



Our ref
Наш №

9-2432

Date
Дата

10.09.2021

Mr. Georgios I. Dritsakos
Governor
Hellenic Civil Aviation Authority
Athens

Dear Mr. Dritsakos,

The Department of State Policy in Civil Aviation of the Ministry of Transport of the Russian Federation presents its compliments to the Air Transport and International Agreements Division of the Hellenic Civil Aviation Authority.

In response to your letter Num. HCAA/GOV/5220 dated August 9, 2021 and bearing in mind the mutual interest of our air carriers to increase points of destination we would like to propose as follows by the exchange of letters:

- Up to two (2) Russian air carriers can be designated for scheduled air services on routes from points in the Russian Federation to Mykonos and Corfu and shall be entitled to operate up to fourteen (14) weekly frequencies on each route, and
- Up to two (2) Greek air carriers can be designated for scheduled air services on routes from points in the Hellenic Republic to Yekaterinburg and one point in the territory of the Russian Federation to be specified by the Hellenic side and shall be entitled to operate up to fourteen (14) weekly frequencies on each route.

The new revised Annex - Route Schedule to the Air Transport Agreement is attached hereto as Appendix.


Should this proposal be acceptable to you, your positive reply along with this letter, shall constitute the corresponding arrangement between our two aeronautical and shall be applied from the date of your acceptance, in accordance with the provisions of Article 15

paragraph 4 of the Air Transport Agreement between the Government of the Hellenic Republic and the Russian Federation, signed December 6, 2001.

Concerning the next round of talks we would like to propose to exchange the agendas and topics each Side wants to discuss in order to see if we will be able to reach the agreement (may be even via correspondence).

We look forward to further fruitful cooperation in the field of civil aviation.

Best regards,


Svetlana Petrova
Director,
Department of State Policy in Civil Aviation

APPENDIX

ANNEX

1. Routes which shall be operated by the designated airlines of the Russian Federation in both directions:

Points of Departure	Intermediate Points	Points of Destination	Points Beyond
Points on the territory of the Russian Federation	Points to be agreed*	Athens Thessaloniki Heraklion Rhodos Kos Zakynthos Santorini Chania Mykonos Corfu <i>Other points in the Hellenic Republic*</i>	Points to be agreed*

2. Routes which shall be operated by the designated airlines of the Hellenic Republic in both directions:

Points of Departure	Intermediate Points	Points of Destination	Points Beyond
Points on the territory of the Hellenic Republic	Points to be agreed*	Moscow Saint-Petersburg Rostov Kazan Samara Mineralnie Vody Perm Krasnodar Yekaterinburg one point in the territory of the Russian Federation to be specified by the Hellenic side <i>Other points in the Russian Federation*</i>	Points to be agreed*

(*) Points shall be subject to an agreement between the Aeronautical Authorities of the Contracting Parties. This agreement can be reached by negotiations or by exchange of letters between the Aeronautical Authorities of the Contracting Parties.

Notes:

- Intermediate points and points beyond on any of the specified routes may be omitted by the designated airlines of the Contracting Parties provided that all the flights start and end on the territory of the designating State.
- The designated airlines of both Contracting Parties will have the right to co-terminalize two points on the territory of the other side without traffic rights between those points;

- c) The designated airlines of both Contracting Parties will have the right to operate "triangular" flights in the framework of the existing route schedule, designation and frequency entitlements;
- d) The right of the designated airlines of one Contracting Party to transport passengers, cargo and mail between the points in the territory of the other Contracting Party and the points in the territory of third countries (exercise of full fifth freedom traffic right) shall be subject to an agreement between the Aeronautical Authorities of the Contracting Parties.
- e) With reference to the provisions of Article 2 of the Agreement designated, as well as non designated airlines, of one Contracting Party, may overfly the territory of the other Contracting Party on routes authorised for international air services and available for any other foreign carrier without landing, or with landing for non traffic purposes.
All operations, using Transsiberian, Transpolar and Transasian routes shall be subject to an agreement between the Aeronautical Authorities of the Contracting Parties.
- f) The number of designated airlines for scheduled air services on each city pair and the number of frequencies operated on the routes in paragraph 1 and 2 above, shall be subject to a separate agreement between the Aeronautical Authorities of the Contracting Parties.
- g) Charter, additional and non-scheduled flights carried out based on preliminary request of the designated as well as non-designated airlines, submitted to the Aeronautical Authorities at least (72) hours before the departure, in accordance with legislation of each of the Contracting Parties, except weekends and holidays.
- h) Non designated airlines may also operate charter flights between the points in the territory of the States of the Contracting Parties on the routes not mentioned in the Annex above.
- i) The inclusive tour charter operation from the territory of the State of the other Contracting Party is not permitted.
- j) While operating or holding out the air services on the specified routes the designated airline(s) may enter into commercial and/or co-operative marketing arrangements including, but not limited to, blocked-space or code-sharing with any other airline, including an airline of the same side and an airline of a third country, provided that:
 - a) the operating airline in such arrangements holds the appropriate operating authorisation and traffic rights;
 - b) both the operating and marketing airlines hold the appropriate route rights¹;
 - c) no service is operated by an airline of one country for the carriage of passengers between a point in the territory of the other country and a point in a third country, or between two points in the territory of the other country, and no such passengers are carried, unless that airline itself has traffic rights between those two points;
 - d) in respect of each ticket sold, the purchaser is informed at the point of sale which airline will operate each flight forming part of the service;
 - e) the activities mentioned are carried out in accordance with the laws and regulations applicable in each country, including those governing competition;
 - f) the relevant airline has secured any necessary approvals from its own Authorities, for the purposes of ensuring that the code-sharing arrangement is consistent with bilateral arrangements with any relevant third country; and
 - g) code-sharing agreements will be subject to approval by Aeronautical Authorities of both Contracting Parties.

¹ Route rights do not require designation and/or traffic rights as for the marketing carrier



HELLENIC REPUBLIC
MINISTRY
OF INFRASTRUCTURE AND TRANSPORT
HELLENIC CIVIL AVIATION AUTHORITY
GOVERNOR

Athens, 16 August 2021

Ref. No.: HCAA/GOV/ 5346

Ref. No. 9-2432 /10.08.2021

To : Mrs. Svetlana Petrova
Director
Dep't of State Policy in Civil Aviation
Ministry of Transport
of the Russian Federation
e-mail: mail@mintrans.ru

cc: HCAA Governor's Office

Dear Mrs. Petrova,

The Hellenic Civil Aviation Authority presents its compliments to the Department of State Policy in Civil Aviation of the Ministry of Transport of the Russian Federation.

In reply to your letter Ref. No. 9-2432 dated August 10th 2021, proposing the revision of the Annex-Route Schedule to the Air Transport Agreement in force between our two countries, by adding new points of destination as per attached Appendix to your letter and under the following conditions:

- Up to two (2) Russian air carriers can be designated for scheduled air services on routes from points in the Russian Federation to Mykonos and Corfu and shall be entitled to operate up to fourteen (14) weekly frequencies on each route, and
- Up to two (2) Greek air carriers can be designated for scheduled air services on routes from points in the Hellenic Republic to Yekaterinburg and one point in the territory of the Russian Federation to be specified by the Hellenic side and shall be entitled to operate up to fourteen (14) weekly frequencies on each route;

we hereby inform you that we accept your proposal and agree that this letter, together with your letter, constitute the corresponding arrangement between the aeronautical authorities of the Russian Federation and the Hellenic Republic and shall be applicable from the date of receipt of this letter, in accordance with the provisions of paragraph 4 of Article 15 of the Air Transport Agreement between the Government of the Hellenic Republic and the Russian Federation, signed December 6th 2001. We are confident that the implementation of the newly agreed upgraded provisions, will accommodate market needs and create new opportunities to the benefit of air carriers of both sides.

As regards our mutually expressed interest in arranging our next round of air services consultations, either in person once condition so permit or via correspondence, we are waiting for your proposed Agenda items, while on our part, for the time being, there are no urgent issues to be discussed.

I avail myself of the opportunity, Dear Mrs. Petrova, to renew the assurances of my highest consideration and wish for further development of our longstanding aviation relations.

Sincerely Yours,



GEORGIOS I. DRITSAKOS
HCAA Governor

Appendix
New Annex-Route Schedule

APPENDIX

ANNEX

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Points of Departure	Intermediate Points	Points of Destination	Points Beyond
Points on the territory of the Russian Federation	Points to be agreed*	Athens Thessaloniki Heraklion Rhodos Kos Zakynthos Santorini Chania Mykonos Corfu <i>Other points in the Hellenic Republic*</i>	Points to be agreed*

2. Routes which shall be operated by the designated airlines of the Hellenic Republic in both directions:

Points of Departure	Intermediate Points	Points of Destination	Points Beyond
Points on the territory of the Hellenic Republic	Points to be agreed*	Moscow Saint-Petersburg Rostov Kazan Samara Mineralnie Vody Perm Krasnodar Yekaterinburg One point in the territory of the Russian Federation to be specified by the Hellenic side <i>Other points in the Russian Federation*</i>	Points to be agreed*

(*) Points shall be subject to an agreement between the Aeronautical Authorities of the Contracting Parties. This agreement can be reached by negotiations or by exchange of letters between the Aeronautical Authorities of the Contracting Parties.

Notes:

- a) Intermediate points and points beyond on any of the specified routes may be omitted by the designated airlines of the Contracting Parties provided that all the flights start and end on the territory of the designating State.
- b) The designated airlines of both Contracting Parties will have the right to co-terminalize two points on the territory of the other side without traffic rights between those points;
- c) The designated airlines of both Contracting Parties will have the right to operate "triangular" flights in the framework of the existing route schedule, designation and frequency entitlements;
- d) The right of the designated airlines of one Contracting Party to transport passengers, cargo and mail between the points in the territory of the other Contracting Party and the points in the territory of third countries (exercise of full fifth freedom traffic right) shall be subject to an agreement between the Aeronautical Authorities of the Contracting Parties.
- e) With reference to the provisions of Article 2 of the Agreement designated, as well as non designated airlines, of one Contracting Party, may overfly the territory of the other Contracting Party on routes authorised for international air services and available for any other foreign carrier without landing, or with landing for non traffic purposes.
All operations, using Transsiberian, Transpolar and Transasian routes shall be subject to an agreement between the Aeronautical Authorities of the Contracting Parties.
- f) The number of designated airlines for scheduled air services on each city pair and the number of frequencies operated on the routes in paragraph 1 and 2 above, shall be subject to a separate agreement between the Aeronautical Authorities of the Contracting Parties.
- g) Charter, additional and non-scheduled flights carried out based on preliminary request of the designated as well as non-designated airlines, submitted to the Aeronautical Authorities at least (72) hours before the departure, in accordance with legislation of each of the Contracting Parties, except weekends and holidays.
- h) Non designated airlines may also operate charter flights between the points in the territory of the States of the Contracting Parties on the routes not mentioned in the Annex above.
- i) The inclusive tour charter operation from the territory of the State of the other Contracting Party is not permitted.
- j) While operating or holding out the air services on the specified routes the designated airline(s) may enter into commercial and/or co-operative marketing arrangements including, but not limited to, blocked-space or code-sharing with any other airline, including an airline of the same side and an airline of a third country, provided that:
 - a) the operating airline in such arrangements holds the appropriate operating authorisation and traffic rights;
 - b) both the operating and marketing airlines hold the appropriate route rights¹;
 - c) no service is operated by an airline of one country for the carriage of passengers between a point in the territory of the other country and a point in a third country, or between two points in the territory of the other country, and no such passengers are carried, unless that airline itself has traffic rights between those two points;
 - d) in respect of each ticket sold, the purchaser is informed at the point of sale which airline will operate each flight forming part of the service;
 - e) the activities mentioned are carried out in accordance with the laws and regulations applicable in each country, including those governing competition;
 - f) the relevant airline has secured any necessary approvals from its own Authorities, for the purposes of ensuring that the code-sharing arrangement is consistent with bilateral arrangements with any relevant third country; and
 - g) code-sharing agreements will be subject to approval by Aeronautical Authorities of both Contracting Parties.

¹ Route rights do not require designation and/or traffic rights as for the marketing carrier