

No. 24619

**SPAIN
and
VENEZUELA**

**Air Transport Agreement (with annex). Signed at Caracas
on 25 July 1972**

**Exchange of notes constituting an agreement amending the
route schedule annexed to the above-mentioned Agree-
ment. Caracas, 20 March 1986 and 5 January 1987**

Authentic text: Spanish.

Registered by Spain on 18 February 1987.

**ESPAGNE
et
VENEZUELA**

**Accord relatif aux transports aériens (avec annexe). Signé à
Caracas le 25 juillet 1972**

**Échange de notes constituant un accord modifiant le tableau
de routes annexé à l'Accord susmentionné. Caracas,
20 mars 1986 et 5 janvier 1987**

Texte authentique : espagnol.

Enregistrés par l'Espagne le 18 février 1987.

[TRANSLATION — TRADUCTION]

AIR TRANSPORT AGREEMENT¹ BETWEEN THE SPANISH STATE AND THE REPUBLIC OF VENEZUELA

The Government of the Spanish State and the Government of the Republic of Venezuela,

Being desirous of promoting the development of air transport between the Spanish State and the Republic of Venezuela and of furthering international co-operation in this field as much as possible;

Being desirous of applying to such transport the principles and provisions of the Convention on International Civil Aviation signed at Chicago on 7 December 1944,² have to that end appointed their duly authorized plenipotentiaries, who have agreed on the following:

Article 1. 1. Each Contracting Party grants to the other Contracting Party the rights specified in this Agreement for the purpose of establishing international air services on the routes specified in the annex to this Agreement. These services and routes shall be referred to as “the agreed services” and “the specified routes”, respectively.

2. The airline designated by each Contracting Party shall, while operating an agreed service on a specified route, enjoy the following rights:

- (a) To fly without landing over the territory of the other Contracting Party;
- (b) To make stops in the said territory for non-traffic purposes;
- (c) To make stops at the points specified in the route schedule contained in the annex to this Agreement, for the purpose of picking up and setting down passengers, mail and cargo in international air traffic excluding cabotage traffic in the said territory.

3. For the purposes of this Agreement and its annex,

(a) The term “territory” shall have the same meaning as in article 2 of the Convention on International Civil Aviation.

(b) The term “aeronautical authorities” shall mean:

- In the case of Venezuela, the Ministry of Communications;
- In the case of Spain, the Air Ministry;
- Or, in either case, any person or institution authorized to assume the functions currently exercised by those Ministries.

(c) The term “designated airline” shall mean the airline designated by either Party for the purpose of operating the agreed services described in the annex to this Agreement and accepted by the other Contracting Party in accordance with the provisions of articles 2 and 3.

¹ Came into force provisionally on 25 July 1972, the date of signature and definitively on 16 November 1972, the date on which the Contracting Parties informed each other of the completion of their respective constitutional procedures, in accordance with article 17.

² United Nations, *Treaty Series*, vol. 15, p. 295. For the texts of the Protocols amending this Convention, see vol. 320, pp. 209 and 217; vol. 418, p. 161; vol. 514, p. 209; vol. 740, p. 21; vol. 893, p. 117; vol. 958, p. 217; vol. 1008, p. 213, and vol. 1175, p. 297.

(d) The terms “air service”, “international air service”, “airline” and “stop for non-traffic purposes” shall have the same meaning as in article 96 of the Convention on International Civil Aviation.

Article 2. 1. Each Contracting Party shall have the right to inform the other Contracting Party in writing of the airline which is to operate the agreed services on the specified routes.

2. On receiving notice of such designation, the other Contracting Party shall, without delay, subject to the provisions of paragraphs 4 and 5 of this article, grant the appropriate operating permit to the designated airline.

3. Each of the Contracting Parties shall have the right to revoke the designation of one airline and to replace it by another by written notice to the other Party not less than thirty (30) days before such a change.

4. The aeronautical authorities of one Contracting Party may require the airline designated by the other Contracting Party to show proof, pursuant to the provisions of the aforementioned Chicago Convention, that it is able to comply with the obligations stipulated in the laws and regulations normally and reasonably applied by these authorities in connection with the operation of international air services.

5. Each Contracting Party shall have the right to withhold the operating permit referred to in paragraph 2 of this article, if the said Contracting Party is not satisfied that substantial ownership and effective control of such airline are vested in the Contracting Party designating the airline or in its nationals.

6. When an airline has been so designated and authorized, it may begin at any time to operate the agreed services, provided that a tariff in accordance with the provisions of article 8 of this Agreement is in force in respect of these services.

Article 3. 1. Each Contracting Party reserves the right to revoke an operating permit granted to the airline designated by the other Contracting Party, or to suspend the exercise by such airline of the rights specified in article 1 of this Agreement, if:

(a) It is not satisfied that substantial ownership or effective control of such airline is vested in the Contracting Party designating the airline or in its nationals, or

(b) The airline has not complied with the laws or regulations of the Contracting Party granting those rights, or

(c) The airline fails to operate the agreed services in accordance with the conditions prescribed in this Agreement.

2. Each Contracting Party may also impose such conditions as it may deem necessary on the exercise of those rights in the cases specified in subparagraphs (b) and (c).

3. Unless revocation, suspension or the imposition of conditions is urgently necessary to prevent further infringements of the laws or regulations, this right shall be exercised only after consultation with the other Contracting Party.

Article 4. 1. The laws and regulations of each Contracting Party applicable in its territory to the entry and departure of aircraft engaged in international air navigation or to the operation of such aircraft while within its territory shall apply to aircraft of the airline designated by the other Contracting Party.

2. The laws and regulations applicable in the territory of each Contracting Party to the entry, stay and departure of passengers, crew, baggage, mail and cargo, and the formalities relating to entry into and departure from the country, to immigration, to customs, and to health measures, shall also apply in the said territory to operations of the designated airline of the other Contracting Party.

3. For military reasons or for reasons of public security either Contracting Party may restrict or prohibit flights over certain zones of its territory by the aircraft of the designated airline of the other Contracting Party, provided that such restrictions or prohibitions also apply to the aircraft of the designated airline of the first Contracting Party and to airlines of third States operating scheduled international air services.

Article 5. 1. Aircraft operated on international air services by the designated airline of either Contracting Party, as well as their regular equipment, fuel, lubricants and stores (including food, beverages and tobacco) on board such aircraft, shall be exempt from all customs duties, inspection fees or other duties or taxes on arriving in the territory of the other Contracting Party, provided that such equipment and stores remain on board the aircraft until such time as they are re-exported.

2. The following shall also be exempt from the same duties and taxes, with the exception of charges for services rendered:

(a) Aircraft stores taken on board in the territory of either Contracting Party, within limits fixed by the authorities of the said Contracting Party, for use on board aircraft operated on international services of the other Contracting Party;

(b) Spare parts imported into the territory of a Contracting Party for the maintenance or repair of aircraft operated on international air services by the designated airline of the other Contracting Party;

(c) Fuel and lubricants intended to supply aircraft operated on international air services by the designated airline of the other Contracting Party, even when these supplies are consumed during the flight over the territory of the Contracting Party in which they were taken on board.

The items referred to in subparagraphs (a), (b) and (c) may be required to be kept under customs supervision or control.

3. The regular airborne equipment, as well as other articles and stores on board the aircraft of one Contracting Party may be unloaded in the territory of the other Contracting Party only with the approval of the customs authorities of that territory. In such a case, they may be placed under the supervision of the said authorities until such time as they are re-exported or otherwise disposed of in a duly authorized manner.

4. Passengers in transit over the territory of either Contracting Party shall be subject only to simplified control and shall be afforded every facility. Baggage and cargo in direct transit shall be exempt from customs and other similar duties or taxes.

Article 6. Certificates of airworthiness, certificates of competency and licences issued or rendered valid by a Contracting Party shall be recognized as valid by the other Contracting Party for the purpose of operating the routes specified in the annex. However, each Contracting Party reserves the right to recognize, for the purpose of flight over its own territory, certificates of competency and licences issued to its own nationals by another State.

Article 7. 1. The designated airline of either Contracting Party shall be accorded fair and equitable treatment and equal opportunity to operate the agreed services between the respective territories.

2. On common routes the designated airlines of the Contracting Parties shall take their mutual interests into account so as not to affect unduly their respective services.

3. The Contracting Parties recognize that changes in the frequency of the agreed services, the capacity available on those services, or modifications of the type of aircraft of the designated companies on the agreed services shall be submitted by the designated airlines for the approval of the respective aeronautical authorities. Any dispute in that regard shall be resolved in accordance with the provisions of article 12 of this Agreement.

Article 8. 1. The tariffs charged by the designated airline of one of the Contracting Parties for carriage to or from the territory of the other Contracting Party shall be fixed at reasonable levels, due regard being paid to all relevant factors, in particular cost of operation, reasonable profit and the tariffs of other airlines.

2. The tariffs referred to in paragraph 1 of this article shall, if possible, be fixed by agreement between the designated airlines of the two Contracting Parties, after consultation with other airlines operating over all or part of the same routes; where possible, the rate-fixing machinery of the International Air Transport Association shall be used.

3. The tariffs so fixed shall be submitted for approval to the aeronautical authorities of the Contracting Parties not less than thirty (30) days before the date laid down for their entry into force. In special cases this time limit may be reduced, subject to the agreement of the said authorities.

4. If the designated airlines cannot reach agreement on such tariffs or if, for any other reason, a tariff cannot be fixed in accordance with the provisions of paragraph 2 of this article, or if, during the first 15 days of the period of 30 days specified in paragraph 3 of this article, one of the Contracting Parties shall notify the other Contracting Party of its disagreement with any tariff reached in conformity with the provisions of paragraph 2 of this article, the aeronautical authorities of the Contracting Parties shall try to determine the tariff by agreement between themselves.

5. If the aeronautical authorities cannot agree on the approval of any tariff submitted to them pursuant to paragraph 3 of this article, or on the fixing of any tariff in accordance with paragraph 4, the dispute shall be settled in accordance with the provisions of article 12 of this Agreement.

6. Subject to the provisions of paragraph 3 of this article, no tariff shall enter into force if the aeronautical authorities of the Contracting Parties have not approved it.

7. The tariffs established in accordance with the provisions of this article shall remain in force until new tariffs have been fixed in accordance with the provisions of this article.

Article 9. Each Contracting Party undertakes to grant the other Contracting Party free transfer, at the official rate of exchange, of the excess of receipts over expenditure achieved in its territory in connection with the carriage of passengers, baggage, mail and cargo by the designated airline of the other Contracting Party.

Where transfers between the Contracting Parties are governed by a special agreement, they shall be effected in accordance with that agreement.

Article 10. The aeronautical authorities of each Contracting Party shall be required to furnish to the aeronautical authorities of the other Contracting Party, at their request, such statistical data as may reasonably be regarded as necessary for the purpose of reviewing the capacity required on the agreed air services by the designated airline of the other Contracting Party. Such statements shall include all data required to determine the volume of traffic carried by the airlines in question on the agreed services.

Article 11. The aeronautical authorities of the Contracting Parties shall consult together from time to time in a spirit of close co-operation with a view to ensuring compliance with the provisions of this Agreement and its annex.

Article 12. 1. If any dispute arises between the Contracting Parties relating to the interpretation or application of this Agreement or its annex, the Parties shall in the first place endeavour to settle it through direct consultations between the airlines concerned or between their aeronautical authorities or in the last resort, between the respective Governments.

2. In the event that these procedures fail to produce an agreement, the dispute shall be referred for settlement through the machinery for the peaceful settlement of disputes recognized by international law.

Article 13. 1. If either of the Contracting Parties considers it desirable to amend any provision of this Agreement, it may request consultations with the other Contracting Party. Such consultations may take place between the aeronautical authorities either orally or by correspondence and shall begin within a period of sixty (60) days from the date of the request. Any such amendments shall enter into force once they have been confirmed by an exchange of diplomatic notes provided the constitutional requirements of both countries have been met.

2. Amendments to the annex to this Agreement shall be arranged by direct agreement between the competent aeronautical authorities of the Contracting Parties and shall be confirmed by an exchange of diplomatic notes.

Article 14. Either Contracting Party may at any time give notice to the other Contracting Party of its decision to denounce this Agreement. Such notice shall be simultaneously communicated to the International Civil Aviation Organization. If such notice is given, the Agreement shall terminate six (6) months after the date of receipt of the notice by the other Contracting Party, unless the notice is withdrawn by mutual agreement before the expiry of that period. If the other Contracting Party fails to acknowledge receipt of the notice, it shall be deemed to have been received fourteen (14) days after receipt of such notice by the International Civil Aviation Organization.

Article 15. Should a multilateral air transport agreement which affects the two Contracting Parties enter into force, this Agreement shall be amended so as to conform with the provisions of such Agreement.

Article 16. This Agreement and any amendment thereto and any exchange of notes shall be registered with the International Civil Aviation Organization (ICAO).

Article 17. This Agreement shall enter into force provisionally on the date of its signature and definitively when the Contracting Parties shall have informed each other, by means of an exchange of diplomatic notes, that their respective constitutional formalities have been completed.

IN WITNESS WHEREOF, the undersigned have signed this Agreement.

DONE in two copies, both in the Spanish language, at Caracas, on 25 July 1972.

For the Government of the Spanish State:

[Signed — Signé]

ENRIQUE DOMÍNGUEZ PASSIER
Ambassador of Spain to Venezuela

For the Government of the Republic of Venezuela:

[Signed — Signé]

ARÍSTIDES CALVANI
Minister of External Relations

ANNEX

ROUTE SCHEDULE

1. The specified routes referred to in article 1 of this Agreement shall be the following:

Spanish routes

- Route A Points in Spain to Caracas or Maracaibo, via San Juan, Puerto Rico and beyond to points in Bogotá, Quito and/or Guayaquil-Lima-La Paz-Santiago, Chile, in both directions.

Venezuelan routes

- Route A Points in Venezuela to Madrid via San Juan, Puerto Rico or Lisbon and points beyond.

1. To Paris-London-Frankfurt-Amsterdam and return.
2. To Milan-Rome-Beirut and return.

- Route B Points in Venezuela to Las Palmas and points beyond.

1. To Lisbon-Paris-London-Frankfurt-Amsterdam and return.
2. To Milan-Rome-Beirut and return.

2. In establishing the services to be operated on the specified routes, the designated airlines shall have the option to omit one or more stops on any or all services by including the appropriate announcement in their schedules.

3. In accordance with the provisions of article 1, paragraph 1 (c) of this Agreement, the designated airlines of the two Contracting Parties shall enjoy full traffic rights at the points stipulated on the specified routes. Nevertheless, while the reservation concerning traffic between Spain and Portugal contained in the Spanish-Portuguese Air Agreement continues in force, the designated airline of Venezuela may not offer traffic rights between the points specified.

4. In applying the principles contained in article 7 of this Agreement, the aeronautical authorities of the two Contracting Parties shall take into consideration the following factors when making decisions on the matters covered by that article:

(a) The development of international traffic between the territories of Venezuela and Spain shall be the principal determining factor. On the other hand, the development of traffic originating in or destined for points beyond the territories of the Contracting Parties shall not be a consideration in increasing the frequency of flights and the designated airlines can continue the four weekly flights operated during the summer period of 1972 to points beyond Spain and Venezuela, respectively.

(b) Reasonable estimates of demand in the light of the circumstances of the moment for the seasons referred to in these schedules.

5. In implementing the provisions of the previous paragraph, the designated airlines shall, to the extent possible, announce proposed changes in their schedules more than 90 days before their entry into force.

The aeronautical authorities, for their part, shall make every effort to rule on such requests within the following 30 days and, if they disagree, shall consult each other with the least possible delay and, if possible, within 15 days following the submission of these schedules.

EXCHANGE OF NOTES CONSTITUTING AN AGREEMENT¹ AMENDING THE ROUTE SCHEDULE ANNEXED TO THE AIR TRANSPORT AGREEMENT BETWEEN THE SPANISH STATE AND THE REPUBLIC OF VENEZUELA²

ÉCHANGE DE NOTES CONSTITUANT UN ACCORD¹ MODIFIANT LE TABLEAU DE ROUTES ANNEXÉ À L'ACCORD RELATIF AUX TRANSPORTS AÉRIENS ENTRE L'ÉTAT ESPAGNOL ET LA RÉPUBLIQUE DU VENEZUELA²

I

[SPANISH TEXT — TEXTE ESPAGNOL]

REPÚBLICA DE VENEZUELA
MINISTERIO DE RELACIONES EXTERIORES
Dirección de Cooperación Internacional

No. DGSECI/T

El Ministerio de Relaciones Exteriores saluda atentamente a la Honorable Embajada de España en la oportunidad de referirse a las modificaciones que fueron introducidas al Anexo, Cuadro de Rutas, del Convenio sobre Transporte Aéreo entre la República de Venezuela y el Estado Español del 25 de julio de 1972, en el Acta Final de la Reunión de Consulta entre las Autoridades Aeronáuticas de Venezuela y España, celebrada en Caracas los días 30 y 31 de enero pasado.

Como resultado de las referidas modificaciones, el nuevo Cuadro de Rutas ha quedado estructurado en la siguiente forma:

Las rutas especificadas a que se refiere el Artículo 1º del Convenio sobre Transporte Aéreo firmado entre Venezuela y España el 25 de julio de 1972, serán las siguientes:

Rutas venezolanas

Puntos en Venezuela—Madrid ó Santiago de Compostela, vía San Juan de Puerto Rico u Oporto y/o Lisboa y Puntos más allá (1):

1. París—Londres—Amsterdam—Frankfurt—Zurich y v.v.
2. Milán—Roma y v.v.

(1) Sin derecho de tráfico de 5^{ta} Libertad entre Madrid y Santiago de Compostela y los puntos intermedios y más allá.

Rutas españolas

Puntos en España—Caracas, vía San Juan de Puerto Rico y puntos más allá en Bogotá, Quito y/o Guayaquil—Lima—La Paz—Santiago de Chile, en ambas direcciones (1).

(1) Sin derecho de tráfico de 5^{ta} Libertad entre Caracas y los puntos intermedios y más allá.

¹ Came into force on 5 January 1987 by the exchange of the said notes.

² See p. 191 of this volume.

¹ Entré en vigueur le 5 janvier 1987 par l'échange des dites notes.

² Voir p. 198 du présent volume.

NOTA:

1) Las empresas aéreas designadas en la realización de sus servicios en las rutas especificadas tendrán la opción de omitir una o más escalas en algunos o en todos sus servicios anunciándolo en sus horarios, siempre que el servicio comience en el país que ha designado a la empresa.

2) Las empresas aéreas designadas deberán someter a la aprobación de las autoridades aeronáuticas con la antelación que las mismas establezcan los programas, con indicación de la ruta, frecuencias y horarios de los vuelos.

El Ministerio de Relaciones Exteriores, a fin de dar cumplimiento a lo establecido en el párrafo 2º del Artículo 13 del Convenio Aéreo bilateral, desea proponer a la Honorable Embajada de España que esta nota y la respuesta favorable de su Gobierno transmitida por su conducto, constituyan el canje de notas a que alude el referido Artículo, que dando incorporadas, de esta forma, las modificaciones acordadas como parte integrante del citado Convenio.

El Ministerio de Relaciones Exteriores, se vale de la oportunidad para reiterar a la Honorable Embajada de España las seguridades de su más alta y distinguida consideración.

Caracas, 20 mar. 1986

[TRANSLATION]

REPUBLIC OF VENEZUELA
MINISTRY OF EXTERNAL RELATIONS
Office of International Co-operation

DGSECI/T

The Ministry of External Relations has the honour to refer to the Amendments contained in the Final Act of the Consultative Meeting of the Aeronautical Authorities of Venezuela and Spain, held in Caracas on 30 and 31 January last. These amendments concern the Route Schedule annexed to the Air Transport Agreement between the Spanish State and the Republic of Venezuela of 25 July 1972.

As a result of these amendments, the new route schedule is as follows:

The specified routes referred to in article 1 of the Air Transport Agreement, signed on 25 July 1972, between the Spanish State and the Republic of Venezuela shall be the following:

[TRADUCTION]

RÉPUBLIQUE DU VENEZUELA
MINISTÈRE DES RELATIONS EXTÉRIEURES
Direction de la coopération internationale

Nº DGSECI/T

Le Ministère des relations extérieures présente ses compliments à l'Ambassade d'Espagne et a l'honneur de se référer aux modifications apportées à l'annexe, tableau de routes, de l'Accord relatif aux transports aériens conclu entre la République du Venezuela et l'Etat espagnol le 25 juillet 1972, dans le cadre de l'Acte final de la réunion de consultation entre les autorités aéronautiques du Venezuela et d'Espagne, tenue à Caracas les 30 et 31 janvier passés.

Comme suite à ces modifications, le nouveau tableau de routes se présente comme suit :

Les routes spécifiques visées à l'article premier de l'Accord relatif aux transports aériens conclu entre le Venezuela et l'Espagne le 25 juillet 1972, seront :

Venezuelan routes

Points in Venezuela—Madrid or Santiago de Compostela, via San Juan, Puerto Rico or Oporto and/or Lisbon and points beyond: (1)

1. Paris—London—Amsterdam—Frankfurt—Zurich and return.
2. Milan—Rome and return.

(1) Without fifth-freedom traffic rights between Madrid and Santiago de Compostela, and intermediate points and beyond.

Spanish routes

Points in Spain—Caracas, via San Juan, Puerto Rico and points beyond in Bogotá, Quito and/or Guayaquil—Lima—La Paz—Santiago, Chile, in both directions. (1)

(1) Without fifth-freedom traffic rights between Caracas and intermediate points and beyond.

NOTE:

1. The designated airlines, in operating their services on the specified routes, may omit one or more stops on any or all services following an announcement in their timetables, always provided that the point of departure is in the country which has designated the airline.

2. The designated airlines shall submit their operating schedules, with an indication of the route, frequency and timetable of their flights, for the approval of the aeronautical authorities with such notice as the latter shall require.

The Ministry of External Relations, in compliance with the provisions of article 13, paragraph 2 of the bilateral Air Transport Agreement, has the honour to propose to the Embassy of Spain that this note and the favourable reply of the Spanish Government through the Embassy, shall constitute the exchange of notes to which that article refers so that

Routes vénézuéliennes

Points situés au Venezuela—Madrid ou Saint-Jacques de Compostelle, par San Juan de Porto Rico ou Porto et/ou Lisbonne et des points au-delà (1) :

1. Paris—Londres—Amsterdam—Francfort—Zurich et retour.
2. Milan—Rome et retour.

(1) Sans droit de trafic au titre de la cinquième liberté entre Madrid et Saint-Jacques de Compostelle et les points intermédiaires et au-delà.

Routes espagnoles

Points situés en Espagne—Caracas, par San Juan de Porto Rico et des points au-delà—II à Bogotá, Quito et/ou Guayaquil—Lima—La Paz—Santiago du Chili, dans les deux sens (1).

(1) Sans droit de trafic au titre de la cinquième liberté entre Caracas et les points intermédiaires et au-delà.

NOTE:

1) Les entreprises aériennes désignées pourront, en opérant leurs services sur les routes spécifiées, omettre une ou plusieurs escales sur certains services, ou sur tous les services, en l'annonçant dans leurs horaires, à condition que le service commence dans le pays qui a désigné l'entreprise.

2) Les entreprises aériennes désignées devront soumettre à l'approbation des autorités aéronautiques dans les délais fixés par celles-ci les programmes, avec indication de la route, de la fréquence et des horaires des vols.

Le Ministère des relations extérieures souhaite, afin de mettre en œuvre les dispositions du paragraphe 2 de l'article 13 de l'Accord aérien bilatéral, proposer à l'Ambassade d'Espagne que la présente note et la réponse favorable de son Gouvernement, transmise par son intermédiaire, constituent l'échange de notes visé dans l'article en question et que les modi-

the agreed amendments shall become an integral part of the Agreement.

The Ministry of External Relations takes this opportunity, etc.

Caracas, 20 March 1986

fications convenues soient considérées, de ce fait, comme formant partie intégrante dudit Accord.

Le Ministère des relations extérieures saisit l'occasion, etc.

Caracas, le 20 mars 1986

II

[SPANISH TEXT — TEXTE ESPAGNOL]

EMBAJADA DE ESPAÑA

Nº 1

La Embajada de España saluda muy atentamente al Honorable Ministerio de Relaciones Exteriores y en relación con la modificación del cuadro de rutas, Anexo II del Convenio sobre Transporte Aéreo entre la República de Venezuela y el Estado español, de 25 de Julio de 1972, objeto de la Nota de ese Honorable Ministerio de Relaciones Exteriores Nº 958 de 20 de Marzo que textualmente dice:

[See note I — Voir note I]

Esta Embajada manifiesta a ese Honorable Ministerio la conformidad del Gobierno español a esta modificación y acepta la propuesta de que esta Nota y la remitida por ese Honorable Ministerio de Relaciones Exteriores constituyen el canje de Notas a que alude el párrafo 2º del Artículo 13 del Convenio sobre Transporte Aéreo entre España y Venezuela.

La Embajada de España aprovecha esta ocasión para reiterar al Honorable Ministerio de Relaciones Exteriores las seguridades de su más alta y distinguida consideración.

Caracas, 5 de Enero de 1987

Honorable Ministerio de Relaciones Exteriores
Ciudad

[TRANSLATION]

EMBASSY OF SPAIN

No. 1

The Embassy of Spain has the honour to refer to the amendment of the route schedule, annexed to the Air Transport Agreement signed between the Republic of Venezuela and the Spanish State on 25 July 1972. This amendment contained in note No. 958 of 20 March from the

[TRADUCTION]

AMBASSADE D'ESPAGNE

No. 1

L'Ambassade d'Espagne présente ses compliments au Ministère des relations extérieures et a l'honneur de se référer à la modification du tableau de routes, annexe II de l'Accord relatif aux transports aériens du 25 juillet 1972 entre la République du Venezuela et l'Etat espagnol,

Ministry of External Relations, reads as follows:

[See note I]

The Embassy of Spain is pleased to inform the Ministry that the Spanish Government agrees to this amendment and accepts the proposal that this note and the note transmitted by the Ministry of External Relations shall constitute the exchange of notes referred to in article 13, paragraph 2 of the Air Transport Agreement between Spain and Venezuela.

The Embassy of Spain takes this opportunity, etc.

Caracas, 5 January 1987

Ministry of External Relations
Caracas

qui fait l'objet de la note no. 958 du 20 mars dudit Ministère dont le texte suit :

[Voir note I]

L'Ambassade porte à la connaissance du Ministère que le Gouvernement espagnol est d'accord avec cette modification et accepte la proposition que cette note et celle transmise par le Ministère des relations extérieures constituent l'échange de notes visé au paragraphe 2 de l'article 13 de l'Accord relatif aux transports aériens entre l'Espagne et le Venezuela.

L'Ambassade d'Espagne saisit l'occasion, etc.

Caracas, le 5 janvier 1987

Le Ministère des relations extérieures
En ville