor el 1º. de agosto de 1952.

Me es grato renovar a Vuestra Excelencia las seguridades de mi más alta y distinguida consideración.

Rafael DE LA COLINA

Excelentísimo Señor Dean Acheson
Secretario de Estado
Washington, D.C.

[TRANSLATION¹ — TRADUCTION²]

EMBASSY OF MEXICO

Washington, July 15, 1952

3183

Mr. Secretary :

I have the honor to refer to the conversations that took place between representatives of the Governments of Mexico and the United States of America at the meetings held in Washington February 25-28, 1952, with respect to the conclusion of a technical-administrative agreement to facilitate notifications of non-scheduled private, commercial, or industrial flights between Mexico and the United States of America.

These conversations resulted in the following agreement :

[See note I]

I have the honor to inform Your Excellency that my Government agrees with the provisions of the cited agreement and that, accordingly, Your Excellency's note and this reply, constitute an agreement between our two Governments on this subject, the agreement to enter into force on August 1, 1952.

I take pleasure in renewing to Your Excellency the assurances of my highest and most distinguished consideration.

Rafael DE LA COLINA

His Excellency Dean Acheson
Secretary of State
Washington, D. C.

¹ Translation by the Government of the United States of America.

² Traduction du Gouvernement des États-Unis d'Amérique.