

## **Memorandum of Understanding**

The Civil Aviation Working Group, composed of the Delegation representing the Civil Aviation Administration of China (hereinafter referred to as the Chinese Delegation) and the Ministry of Transport of the Russian Federation (hereinafter referred to as the Russian Delegation) met in Beijing from July 23 to 24, 2019 for the 23<sup>rd</sup> Meeting of China-Russia Transportation Cooperation Sub-Committee to discuss matters relating to further development of aviation relations between the two countries.

The name lists of the Delegations are attached hereto as Appendix 1 and Appendix 2.

The discussions were conducted in a very cordial and friendly atmosphere.

### **I. Expansion of Commercial Traffic Rights Arrangements**

Both Delegations agreed to expand local air services, triangular air services as well as overflying arrangements for the designated airlines of both Parties. With regard to capacity and frequency entitlements of local services as well as overflying frequencies, both sides agreed to new arrangement as set out in Appendix 3 to this MOU, which shall replace Appendix 3 to the Confidential Memorandum of Understanding signed on August 23, 2018 ("2018 CMOU").

### **II. Cooperation on Climate Change Issues**

Both Delegations agreed on a joint action plan and to coordinate on their respective positions and draw up common strategy in the 40<sup>th</sup> ICAO Assembly, including releasing joint-declaration and submitting the joint-working paper to the Assembly. To this end, the Russian Delegation will designate the contact point and initiate the relevant actions.

Both Delegations agreed to consider the possibility to establish a taskforce focusing on green aviation under the Civil Aviation Working Group Meeting, in order to discuss matters in relation to the promotion of green aviation of China and Russia.

### **III. Operation of Open-Jaw Routes for All-Cargo Services**

Both Delegations agreed to replace Article V (Operations of Open-Jaw Routes for All-Cargo Services) of the 2018 CMOU with the following:

Both Delegations agreed that on the basis of reciprocity the Russian designated

airlines may operate scheduled all-cargo services on the routes of Moscow/ Krasnoyarsk/ Novosibirsk/ Khabarovsk/ Vladivostok/ Yuzhno-Sakhalinsk Ulan-Ude/Yakutsk - Beijing/ Shanghai/ Chengdu /Chongqing /Zhengzhou/ Hangzhou /Xi'an /Nanjing- Yekaterinburg /Krasnoyarsk /Khabarovsk/ Vladivostok/ Novosibirsk provided that such services shall be counted against the frequency entitlements of the specified routes of Moscow-Beijing/Shanghai respectively as provided in paragraph 1 of part B of Appendix 3 to this MOU, and against the frequency entitlements of the specified routes as provided in paragraph 2 of part B of Appendix 3 to this MOU accordingly. Should the Chinese designated airlines wish to operate similar routes for scheduled all-cargo services, the Chinese side will inform the Russian side in due course.

Both Delegations further agreed that on the basis of reciprocity the Russian designated airlines may operate scheduled all-cargo services on the route of Khabarovsk-Harbin-Yekaterinburg, Novosibirsk-Harbin-Yekaterinburg, Khabarovsk-Zhengzhou-Novosibirsk, Yekaterinburg-Zhengzhou-Novosibirsk with no more than three flights per week for each route, provided that each sector of the services shall be counted half (0.5) frequency against the frequency entitlements on the specified routes as provided for in paragraph 2, Part B of Appendix 3. Should the Chinese designated airlines wish to operate similar routes for scheduled all-cargo services, the Chinese side will inform the Russian side in due course.

#### **IV. Combination of Open-Jaw operation with Triangular Routes for Passenger/Combination Services**

Both Delegations agreed that the designated airlines of either side may combine the Open-Jaw operation with the triangular routes with fifth freedom traffic rights for passenger/combination services, and such operation shall be counted against the frequencies as prescribed in paragraph IV (Operation of Open-Jaw Routes for Passenger/Combination Services) 2018 CMOU and in triangular routes in paragraph 2, Part A of the appendix 3 respectively.

#### **V. Temporary Fifth Freedom Traffic Rights and Overflights**

Both Delegations agreed that the designated Russian airlines may exercise the fifth freedom traffic rights up to a total of nine (9) frequencies per week on the route of Vladivostok - Shenzhen/ Changsha /Taiyuan– Tokyo/Osaka for up to three weekly frequencies for each of the above points in China on a temporary basis for two consecutive IATA seasons starting from 2019 IATA Winter Season. Accordingly, the Chinese side shall enjoy extra overflying rights for nine (9) frequencies per week without restriction on the same temporary basis.

#### **VI. Liberalization between North-East of China and Far-East Federal District of Russia**

Both Delegations agreed that the designated airlines of China and Russia may exercise unlimited third and fourth freedom traffic rights between Harbin (HRB), Jiamusi (JMU), Qiqihar (NDG), Mudanjiang (MDG), Shenyang (SHE), Dalian (DLC), Changchun (CGQ), Yanji (YNJ), Huhhot (HET), Manzhouli (NZH), Hailar (HLD), Ordos (DSN) in North-East of China and points in Far-East Federal District of Russia open to international flights for passenger/combination and/or all-cargo air services. The frequencies operated by the designated airlines of both sides between points in North-East of China and points in Far-East Federal District of Russia as listed above shall not be counted against the relevant frequency entitlements as prescribed by Appendix 3 to this MOU.

## **VII. Slots Allocation on Beijing Daxing Airport**

The Chinese Delegation introduced in details the Beijing Daxing Airport (PKX) scheduled to be open on September 30, 2019 and elaborated on the capacity of PKX, the transfer of flights from PEK to PKX, and the slot allocation for newly applied flights, as described in the documents listed in Appendix 4. The Chinese Delegation informed that the Russian air carriers have been newly allocated 12.5% of the newly increased slots for foreign airlines in 2019 IATA Winter Season at PKX. The Chinese Delegation stressed that it will continue welcoming the Russian designated airlines to inaugurate more routes and flights to PKX, and asked the Russian designated airlines to apply for the slots in accordance with documents listed in Appendix 4 to the North China Regional Administration of CAAC, which shall handle the application in a fair, open and transparent manner.

The Chinese Delegation further informed that application for slots at PKX should be filed to Mr. Song Quanbao and Mr. Gao Xiqi of North Regional Administration of CAAC, by telephone: 010-64599390/64596520 and email: pekslots@sina.com

## **IX. Other Matters**

1. The Chinese Delegation informed the Russian Delegation of the difficulty that Air China is faced with since 2012 while applying for working visa for their staff in the representative office in Chita. The Chinese Delegation requested the Russian Delegation to coordinate with relevant authorities to resolve the problem.
2. The Russian Delegation drew attention of the Chinese Delegation to unreasonable penalty sanctions from different CAAC departments and airports of China. The Russian Delegation proposed to organize an expert group on the issue of applying penalty sanctions on Russian airlines. The Chinese Delegation took note of the above proposal and requested the Russian side to provide more details on this issue.

3. The Chinese Delegation proposed the Russian Delegation to improve the poor performance in SVO airport especially on the delay and lost of the luggage. The Russian Delegation responded that this issue has already been resolved for both Russian and foreign carriers.

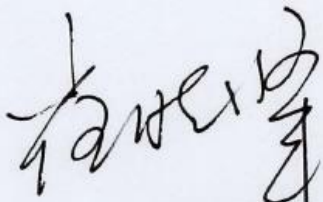
4. Both Delegations agreed to review the implementation of all commercial rights as well as slot utilization rate by the Russian airlines at Chinese airports before the beginning of 2020 IATA Summer Season, with a view to optimizing slot coordination procedures, improving the slot utilization rates and trying to find ways to resolve the problem.

This Memorandum of Understanding shall come into effect on the date of signature.

Done in Beijing on July 24, 2019 in the English language.

**For the Aeronautical Authorities  
of the People's Republic of China**

**For the Aeronautical Authorities  
of the Russian Federation**



**Cui Xiaofeng  
Deputy Administrator  
Civil Aviation Administration of  
China**



**Alexander A. Yurchik  
Deputy Minister  
Ministry of Transport of the Russian  
Federation**

## Name List of the Chinese Delegation

<b>Head of the Delegation</b>	
Mr. Cui Xiaofeng	Deputy Administrator Civil Aviation Administration of China (CAAC)
<b>Delegates</b>	
Ms. Liang Nan	Director General Department of International Affairs CAAC
Ms. Tao Yehong	Director Department of International Affairs CAAC
Mr. Wang Ren	Deputy Director Department of Planning CAAC
Mr. Zhao Jun	Deputy Director Department of Air Transport CAAC
Mr. Yang Song	Deputy Director Department of International Affairs CAAC
Ms. Geng Xi	Official Office of Air Traffic Regulation CAAC
Mr. Liu Wei	Interpreter Chongqing Airlines
<b>Observers</b>	
Mr. Miao Chen	Air China

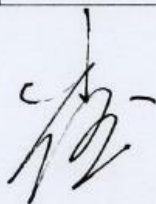
Ms. Xia Wen	China Eastern Airlines
Mr. Liu Yuan	China Southern Airlines
Ms. Gao Jiahui	China Southern Airlines
Ms. Chen Lei	Hainan Airlines
Ms. Yu Shaochun	Hainan Airlines
Ms. Lin Tingting	Xiamen Airlines
Ms. Wang Shanshan	Xiamen Airlines
Ms. Zhang Xiaojing	Sichuan Airlines
Ms. Liang Simeng	Shenzhen Airlines
Ms. Bao Keyu	Shandong Airlines
Mr. Xu Jingbo	Capital Airlines
Mr. Liu Lingjun	Juneyao Airlines
Mr. Qiao Nan	Qingdao Airlines
Mr. Yang Yaoting	9 Air
Mr. Liu Jiawei	China Cargo Airlines
Mr. Zhao Weipeng	Air Cargo China



### Namelist of The Russian Delegation

<b>Head of Delegation</b>	
Mr. Alexander A. Yurchik	Deputy Minister of Transport of the Russian Federation;
<b>Delegates</b>	
Mr. Alexander V. Shatalin	Chief-expert of Air Services Division, Department of State Policy in Civil Aviation Ministry of Transport of the Russian Federation
Mr. Mikhail L. Parnev	Head of International cooperation Department Federal Air Transport Agency Ministry of Transport of the Russian Federation
Mr. Artur A. Mirzoyan	Expert of CORSIA
Mr. Lev S. Eremeykin.	Russian Embassy in Beijing
<b>Observers:</b>	
Mr. Innokentiy A. Roshchupkin	AirBridgeCargo
Mr. Alexey V. Leonov	Volga-Dnepr Airlines
Mr. Kamil R. Feizrakhmanov	Domodedovo International Airport
Mr. Sergey B. Usachev	Aeroflot
Ms. Anna S. Zentsova	URAL Airlines
Ms. Marianna B. Galagura	URAL Airlines
Mr. Boris B. Abramov	URAL Airlines
Mr. Vadim A. Shevalye	S7 Airlines
Ms. Svetlana V. Piven	S7 Airlines
Ms. Viktoria V. Dankoglova	Aviastar TU
Mr. Alexey I. Tsaplin	Aviastar TU
Mr. Vladislav Gumenniy	Nord Star Airlines
Mr. Anton S. Matros	Pochta Rossyi (Russian Post)
Ms. Maria V. Skvortsova	IKAR Airlines

Mr. Anton M. Maslakov	IKAR Airlines
Mr. Wang Shuling	IKAR Airlines
Mr. Salim D. Shobutalibov	AZUR Air
Mr. Andrey A. Goryashko	Sky Gates Airlines
Mr. Andrey G. Chuprov	E-Cargo Airlines
Mr. Ivan A. Burtin	I Fly Airlines
Ms. Oxana E. Bueva	I Fly Airlines
Mr. Feng Meng Quan	I Fly Airlines
Mr. Wu Guang	I Fly Airlines
Mr. Alexander BUZOV	RoyalFlight





**Route Schedule Specifications:**

**A. PASSENGER AIR SERVICES**

**1. Common frequencies entitlements for designated carriers of Russia and China (major city pairs):**

Moscow – Beijing	37 flights per week
Moscow – Shanghai	31 flights per week
Saint-Petersburg – Beijing	14 flights per week
Saint-Petersburg – Shanghai	10 flights per week



## 2. For designated carriers of Russia:

### Local services:

Points in Russia (except Moscow and Saint-Petersburg) – Beijing

**119 flights per week**, but not more than 7 flights per week for each route, except the following: (1) Novosibirsk-Beijing v.v. with no more than 14 flights per week, provided that the newly added 4 flights per week could only be allocated to the previous designated airline; (2) Yekaterinburg-Beijing v.v. with no more than 10 flights per week; (3) Vladivostok-Beijing v.v. with no more than 10 flights per week provided that the newly added 3 flights per week could only be allocated to a new designated airline of Russia; (4) Irkutsk-Beijing v.v. route with no more than 14 flights per week, of which 3 flights per week could be utilized starting from 2018 IATA Summer Season, provided that the newly added 4 flights per week with immediate effect could only be allocated to a new designated airline of Russia

Points in Russia (except Moscow and Saint-Petersburg) – Shanghai

**21 flights per week**, but not more than 7 flights per week for each route

Points in Russia – 47 freely selected points in China (except Beijing and Shanghai)\*

**14 flights per week** for each route, except the following: Moscow-Guangzhou v.v. with no more than 17 flights per week



**Note: \***

47 points in China: Taiyuan (TYN), Sanya (SYX), Guangzhou (CAN), Dalian (DLC), Harbin (HRB), Tianjin (TSN), Urumqi (URC), Mudanjiang (MDG), Qingdao (TAO), Manzhouli (NZH), Hailar (HLD), Xian (SIA), Chongqing (CKG), Jiamusi (JMU), Changchun (CGQ), Changsha (CSX), Wuhan (WUH), Shenyang (SHE), Hangzhou (HGH), Nanchang (KHN), Hohhot (HET), Chengdu (CTU), Yanji (YNI), Haikou (HAK), Nanning (NNG), Kunming (KMG), Jinan (TNA), Lanzhou (LHN), Shijiazhuang (SJW), Ningbo (NGB), Shenzhen (SZX), Guiyang (KWE), Nanjing (NKE), Fuzhou (FOC), Ordos (DSN), Zhengzhou (CGO), Hefei (HFE) and 10 other points to be freely selected by Russia.

Triangular routes:

Berlin – Moscow – Beijing

Points of intermediate stops and/or points beyond

**1 flight per week**

points in Asia, Africa, Middle East, Far East and Northern America, 1 point in CIS countries to choose by the Russian Side

Including with commercial landing in China (without 5<sup>th</sup> freedom traffic rights):

**14 flights per week**, but not more than 5 flights per week via Beijing and 5 flights per week via Shanghai

Including with 5<sup>th</sup> freedom traffic rights:

**9 flights per week** from points in Russia excluding Moscow and Saint-Petersburg via points in China via/to Bangkok, Sapporo

Including with 5<sup>th</sup> freedom traffic rights:

**28 flights per week** from points in Russia excluding Moscow and Saint-Petersburg via points in China excluding Beijing, Shanghai and Guangzhou, to points in Thailand, Vietnam, Singapore, Denpasar (Indonesia), Saipan and Calibo (Philippines)



Including with 5<sup>th</sup> freedom traffic rights:

**5 flights per week** from points in Russia excluding Moscow and Saint-Petersburg via Beijing or Shanghai via/to Phuket or Krabi, provided that 1 flight per week will be allocated to one newly designated airline of Russia

Including with 5<sup>th</sup> freedom traffic rights:

**6 flights per week** from points in Russia via Haikou and Sanya to Tokyo and Osaka, with no more than 3 flights per week via Haikou and no more than 3 flights per week via Sanya

*\*updated information about points of destination shall be submitted in writing to the other Party not less than sixty (60) days prior to the commencement of operations*

Overflying frequency entitlements (for passenger and cargo):

- (1) To increase the overflying frequency entitlements for passenger and all-cargo services from 698 frequencies per week as stipulated in Appendix 3 of the 2018 CMOU to the current 757 frequencies per week;
- (2) The selection of destination points to third countries is at the discretion of the Russian carriers;
- (3) Over flights with technical stop in China shall not be counted against the total overflying frequencies of Russia.



## B. CARGO AIR SERVICES

### 1. Common frequencies entitlements for designated carriers of Russia and China (major city pairs):

Moscow – Beijing	21 flights per week
Moscow – Shanghai	35 flights per week
Moscow – Tianjin	14 flights per week

### 2. For designated carriers of Russia:

#### Local services:

Points in Russia (except Moscow)-Beijing

**21 flights per week**, but not more than 14 flights per week for each route

Points in Russia (except Moscow)-Shanghai

**10 flights per week**, but not more than 10 flights per week for each route

Points in Russia (except Moscow)-Tianjin

**14 flights per week**, but not more than 14 flights per week for each route

Points in Russia – Harbin, Shenyang, Urumqi, Dalian, Guangzhou, Qingdao, Yiwu, Changchun, Zhengzhou, Chengdu, Xiamen, Xian, Shenzhen, Nanjing, Hefei, Wuhan, Ningbo, Jinan, Hangzhou, Changsha and Chongqing

**14 flights per week for each route**



Triangular air services:

Points of intermediate stops and/or points beyond

one (1) point in CIS, points in Asia, Africa, Middle East, Far East and Northern America to choose by the Russian side

Including with commercial landing in China (without 5<sup>th</sup> freedom traffic rights):

**14 flights per week**, but not more than 5 flights per week via Beijing and 5 flights per week via Shanghai

Yekaterinburg/Khabarovsk-Ulaanbaatar-one point in China other than

Beijing/Shanghai/Guangzhou (with 5<sup>th</sup> freedom traffic rights):

**3 flights per week**

Including with commercial landing in China (with 5<sup>th</sup> freedom traffic rights):

**5 flights per week**, from any point in Russia via one point in Asia to one point in China and beyond to three points in North America to be freely selected by Russia (without fifth freedom traffic rights in the direction from North America to China) ;

**2 flights per week**, from any point in Russia via Shanghai (Pudong) beyond to Dhaka, Bangladesh.