

**CONFIDENTIAL CONSOLIDATED MEMORANDUM
OF UNDERSTANDING BETWEEN AERONAUTICAL AUTHORITIES
OF THE RUSSIAN FEDERATION AND THE REPUBLIC OF FINLAND**

1. Consolidation of previous CMOU's

The Aeronautical Authorities of the Russian Federation (hereinafter referred to as the Russian Delegation) and the Aeronautical Authorities of the Republic of Finland (hereinafter referred to as the Finnish Delegation) noted that the significant number of CMOU's and Agreed Minutes that have been concluded is a cause for confusion with regard to the agreed arrangements. Delegations decided to consolidate, including agreed amendments, the relevant parts of all previous CMOU's and Agreed Minutes into this document. The provisions covered by earlier bilateral Agreed Minutes and CMOUs and not covered by this CCMOU remain in force.

2. Passenger/combination services

2.1. Route schedule

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

Points in the territory of the Russian Federation	Intermediate points	Points in the territory of the Republic of Finland	Points beyond
Any points in the territory of the Russian Federation	Points to be agreed*	Helsinki, Oulu, Kittilä, Kuusamo, Ivalo, Kuopio, Tampere, Rovaniemi, Lappeenranta, Turku, Joensuu Other points in the Republic of Finland*	points in Europe, Central and Northern America Other points to be agreed*

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

Points in the territory of the Republic of Finland	Intermediate points	Points in the territory of the Russian Federation	Points beyond
Any points in the territory of the Republic of Finland	Points to be agreed*	Moscow, St. Petersburg, Murmansk, Petrozavodsk, Sochi, Arkhangelsk, Yekaterinburg, Kazan, Nizhny Novgorod, Samara, Pskov Other points in the Russian Federation*	points in Europe, the Middle East, South Asia and South-East Asia** Other points to be agreed*

(*) Points which 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.

2.2. Designation Rules

Up to three (3) airlines of each Contracting Party can be designated for scheduled air services on the route Moscow – Helsinki v.v.

Only one (1) airline of each Contracting Party can be designated for scheduled air services on the route St. Petersburg – Helsinki v.v.

There are no restrictions on the number of designated airlines on the other city pairs.

2.3. Capacity/ Frequencies

Up to 42 frequencies on the route Moscow – Helsinki v.v. for airlines of each Party.

Up to 28 frequencies on the route St. Petersburg – Helsinki v.v. for airlines of each Party, provided that the Finnish designated airline performs 3 daily flights on aircraft with a capacity of not more than 100 seats and one daily flight on an aircraft with a capacity of not more than 144 seats.

On the other routes, designated airlines of the each Party may operate without any limitations as to the capacity, frequencies and type of aircraft.

2.4. 5th freedom traffic rights

Both sides agreed that designated airlines of the Russian Federation shall have the right to operate services on the route Murmansk – Rovaniemi – Lulea with 5th freedom traffic rights between Rovaniemi and Lulea.

The designated airlines of the Russian Federation have the right to operate services with 5th freedom traffic rights up to 2 frequencies to:

1) two points in North America: Los Angeles, Vancouver or Calgary;

Los Angeles, Vancouver or Calgary can be changed to the other points in North America subject to the agreement between the Aeronautical Authorities;

2) Two points in Europe except points in Belgium, Denmark, Germany, Greece, Spain, France, Ireland, Italy, Luxembourg, Netherlands, Portugal, Unites Kingdom, Austria, Sweden and except capitals of such countries as Ukraine, Poland, Hungary, Norway, Czech Republic, Latvia, Lithuania and Estonia.

3. All-cargo services

3.1. Route schedule

3.1.1. Routes which shall be operated by the all-cargo designated airlines of the Russian Federation in both directions:

	Points in the territory of the Russian Federation	Intermediate points	Points in the territory of the Republic of Finland	Points beyond
CGO-1	Any points in the territory of the Russian Federation	-	Helsinki	points in Europe, Central and Northern America Other points to be agreed*
CGO-2	Any points in the territory of the Russian Federation	Any intermediate points	Helsinki	Two (2) points in North America from the following cities: Los Angeles, Vancouver or Calgary**
CGO-3	Any points in the territory of the Russian Federation	Any intermediate points	Helsinki	two points in Europe***
CGO-4	Any points in the territory of the Russian Federation	Any intermediate points	Helsinki	Five points in Europe by free choice of the Russian side/five points in the USA: Chicago, Atlanta, Houston, Los Angeles, Seattle / two points in Mexico: Mexico city and Guadalajara

** Los Angeles, Vancouver and Calgary can be changed to the other points in North America by an agreement between the Aeronautical Authorities.

***On condition that any points in Europe can be freely specified by Russian side except points in Belgium, Denmark, Germany, Greece, Spain, France, Ireland, Italy, Luxemburg, Netherlands, Portugal, United Kingdom, Austria, Sweden and except capitals of such countries as Ukraine, Poland, Hungary, Norway, Czech, Latvia, Lithuania and Estonia.

3.1.2. Routes which shall be operated by the all-cargo designated airlines of the Republic of Finland in both directions:

	Points in the territory of the Republic of Finland	Intermediate points	Points in the territory of the Russian Federation	Points beyond
CGO-1	Any points in the territory of the republic of Finland	Any intermediate points	Moscow Other points in the Russian Federation *	points in Europe, the Middle East, South Asia and South-East Asia** Other points to be agreed*

(*) Points which 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.

3.2. Designation Rules

There are no restrictions on the number of designated airlines on the city pairs.

3.3. Capacity/ Frequencies

All-cargo transportation according to the route schedule between the territories of the Parties can be operated without any limitations to the type of aircraft, capacity and frequency with full 3rd and 4th freedom traffic rights.

3.4. 5th freedom traffic rights

The Russian designated all-cargo air carrier shall operate up to two (2) weekly frequencies on the route CGO-2 with 5th freedom traffic rights between Helsinki

and two (2) points in North America. Los Angeles, Vancouver and Calgary can be changed to the other points in North America subject to free choice of the air carrier.

The Russian designated all-cargo air carrier shall operate up to two (2) weekly frequencies on the route CGO-3 with 5th freedom traffic rights between Helsinki and two (2) points in Europe except points in Belgium, Denmark, Germany, Greece, Spain, France, Ireland, Italy, Luxemburg, Netherlands, Portugal, United Kingdom, Austria, Sweden and except capitals of such countries as Ukraine, Poland, Hungary, Norway, Czech, Latvia, Lithuania and Estonia subject to free choice of the air carrier.

The Russian designated all-cargo air carrier shall operate up to seven (7) weekly frequencies on the route CGO-4 with 5th freedom traffic rights between Helsinki and five points in Europe by free choice of the Russian side/five points in the USA: Chicago, Atlanta, Houston, Los Angeles, Seattle / two points in Mexico: Mexico city and Guadalajara.

In case of one way operation such an operation will be counted as a half frequency.

Russian designated all-cargo airline may, on all or any of its flights serve points on the routes in any combination and in any order, which may include serving intermediate points as beyond points and vice versa.

5. Overflights of the territory of Finland

The designated as well as non-designated airlines of the Russian Federation shall be authorized to overfly the territory of the Republic of Finland on the routes authorized for international air services and available for any other foreign carrier without landing or with landing for non-traffic purposes.

6. Code-sharing agreements

In operating or holding out the air services on the routes, the designates airline(s) may enter into commercial and/or co-operative marketing arrangements including, but not limited to, blocked- space or code-sharing arrangements, with any airline of either Party and/or any airline or third country, provided that:

- the operating airline in such arrangement holds the appropriate operating authorization and traffic rights;
- marketing airlines hold the appropriate route rights¹;
- tickets/reservation procedures make it clear to the purchaser at the point of sale which airline will actually operate each sector of the service and with which airline or airlines the purchaser is entering into a contractual relationship;
- no service is held out by an airline of one state for the carriage of passengers between a point in the territory of the other and a point in a third state, or between two points on the territory of the other state, and no such passengers are carried, unless that airline is entitled to operate and exercise traffic rights between those two points in its own rights;
- the activities mentioned shall be carried out in accordance with the laws and regulations of the other side including those governing competition.

7. Entry into Force

This Confidential Consolidated Memorandum of Understanding shall enter into force on the date of its signature.

The provisions of previously signed documents (CMOU dated March 31, 1993; Agreed minutes dated January 20, 1995; Agreed minutes dated February 24, 1995; CMOU dated February 24, 1995; Agreed minutes dated May 20, 1997; Agreed minutes dated May 27, 1997; CMOU dated February 13, 2003; Protocol dated

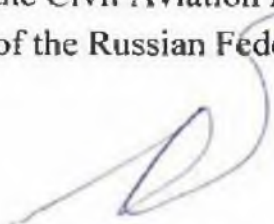
¹ Route rights do not require designation and/or traffic rights for the marketing carrier.

November 12,2004; Confidential Record of Discussions dated November 12,2004; CMOU dated August 8,2006; CMOU dated February 20,2008; Agreed Minutes dated February 20, 2008; CMOU dated January 30, 2009; Agreed minutes dated January 30,2009; CMOU dated January 29, 2010; Agreed Minutes dated January 29, 2010; Agreed minutes dated February 18, 2011; CMoU dated February 18, 2011; Agreed minutes dated March 6, 2013; CMoU dated March 6, 2013; Agreed minutes dated February 5, 2014; Agreed Minutes dated December 9, 2014; Agreed minutes dated March 1, 2016; and Agreed minutes dated May 25, 2017) are not applicable from the date of signature of this CMOU except to the extent they are not covered by this CMOU.

Signed in Moscow

on *13 November* 2020

For the Civil Aviation Authorities
of the Russian Federation

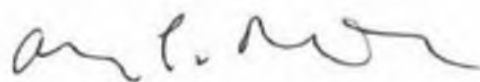


Svetlana Petrova
Director
Department for State Policy on Civil
Aviation
Ministry of Transport of the Russian
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Signed in Helsinki

on *26 October* 2020

For the Civil Aviation Authorities of
the Republic of Finland



Olli-Pekka Rantala
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