

No. 2777

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**UNITED STATES OF AMERICA  
and  
CUBA**

**Exchange of notes (with annex) constituting an agreement  
relating to flight notifications of private aircraft.  
Havana, 19 January and 26 February 1953**

*Official texts: English and Spanish.*

*Registered by the United States of America on 3 March 1955.*

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**ÉTATS-UNIS D'AMÉRIQUE  
et  
CUBA**

**Échange de notes (avec annexe) constituant un accord relatif  
aux avis de vol concernant les aéronefs privés. La  
Havane, 19 janvier et 26 février 1953**

*Textes officiels anglais et espagnol.*

*Enregistré par les États-Unis d'Amérique le 3 mars 1955.*

No. 2777. EXCHANGE OF NOTES CONSTITUTING AN AGREEMENT<sup>1</sup> BETWEEN THE UNITED STATES OF AMERICA AND CUBA RELATING TO FLIGHT NOTIFICATIONS OF PRIVATE AIRCRAFT. HAVANA, 19 JANUARY AND 26 FEBRUARY 1953<sup>1</sup>

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*The American Ambassador to the Cuban Minister of State*

AMERICAN EMBASSY

No. 503

Habana, January 19, 1953

Excellency :

In accordance with the "Administrative Technical Agreement to Facilitate Flight Notifications of Private Flights between Cuba and the United States in both Directions," recently approved by representatives of Cuba and the United States, I have the honor to transmit herewith one copy of this document in the Spanish language and one in the English language.

The Government of the United States of America is prepared, if this proposal is acceptable to the Government of the Republic of Cuba, to regard the above-mentioned "Administrative Technical Agreement" as constituting a formal agreement between the two Governments, to take effect on the date of Your Excellency's reply to this note.

Please accept, Excellency, the assurances of my highest consideration.

Willard L. BEAULAC

His Excellency Dr. Miguel Angel de la Campa  
Minister of State  
Habana

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<sup>1</sup> Came into force on 26 February 1953 by the exchange of the said notes.

ADMINISTRATIVE AGREEMENT TO FACILITATE FLIGHT NOTIFICATION  
OF PRIVATE FLIGHTS BETWEEN CUBA AND THE UNITED STATES  
IN BOTH DIRECTIONS

PREAMBLE

In order to facilitate the flight of private aircraft between Cuba and the United States, and furthermore to promote international civil aviation, it is agreed to simplify the present notification requirements of both countries by the transmission of a single flight notification message. The communications facilities receiving the message at the designated international airport (airport of entry) will accordingly notify the appropriate governmental agency or agencies as is hereinafter shown in this agreement. It is further agreed that this plan will include for the present, four international airports (airports of entry) in the State of Florida, U.S.A. Namely : Tampa, West Palm Beach, Key West and Miami. In Cuba this will include for the present, the international airports at Havana and Camaguey.

In Cuba the flight notification message and arrival messages will be transmitted over Radio Aeronáutica de Cuba, S.A. (RACSA) communications circuits.

Between Cuba and the United States the messages will be transmitted over the Havana-Miami communications circuit which is operated by Radio Aeronáutica de Cuba, S.A. (RACSA) and Aeronautical Radio, Inc. (AIRINC).

In the United States the messages to and from the herein specified international airports (airports of entry) will be transmitted over CAA Service " B " communications circuits.

OPERATIONAL REQUIREMENTS

1. Aircraft operating between the signatory countries must be registered in and operated by airmen (crew) of the signatory countries.
2. Aircraft must not be operated for the carriage of persons for remuneration, hire or profit, or articles not defined as personal effects.
3. All guests and crew must comply with the entry and departure requirements of both countries and the pilot in command must present appropriate documents.
4. Pilot in command must file a flight plan at the specified point of departure.

*Departure Plan—Flight Notification Message (Cuba-U.S. Flight)*

<i>Description</i>	<i>Example</i>	<i>Meaning</i>
1. Place of origin	CMHA	Havana
2. Filing number and classification	3TOUR	Message number 3 Tourist classification
3. Date and time of filing	201500	Date—20th Time—1500 GMT

<i>Description</i>	<i>Example</i>	<i>Meaning</i>
4. Priority prefix	FF	ICAO priority prefix for combined flight plan departure messages.
5. Name of organization addressed; ADCUS for U.S. destinations	ADCUS	Advise U.S. Customs, Immigration and Public Health Services and other governmental agencies
6. Place of destination	KMIA	Miami
7. Type of message	DEP PLN	Departure Plan
8. Aircraft identification	CU-N456	Cuban aircraft registration
9. Type of aircraft	BCFT	Beechcraft
10. Aerodrome of departure	CMHA	Havana
11. VFR or cruising level(s) if IFR	VFR	Visual Flight Rules
12. Aerodrome of first intended landing	KMIA	Miami
13. Departure Time (actual time of departure as reported by pilot or tower after take off. Proposed departure time (Time of departure proposed by pilot when filing flight plan; not transmitted)	1700Z	1700 GMT Take Off Time
14. Proposed true air speed (if required)	---	---
15. Estimated elapsed time (E.T.E.)	1 plus 30	1 hour 30 minutes
16. Remarks :		
(a) Transmitting frequency	122.5	122.5 megacycles
(b) Name of pilot	GONZALEZ	
(c) Number of persons aboard the aircraft. For flights to the U.S., number of U.S. citizens; number of other than U.S. citizens	2US 2NON	2 U.S. citizens 2 Non-U.S. citizens
17. Signature (optional)	---	---
Transmission example :		
CMHA 3 TOUR 201500		
FF ADCUS KMIA		
DEP PLN CU-N456 BCFT CMHA VFR KMIA 1700Z 1 PLUS 30 122.5		
GONZALEZ 2 US 2 NON		

The time that the pilot files the flight notification message will be recorded on the form by the person who accepts it. A copy of the message with filing time recorded thereon will be made available to the pilot upon request. This copy will constitute evidence of the pilot's intention to comply with U.S. entry requirements.

This message will be transmitted over the Havana-Miami RACSA/ARINC Communications circuit and in turn will be relayed to the Miami CAA Overseas-Foreign Aeronautical Communications Station. The Miami CAA OFACS will transmit the message over CAA Service "B" communications circuit to the CAA communications station at the international airport (airport of entry) at which the pilot intends to land. The latter station will forward the flight notification message to the U.S. Customs Office at the airport of entry by appropriate communications means.

The U.S. Customs Office upon receiving such notification will effect delivery to the U.S. Immigration and Public Health Service and any other local governmental agency (ies) concerned.

*Arrival Message (Cuba-U.S. Flight)*

<i>Description</i>	<i>Example</i>	<i>Meaning</i>
1. Place of origin	KMIA	Miami
2. Filing number and classification	4TOUR	Message number 4, Tourist classification
3. Date and time of filing	201845	Date-20th Time-1845 GMT
4. Priority prefix	GG	ICAO priority prefix for arrival messages
5. Name of organization addressed; DGTA Dirección General de Transporte Aéreo for Cuban destinations	ATC	Air Traffic Control
6. Place of destination	CMHA	Havana
7. Type of message	ARR	Arrival message
8. Aircraft identification	CU-N456	Cuban aircraft registration
9. Time of arrival	1840Z	1840 GMT
10. Name of aerodrome where aircraft has landed	KMIA	Miami
11. Signature (optional)	---	---

Transmission example : KMIA 4TOUR 201845  
GG ATC CMHA  
ARR CU-N456 1840Z KMIA

Arrival messages will be transmitted from the international airport (airport of entry) where the aircraft landed, to the appropriate agency at the airport where the flight began. These arrival messages will be transmitted over the communications circuits which were used for the transmission of the flight notification messages as indicated in preceding paragraphs of this agreement.

*Departure Plan—Flight Notification Message (U.S.-Cuba Flight)*

<i>Description</i>	<i>Example</i>	<i>Meaning</i>
1. Place of origin	KTPA	Tampa
2. Filing number and classification	6TOUR	Message number 6, Tourist classification
3. Date and time of filing	191430	Date-19th Time-1430 GMT
4. Priority prefix	FF	ICAO priority prefix for combined flight plan-departure messages.
5. Name of organization addressed; ADMISA for Cuban destinations;	ADMISA	Advise Cuban Customs, Immigration and Public Health Service and other governmental agencies
6. Place of destination	CMHA	Havana
7. Type of message	DEP PLN	Departure Plan

<i>Description</i>	<i>Example</i>	<i>Meaning</i>
8. Aircraft identification	N1234	U. S. aircraft registration
9. Type of aircraft	CSNA 170	Cessna 170
10. Aerodrome of departure	KTPA	Tampa
11. VFR or cruising level(s) if IFR	VFR	Visual Flight Rules
12. Aerodrome of first intended landing	CMHA	Havana
13. Departure time (actual time of departure as reported by pilot or tower after take off) Proposed departure time (Time of departure proposed by pilot when filing flight plan; not transmitted)	1440Z ---	1440 GMT Take Off Time ---
14. Proposed true air speed (if required)	---	---
15. Estimated elapsed time (E.T.E.)	3 plus 10	3 hours, 10 minutes
16. Remarks :		
(a) Transmitting frequency	3105	3105 kilocycles
(b) Name of pilot	WILLIAMS	
(c) Number of persons aboard the aircraft. For flights to Cuba, number of Cuban citizens; number of other than Cuban citizens.	2CU 2NON	2 Cuban citizens 2 non-Cuban citizens
17. Signature (optional)	---	---

Transmission example :

KTPA 6TOUR 191430  
 FF ADMISA CMHA  
 DEP PLN N1234 CSNA170 KTPA VFR CMHA 1440Z 3 PLUS 10 3105 WILLIAMS  
 2CU 2 NON

The time the pilot files the flight notification message will be recorded on the same form by CAA communications station personnel accepting it. A copy of the message with the filing time recorded thereon will constitute evidence of the pilot's intention to comply with Cuban entry requirements and will be made available to the pilot on request.

This message will be transmitted over the CAA Service " B " communications facilities to the CAA OFACS Station at Miami for further relay to ARINC Miami. ARINC Miami will transmit the message to RACSA at Havana for further handling.

RACSA Havana will notify all Cuban governmental agencies concerned, or if the flight destination is Camaguey, the message will be transmitted to RACSA at Camaguey who will notify all governmental agencies concerned at Camaguey.

*Arrival Message (U.S.-Cuba Flight)*

<i>Description</i>	<i>Example</i>	<i>Meaning</i>
1. Place of origin	CMHA	Havana
2. Filing number and classification	2TOUR	Message number 2 Tourist classification
3. Date and time of filing	191800	Date-19th Time-1800 GMT

4. Priority prefix	GG	ICAO priority prefix for arrival messages.
5. Name of organization addressed, CAA for U. S. destinations	CAA	Civil Aeronautics Administration
6. Place of destination	KTPA	Tampa
7. Type of message	ARR	Arrival message
8. Aircraft identification	N1234	U.S. aircraft registration
9. Time of arrival	1750Z	1750 GMT
10. Name of aerodrome where aircraft has landed	CMHA	Havana
11. Signature (optional)	---	---

Transmission example : CMHA 2TOUR 191800  
 GG CAA KTPA  
 ARR N1234 1750Z CMHA

Arrival messages will be transmitted from the international airport (airport of entry) where the aircraft landed, to the appropriate agency at the airport where the flight began. These arrival messages will be transmitted over the communications circuits which were used for the transmission of the flight notification messages as indicated in preceding paragraphs of this agreement.

#### AIR TRAFFIC CONTROL

Messages handled between Air Traffic Control Centers for Air Traffic Control purposes are not affected by the procedures described herein.

With respect to communications services, Aeronautical Radio, Inc. (ARINC) and Radio Aeronáutica de Cuba, S.A. (RACSA) have agreed to transmit flight notification and arrival messages free of charge, for aircraft of United States registry and Cuban registry, as herein specified, provided that the gross weight of such aircraft is less than 10,000 pounds. If the gross weight of such aircraft is 10,000 pounds or more, charges for such communications services will be made by the said Companies in accordance with their standard rates. The said Companies have reserved the right to review the scope of the traffic and charges at a future date. No resultant action of the said Companies shall be construed as affecting this agreement between the governments of the United States and Cuba.

This operational plan and administrative agreement between Cuba and the United States will normally cover all phases of operation required for the notification of concerned governmental agencies relative to flights as herein specified. However, it is recognized that it may become necessary to supplement the plan with locally developed coordinated procedures. When such local procedures are necessary and are developed, the local United States and Cuban officials shall inform their appropriate headquarters accordingly.

Nothing in this agreement shall restrict the designation of additional international airports (airports of entry) either in Cuba or the United States, where this flight notification service may later be considered desirable.

On private flights between the signatory countries where the first point of intended landing is other than at an international airport (airport of entry) as herein specified or later designated, the benefits of this plan will not apply. In such cases, the pilot must obtain the necessary advance permission from the country of entry, in advance, through the use of commercial or other communications facilities.

It is jointly agreed that Cuba and the United States shall publicize this plan in all pertinent aeronautical publications of both the United States and Cuba, in order that all pilots may be fully cognizant of this service.

Any changes which affect this plan, such as changes in hours of operation of governmental inspectional agencies, or other pertinent information, will be publicized by international NOTAM distribution.



## II

*The Cuban Minister of State to the American Ambassador*

[SPANISH TEXT — TEXTE ESPAGNOL]

[TRANSLATION<sup>1</sup> — TRADUCTION<sup>2</sup>]

REPÚBLICA DE CUBA  
MINISTERIO DE ESTADO

REPUBLIC OF CUBA  
MINISTRY OF STATE

Núm. C-278

No. C-278

La Habana, 26 de febrero de 1953

Habana, February 26, 1953

Señor Embajador :

Mr. Ambassador :

En relación con las notas 503 de esa Embajada y 115 de este Ministerio, de fechas 19 y 26 de enero último, respectivamente, referentes al Acuerdo Técnico Administrativo para facilitar Notificaciones de Vuelos Particulares entre Cuba y los Estados Unidos en ambas direcciones, concluído por representantes de ambos países, tengo la honra de participar a Vuestra Excelencia, de conformidad con lo expuesto en nuestra nota 115, que el Gobierno de Cuba considera como Acuerdo formal con el Gobierno de los Estados Unidos de América el referido « Acuerdo Técnico Administrativo ».

In connection with notes 503 of your Embassy and 115 of this Ministry<sup>3</sup>, respectively dated January 19 and 26, referring to the Administrative Technical Agreement To Facilitate Notifications of Private Flights Between Cuba and the United States in both directions, concluded by representatives of both countries, I have the honor to inform Your Excellency, as stated in our note 115, that the Government of Cuba considers the above-mentioned Administrative Technical Agreement a formal agreement with the United States of America.

Aprovecho la oportunidad para reiterar a Vuestra Excelencia el testimonio de mi alta consideración,

I avail myself of the opportunity to renew to Your Excellency the assurance of my high consideration.

Miguel ANGEL CAMPA

Miguel ANGEL CAMPA

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<sup>1</sup> Translation by the Government of the United States of America.

<sup>2</sup> Traduction du Gouvernement des États-Unis d'Amérique.

<sup>3</sup> Note No. 115 not printed by the Department of State of the United States of America.