

**MEMORANDUM OF UNDERSTANDING  
BETWEEN  
THE AERONAUTICAL AUTHORITIES  
OF THE RUSSIAN FEDERATION  
AND  
THE HELLENIC REPUBLIC**

Delegations representing the Aeronautical Authorities of the Russian Federation and the Hellenic Republic (hereinafter referred to as the Russian Delegation and the Hellenic Delegation respectively) had scheduled to hold consultations during the ICAO Air Services Negotiations Event (ICAN 2021), to discuss air transport matters of mutual interest. The Delegations prepared and finalized this MoU and determined to proceed with its signature on December 2<sup>nd</sup> 2021 and exchange it via diplomatic channels.

The name lists of the Delegations are attached hereto as **APPENDIX I**.

The interim correspondence was conducted in a friendly and constructive manner and both Delegations stressed their interest in expanding their bilateral relations in the field of air transport.

The following understanding has been reached:

**1. The Protocol amending the Air Transport Agreement (ATA)**

The Hellenic Delegation referred to the completion of initialling of the *"Draft Protocol amending the Air Transport Agreement between the Government of the Hellenic Republic and the Government of the Russian Federation signed in Athens on December 6<sup>th</sup> 2001"* and recommended its signature. The Russian Delegation took note.

**2. Annex to the ATA**

Both Delegations, after thorough discussion on increase of points of destination, agreed to revise the Annex to the ATA, The new Annex to the ATA is attached hereto as **APPENDIX II**.

**3. Traffic Rights' Issues**

Both Delegations held discussions on further development of existing operational conditions between their respective countries. Taking into account the provisions of the Annex to the ATA, the Delegations agreed that the designated airlines of each Contracting Party shall be entitled to operate the agreed services on the specified routes as follows:

**3.1. Capacity/Frequencies**

- up to twenty four (24) weekly frequencies on the route Moscow – Athens v.v.,
- up to thirty one (31) weekly frequencies on the route Moscow – Heraklion v.v.,
- up to twenty eight (28) weekly frequencies on the route Moscow – Rhodes v.v.,
- up to thirty five (35) weekly frequencies on the route Moscow – Thessaloniki v.v.,
- up to fourteen (14) weekly frequencies on any other route v.v..

### 3.2. Designation Rules

up to four (4) airlines of each Contracting Party can be designated for scheduled air services on the route Moscow – Thessaloniki v.v.,  
up to three (3) airlines of each Contracting Party can be designated for scheduled air services on the route Moscow – Heraklion v.v. and Moscow – Rhodes v.v.,  
up to two (2) airlines can be designated for scheduled air services on any other route.

### 3.3. Liberalized regime to three Russian airports

Notwithstanding the provisions of paragraph 2.1. and 2.2. above, the Russian Delegation informed that the Russian Authorities are ready to issue permission to any Greek air carrier for passenger and/or all-cargo operations to Vladivostok and Ulan Ude for certain limited period, subject to respective Decision of Russian Government, with 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> freedom traffic rights, without any limitation, provided that these operations do not utilize Transsiberian route network. Also the Russian Delegation informed about the regime of 7<sup>th</sup> freedom traffic rights implemented in Kaliningrad until 3<sup>rd</sup> November 2026; hence any air carrier, either EU or national, regardless of nationality of aircraft, may operate between any point in European countries and Kaliningrad.

### 3.4. All-Cargo Services

Both Delegations agreed that all-cargo airlines of both Contracting Parties shall be entitled to operate unrestricted all-cargo frequencies, from any point in the Russian Federation to any point in the Hellenic Republic and v.v., via any intermediate points and/or to any points beyond, without exercising 5<sup>th</sup> freedom traffic rights. Any operations, using Transsiberian, Transpolar and Transasian routes shall be subject to an agreement between the Aeronautical Authorities of the Contracting Parties.

## 4. Entry into Force and Review

This Memorandum of Understanding supersedes the Memorandum signed between the Aeronautical Authorities on February 6<sup>th</sup> 2019 and shall be given effect upon signature. Both Delegations reaffirmed their commitment for further strengthening their bilateral aviation relations. In this regard, the Delegations agreed to hold the next round of consultations in Greece, once the increased market conditions between the two countries demand and the need to review operational conditions, frequencies and capacity offered arises.

Signed in Moscow and Athens on 2<sup>nd</sup> December 2021, in two originals in the English language.

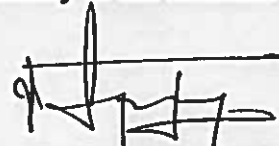
**For the Delegation of the Aeronautical  
Authorities of the Russian Federation**



**Ms. Svetlana Petrova  
Director**

**Department of State Policy in Civil Aviation  
Ministry of Transport  
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**For the Delegation of the Civil Aviation  
Authority of the Hellenic Republic**



**Mr. Georgios J. Dritsakos  
Governor**

**Hellenic Civil Aviation Authority**



## 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 Kalamata <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 Ufa One additional point 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 airlines of both Contracting Parties 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 rights<sup>1</sup>;
  - 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.

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