

AGREED MINUTES

A delegation representing the Aeronautical Authorities of the Russian Federation (hereinafter referred to as "the Russian delegation") and a delegation jointly representing the Aeronautical Authorities of the Kingdoms of Denmark, Norway and Sweden (hereinafter referred to as "the Scandinavian delegation") met in Oslo on 28-29 June 2016 to discuss the bilateral air transport relations between their respective countries.

Lists of delegations are attached at Annexes 1 and 2.

The discussions were conducted in a friendly atmosphere and the two delegations discussed the following topics:

1. Non-scheduled overflight of Russian territory

The Scandinavian delegation referred to the recent challenges faced by the Danish carrier Thomas Cook Airlines Scandinavia (TCAS) and the Swedish carrier TUIfly Nordic (TUI) regarding their flights from Finland, Denmark, Norway and Sweden to Thailand over the European part of the territory of the Russian Federation. These operations have been regularly approved by Russian authorities for many years until recently. The Scandinavian delegation referred to Article 5 of the Chicago Convention. The Russian delegation stated that Russia is not a member of IASTA and in this regard all overflight matters are subject to the bilateral arrangements only.

The Russian delegation stated that charter programmes of non-designated Scandinavian air carriers will be approved from points of origin located in the territory of the State which has issued the respective Air Operator Certificate.

In response to a question from the Scandinavian delegation, the Russian delegation stated that the situation is unchanged regarding operations by Scandinavian carriers through Russian territory from Denmark, Norway, Sweden and Finland if the country in question is not their home country. The Scandinavian delegation strongly requested that authorization be given for such overflights in accordance with longstanding Russian practice. TUI has operated 440 such overflights annually from other Nordic countries than Sweden since 2008 with regular authorization from Russian authorities. TCAS has on average operated 350 such overflights annually from other Nordic countries than Denmark since 1996 with regular authorization from Russian authorities.

2. Continued discussions on the outcome of the negotiations in May 2012, i.e. the Agreed Minutes and the initialled draft Air Services Agreement with appendices

The Scandinavian delegation proposed to continue the discussions on a new air services agreement based on the outcome of the negotiations in May 2012. The Russian delegation responded that due to changes in Russian national legislation since 2012 this would not be possible. Further negotiations should in its view be based on a new draft text, and the Russian delegation referred to a draft it had prepared, which was submitted to the Scandinavian

delegation at the meeting. The Scandinavian delegation reiterated its wish to continue negotiations on the basis of the initialled ASA from 2012 but stated that it would consider the Russian draft and revert with comments.

Taking into consideration the agreement reached in the Agreed Minutes from the negotiations in 2012, the market situation and the interest of the designated carriers of both sides, the delegations agreed on the need to delete the provision on nationality for flight crew in Article 9(2) of the 1956 Air Services Agreements. In order to pursue this matter the two delegations agreed that diplomatic notes should be exchanged to remove this provision from the Air Services Agreement without undue delay.

As regards designation the Scandinavian delegation referred to the Agreed Minutes from the negotiations in 2012 and stressed the possibility for Denmark, Norway and Sweden to designate carriers that are not Danish, Norwegian and Swedish respectively. The Russian delegation responded that for the time being this issue should be resolved in accordance with Article 3 of the ASAs in force. The Scandinavian delegation stated that the issue of designation will be an important topic to be discussed in the next round of negotiations.

3. Agreed Principles

The Russian delegation informed the Scandinavian delegation that any attempts to implement the Agreed Principles will create obstacles for developing air services between the Russian Federation and Denmark, Norway and Sweden. The delegations decided that any issues relating to air services between the countries will be discussed and decided bilaterally between the aeronautical authorities of the Russian Federation and Denmark, Norway and Sweden. The Russian delegation stated that in the case of interference by third parties these arrangements may be reviewed.

4. Transsiberian overflights

The Scandinavian delegation stressed that the ASA of 1956 and the CMoU of 8 July 1998 need to be adjusted to reflect the current market situation and cater for future developments, both for the Scandinavian operating carrier and potentially new Scandinavian carriers.

The Scandinavian delegation put forward the need for designation of more than one Scandinavian carrier on these routes. The Russian delegation replied that this would currently not be possible.

In the short term the Scandinavian delegation requested five (5) additional frequencies on the route regarding China in paragraph 1 b) of the CMoU of 8 July 1998. In the longer term the Scandinavian delegation anticipated a need for a significant increase in the number of frequencies in the CMoU and expressed a wish to discuss this at the next round of negotiations.

The delegations agreed to add five (5) additional frequencies to the existing ten (10) frequencies on the route in paragraph 1 b) of the CMoU of 8 July 1998 for the Russian designated carrier and five (5) additional frequencies for the Scandinavian designated carrier respectively (in total fifteen (15) frequencies for each side).

5. All-Cargo flights

Both delegations agreed that all-cargo Russian airlines shall be entitled to operate unrestricted all-cargo frequencies in the framework of the route list below:

Points in Russia-any intermediate points free of choice-
Oslo/Bergen/Tromsø/Haugesund/Fagernes/Kirkenes/Trondheim/Stavanger-any points
beyond free of choice

Points in Russia-any intermediate points free of choice-Copenhagen/Billund/one more point
of free choice-any points beyond free of choice

Points in Russia-any intermediate points free of choice-
Stockholm/Göteborg/Malmö/Luleå/Östersund-any points beyond free of choice.

On the above routes all rights on intermediate and beyond points are on a blind sector basis.

The Russian delegation requested that the Russian designated all-cargo carriers be authorized to perform services with 5th freedom traffic rights to/from any 5 points in the United States of America and any 3 points in Europe to be freely selected by the Russian side as intermediate points/points beyond without any restrictions on frequencies. The Scandinavian delegation took note of this request and stated that it would be prepared to discuss this during the next round of negotiations.

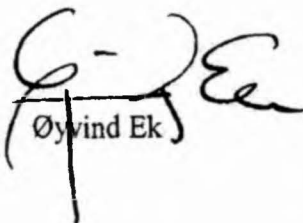
The Scandinavian delegation referred to requests from the Russian all-cargo carrier Aviastar TU to operate cargo charter flights originating in Norway destined for Korea with two technical stops in Russia for refuelling only. The Norwegian delegates confirmed that such flights are not covered by the Air Services Agreement between the Russian Federation and Norway nor the relevant existing arrangements between the Aeronautical Authorities of Russia and Norway. The continuation of such operations would require an arrangement between Norway and Russia. The Russian delegation took note of this.

The arrangements referred to in points 4 and 5 are subject to Government approval as appropriate, but they will be applied with immediate effect on an administrative basis to the extent possible under national law.

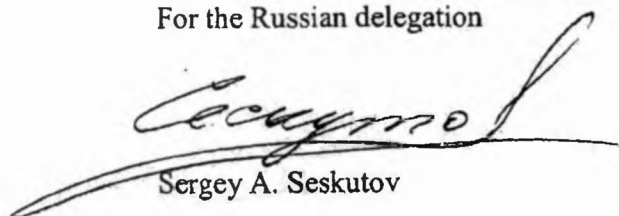
The Delegations agreed to meet in the beginning of February 2017 to continue their discussions.

Signed in Oslo on 29 June 2016.

For the Scandinavian delegation


Øyvind Ek

For the Russian delegation


Sergey A. Seskutov

Annex 1

The Scandinavian delegation

Mr. Øyvind Ek

Head of Delegation
Deputy Director General
Ministry of Transport and
Communications
Norway

Ms. Ann-Kristin Hanssen

Senior Adviser
Ministry of Transport and
Communications
Norway

Mr. Anders Stoltenberg Slettvoll

Senior Adviser
Civil Aviation Authority
Norway

Ms. Hege Aalstad

Senior Legal Adviser
Civil Aviation Authority
Norway

Ms. Lise Synnøve Nordgaard

Senior Adviser
Ministry of Foreign Affairs
Norway

Mr. Thorkild Saxe

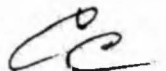
Senior Adviser
Danish Transport and
Construction Agency
Denmark

Mr. Andreas Højgaard Kavalariis

Head of Section
Danish Transport and
Construction Agency
Denmark

Mr. Lars Österberg

Senior Adviser
Ministry of Enterprise and
Innovation
Sweden



Mr. Simon Posluk

Head of Unit
Swedish Transport Agency
Sweden

Ms. Malin Ekeström

Senior Adviser
Swedish Transport Agency
Sweden

Observers:

Mr. Lars Wannerheim

Director
Public Affairs &
Infrastructure
Scandinavian Airlines
System

Mr. Frode Berg

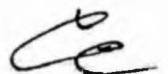
Chief Legal Officer
Norwegian Air Shuttle
ASA

Mr. Johan Gauermann

Chief Operating Officer
TUIflynordic

Mr. John Alexandersen

Commercial Director
Thomas Cook Airlines
Scandinavia



The Russian delegation

Mr. Sergey Seskutov

Head of Delegation
Deputy Director
Department of State Policy
in Civil Aviation
Ministry of Transport

Ms. Victoria A. Kuzovleva

Deputy Head
Air services division
Department of State Policy
in Civil Aviation
Ministry of Transport

Mr. Andrey Kulikov

Second Secretary
Embassy of the Russian
Federation in the Kingdom
of Norway

Mr. Timur Chekanov

Attaché
Embassy of the Russian
Federation in the Kingdom
of Norway

Observers:

Mr. Igor Chernyshov

Aeroflot – Russian Airlines

Ms. Margarita Demidova

AirBridgeCargo

Mr. Aleksander Nikonov

Sheremetyevo
International Airport