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FOREIGN SERVICE DESPATCH

JAN 24 1957

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FROM Amembassy HABANA 435

TO THE DEPARTMENT OF STATE, WASHINGTON

January 24, 1957

REF Embtel 343, January 21, 1957

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SUBJECT: Newspaper Publicity on U.S. - Cuban Negotiations on
Bilateral Air Treaty

The Embassy has ascertained that the news story on the results of the meetings of the Cuban and United States delegations on the revision of the bilateral air transport agreement was prepared and disseminated by officials of Cia. Cubana de Aviación. A copy of the complete text of the release as it appeared in most of the Habana daily papers on Sunday, January 20, is enclosed together with an English translation.

The remarks concerning the probable refusal to grant the West Palm Beach/Fort Lauderdale-Habana route to Mackey Airlines may have been an attempt on the part of Cubana to forestall unilateral action by the Cuban Government. Various persons close to the government officials concerned in this matter have reportedly assured Mackey representatives that the route request will be granted in the near future.

For the Ambassador:

Leonard H. Price
Leonard H. Price
Commercial Attaché

Enclosures:

Copy of press release
Translation thereof

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REPORTER

ACTION COPY - DEPARTMENT OF STATE

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From the DIARIO DE LA MARINA, Habana, January 20, 1957:

OBSTACULOS PARA REVISAR EL
TRATADO AERONAUTICO CON E.U.

Los negociadores norteamericanos exigen más de
lo que Cuba está dispuesta a otorgar

Como se ha venido informando, delegados aeronáuticos de los gobiernos norteamericano y cubano han estado discutiendo las enmiendas al convenio bilateral aéreo actualmente en vigor entre ambos países.

En esas conversaciones se ha hablado sobre la regulación de frecuencias entre Estados Unidos y Cuba, intercambio de nuevas rutas aéreas y el derecho de Quinta Libertad más allá del territorio norteamericano.

La delegación cubana está presidida por el Ministro de Transporte y presidente de la Comisión de Aeronáutica Civil doctor Mario Cobas Reyes.

Se ha podido conocer extraoficialmente que las negociaciones en cuestión han sido interrumpidas por la imposibilidad de llegar a acuerdos que aseguren la justa competencia en igualdad de oportunidades para nuestras empresas aéreo nacionales en comparación con los porteadores norteamericanos que tratan de obtener derechos de operación sobre la ruta de Cayo Hueso a La Habana, como cuestión fundamental antes de considerar cualquier concesión de rutas a Cuba, que mejoraría la balanza hasta ahora desfavorable a nuestro país en cuestiones de derechos de operaciones para la aviación comercial.

Se estima que de romperse estas negociaciones y negarse Cuba, lógicamente a conceder nuevos privilegios a los porteadores norteamericanos, el servicio que se anuncia por la Mackey Airlines, entre West Palm Beach, Fort Laudardale y La Habana, hacia Nassau, será prestado combinadamente, en beneficio del público, por las líneas aéreas cubanas y británicas.

Fuentes no oficiales, pero dignas de entero crédito, señalaron que los porteadores nacionales y los representantes de las distintas fases de la industria aérea, así como los organismos laborales de ese sector habrían de expresar sus puntos de vista, lamentando seriamente que ese poderoso país, que tan generosamente ha tratado en recientes convenios aéreos a países de Europa y Asia, no esté en disposición de reconocer a Cuba lo que en realidad le corresponde, por su situación geográfica y además merece por su vinculación histórica, pareciendo ignorar que Cuba ha dado a Norteamérica, comparativamente, más concesiones en transporte aéreo que ningún otro país del mundo.

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From Habana

From DIARIO DE LA MARINA

OBSTACLES ENCOUNTERED IN THE REVISION OF
THE AIR AGREEMENT WITH THE UNITED STATES

The American negotiators request more than Cuba
is willing to grant.

As has been reported, air transportation delegates of the United States and Cuban governments have been discussing amendments to the bi-lateral air agreement at the present in force between the two countries.

In those conversations there has been talk regarding the regulation of frequencies between the United States and Cuba, and inter-change of new air routes and the right of Fifth Freedom beyond the American territory.

The Cuban delegation is presided over by the Minister of Transportation and Chairman of the Civil Aeronautics Commission, Dr. Mario Cobas Reyes.

It has been learned extraofficially that said negotiations have been interrupted due to the impossibility of reaching agreements that assure fair competition under equal opportunities for our national airline companies in comparison with the American carriers who are trying to obtain the right to operate over the Key West-Havana route as a fundamental question before considering any concession of routes to Cuba which would improve the present unfavorable balance for our country in the matter of operation rights for commercial aviation.

It is believed that should these negotiations break down and Cuba logically refuse to grant new privileges to the American carriers, the service that has been announced by Mackey Airlines between West Palm Beach, Fort Lauderdale and Havana to Nassau will be rendered in combination to the benefit of the public by the Cuban and British airlines.

Sources that are not official but which deserve full credence state that the national carriers and the representatives of the different phases of the air industry as well as the labor organizations of that sector have expressed their viewpoints seriously regretting that that powerful country which has so generously treated European and Asian countries in recent air agreements should not be willing to grant Cuba what it is really entitled to due to its geographical situation and also because of its historical bonds, and that it seems to ignore that Cuba has granted the United States, comparatively, more concessions in air transportation than any other country of the world.

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