



Our ref
Наш №

9-5372

Date
Дата

06.12.2011

Mr. Lai Xuan Thanh
Deputy Director General
National Civil Aviation Administration of Viet Nam (NCAA)
Ha Noi

Dear Sir,

The Department of the State Policy in Civil Aviation of the Ministry of Transport of the Russian Federation presents its compliments to the National Civil Aviation Administration of Viet Nam and referring to your letter dated 18th of November, 2011 Aeronautical Authorities of the Russian Federation thank you for your explanations about «Cam Ranh» international airport of Viet Nam and inform you of the following.

Aeronautical Authorities of the Russian Federation have completed the examination of your letter and as the conditions stated in your letter are suitable for both sides, Russian Aeronautical Authorities agree with your proposal to consider your letter dated 18th of November, 2011 and present letter as arrangements between aeronautical authorities of Russian Federation and Socialist Republic of Viet Nam.

We propose to take it as entered into force from the date of our positive reply will be sent to you.

Sincerely Yours,

Vladimir Yasun
Director,
Department of the State Policy in Civil Aviation



CIVIL AVIATION AUTHORITY OF VIET NAM

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Ha Noi, 18 November, 2011

Mr. Vladimir N. Tasun

Director

Department of the State Policy in Civil Aviation
Ministry of Transport of the Russian Federation

Your ref: 9-5064

Subject: Viet Nam-Russia Air Services Arrangement

Dear Mr. Vladimir N. Tasun,

First of all, we would like to thank you for your kind consideration and decision to grant overflight permission to Vietnam Airlines' operations from Viet Nam to London via the Russian territory.

With reference to your letter No. 9-5064 dated 16 November 2011 concerning the destination points for the airlines of the Russian Federation to Viet Nam, we would like to inform you that "Nha Trang" is name of the main city of the Khanh Hoa province and "Cam Ranh" is name of the international airport serving Nha Trang City. In our bilateral Air services Agreements, Nha Trang is named as one of destination points in the Route Schedules, which specify destination points. By this letter, we reconfirm that Cam Ranh International Airport is designated as airport to serve Nha Trang and Nha Trang is specified as a destination point in Viet Nam for designated airlines of the Russian Federation.

In addition, we agree with your proposal to replace the wording "at any of the above points" with the wording "intermediate points and points beyond" at Note 3 of the Route Schedule.

In following up to your comments, we would like to sum up the arrangements, which are agreed by the two aeronautical authorities of Russia and Viet Nam as follows:

- Capacity entitlement: Up to 21 frequencies weekly per direction for designated airlines of each side in total with the capacity of 14 frequencies on Moscow-Ha Noi/Ho Chi Minh City routes.
- Route Schedule: The text of new Route Schedule as revised is attached as Attachment A of this letter.

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- Code-share arrangement. The text of the Code-share arrangement is attached as Attachment B of this letter.
- Capacity for all-cargo services: Up to 7 frequencies weekly per direction for designated airlines of each side.

We wish to propose that this letter and your letter in reply confirming your agreement to the above-mentioned arrangements shall constitute an agreement between the two aeronautical authorities.

We take this opportunity to thank you for your kind consideration and invaluable cooperation and look forward to your reply in the near future.

Yours sincerely,



Lai Xuan Thanh
Deputy Director General

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Attachment A

ANNEX TO THE AGREEMENT

1. Section I

Routes to be operated by the designated airlines of the Government of the Socialist Republic of Viet Nam in both directions:

Points of Origin	Intermediate points	Points of Destination	Points Beyond
Points in Viet Nam	Any points*	Moscow, Saint-Petersburg, Novosibirsk, Vladivostok, Ufa	Paris, Frankfurt London Points in the third countries*

2. Section II

Routes to be operated by the designated airlines of the Government of the Russian Federation in both directions:

Points of Origin	Intermediate points	Points of Destination	Points Beyond
Points in the Russian Federation	Any points*	Ha Noi, Ho Chi Minh City, Nha Trang City and two points to be freely selected by the Aeronautical Authorities of the Russian Federation	Points in the third countries*

* shall be subject to an agreement between the Aeronautical Authorities of the Contracting Parties

3. The designated airline(s) of either Contracting Party may, on any or all flights omit calling at intermediate points and points beyond, provided that the agreed services on these routes start and terminate in the territory of the Contracting Party.
4. The right of the designated airline(s) of either Contracting Party to transport passengers, cargo and mail between the points in the territory of either Contracting Party and the points in the territory of Third Parties shall be subject to an agreement between the aeronautical authorities of the Contracting Parties.
5. Charter, extra and non-scheduled flights are subject to preliminary application of the designated airline(s), this application to be submitted at least forty eight (48) hours before departure, except weekends and holidays.

*Attachment B***CODE-SHARE ARRANGEMENT**

In operating or offering the authorized services on the agreed routes, any designated airlines of one Contracting Party may enter into code-sharing arrangements with:

- an airline or airlines of either Contracting Party, including code-sharing arrangements on domestic segments, and
- an airline or airlines of a third country

provided that the airlines in such arrangements:

- shall not exercise cabotage rights in the segments between points in the other Contracting Party and fifth freedom traffic rights between points in the other Contracting Party and points in the territory of a third country,
- hold the appropriate authority and meet the requirements normally applied to such arrangements.
- in respect of any ticket sold by it or them, 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.
- Both airlines that participate in a code-sharing cooperation shall operate from/to one base airport.