

CONFIDENTIAL MEMORANDUM OF UNDERSTANDING

Delegations representing the Aeronautical Authorities of the Russian Federation (hereinafter referred to as the Russian delegation) and of the Netherlands (hereinafter referred to as the Netherlands delegation) met in Moscow, Russia on 21 and 22 June 2016 to discuss matters related to the further development and strengthening of the bilateral air transport relations between their respective countries.

The name lists of the delegations are attached hereto Annex I.

The discussions were conducted in a cordial and friendly atmosphere and the two delegations decided as follows:

1. Frequencies

The texts of the following paragraphs will replace paragraphs 3.1 and 3.2 of the Confidential Memorandum of Understanding between the delegations of the Aeronautical Authorities of the Russian Federation and of the Netherlands signed on 15 April 2011.

3.1 Passenger traffic

With respect to Schedule I, point 1 of the Route Annex, both delegations decided for the designated pax/combination airline(s) of the Russian Federation to operate:

- Up to twenty-one (21) weekly frequencies with any type of aircraft in both directions between Moscow - intermediate point(s) in Europe - Amsterdam;
- Up to fourteen (14) weekly frequencies with any type of aircraft in both directions between St. Petersburg - intermediate point(s) in Europe - Amsterdam.

With respect to Schedule II, point 1 of the Route Annex, both delegations decided for the designated pax/combination airline(s) of the Netherlands to operate:

- Up to twenty-one (21) weekly frequencies with any type of aircraft in both directions between point(s) in the Netherlands - intermediate point(s) in Europe - Moscow;



- Up to fourteen (14) weekly frequencies with any type of aircraft in both directions between point(s) in the Netherlands – intermediate point(s) in Europe – St. Petersburg

3.2 All-cargo traffic

For the designated all-cargo airline(s) of the Russian Federation:

With respect to Schedule I, point 1 and 2 of the Route Annex, both delegations decided for the designated all-cargo airline(s) of the Russian Federation to operate:

- A. Up to nineteen (19) weekly frequencies with any type of aircraft in both directions between Moscow - intermediate point(s) in Europe – Amsterdam.
- B. Up to three (3) weekly frequencies with any type of aircraft in both directions between points in the Russian Federation (without the necessity of operation on city-pairs) – intermediate point(s) in Europe – Amsterdam.
- C. Up to three (3) weekly frequencies with any type of aircraft in both directions between points in the Russian Federation (except Moscow) - intermediate point(s) in Europe - points in the Netherlands.
- D. Up to seven (7) weekly frequencies with any type of aircraft in both directions between Moscow - intermediate point(s) in Europe – Maastricht.

With respect to routes A and B the designated airline(s) of the Russian Federation can continue their flights beyond Amsterdam to points in third countries with fifth-freedom traffic rights in the frame of ten (10) of these nineteen (19) + three (3) weekly frequencies.

For clarification purposes both delegations decided that if a designated all-cargo airline of the Russian Federation is operating under Schedule I, point 1 or 2 of the Route Annex and makes a commercial stop in the territory of the Netherlands, this operation will be counted as one (1) full frequency, irrespective of the exact routing.

Further expansion of the frequencies for the designated all-cargo airline(s) of the Russian Federation will be considered on the basis of market demands of the designated all-cargo airline(s) of the Russian Federation.



2. Co-terminalization

With respect to the Route Annex, Schedule I and II, both delegations confirmed that co-terminalization is permitted on Schedule I, route 2 for the designated airline(s) of the Russian Federation and on Schedule II, route 3 for the designated airline(s) the Netherlands.



3. Consolidation of the existing MoUs

Both delegations decided – in order to avoid any confusion with regard to the agreed arrangements – to consolidate all the existing MoU's that were concluded between the Aeronautical Authorities of the Russian Federation and the Netherlands into one document by the end of 2016.

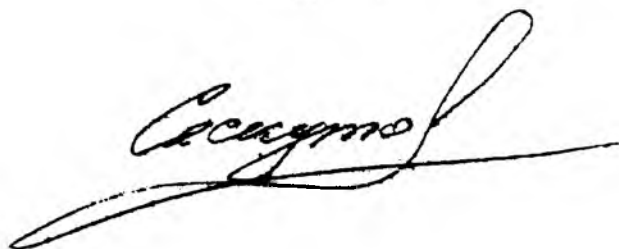
This new consolidated Memorandum of Understanding shall supersede and shall replace the provisions in all previous (Confidential) Memoranda of Understanding signed between the Contracting Parties going back to the ASA of 1997.

4. Provisional application of this CMoU

The principles and provisions set forth in this Confidential Memorandum of Understanding shall become effective from the date of its signature.

For the delegation of the Aeronautical
Authorities of the Russian Federation

For the delegation of the Aeronautical
Authorities of the Netherlands



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