

**Record of Discussions  
between the Aeronautical Authorities  
of Japan and the Russian Federation**

Delegations representing the Aeronautical Authorities of Japan and the Russian Federation met in Tokyo on 28-29 November 2011. The discussions took place in a cordial atmosphere. The lists of delegations are attached as Attachments A and B. Both delegations wished to record as follows:

1. Routes

- (1) The ANNEX I of the Air Services Agreement between Japan and the Union of Soviet Socialist Republics (hereinafter referred to as "USSR") dated 21 January 1966 (hereinafter referred to as "the Agreement") will be amended as set out in Attachment C.
- (2) Subparagraph (1) above should come into effect after an exchange of diplomatic notes. Both delegations, however, shared the view that the designated airline(s) of each country may operate its services on routes set out in Attachment C on a provisional basis until the exchange of diplomatic notes.
- (3) It is confirmed that the route to be operated through the airspace over Trans Siberian Route (TSR) and Trans Polar Route (TPR) in both directions by the designated airlines of both countries are as follows:

Osaka, Nagoya, Tokyo, Sapporo – six (6) points in Asia to be specified by the Aeronautical Authorities of both sides - Krasnoyarsk, Novosibirsk, Moscow

Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides -Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - Paris

Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides - Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - London

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- Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides -Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - Copenhagen
- Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides -Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - Rome
- Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides -Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - Frankfurt-Am-Main
- Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides -Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - Amsterdam
- Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides - Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - Vienna
- Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides - Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - Zurich
- Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides - Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - Madrid
- Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides - Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - Stockholm
- Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides - Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - Brussels
- Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides - Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - Berlin
- Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides - Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - Istanbul
- Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides - Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - Barcelona
- Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides - Krasnoyarsk, Novosibirsk,

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- Moscow, St. Petersburg - Milan
- Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides - Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - Helsinki
- Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides - Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - Munich
- Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides n - Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - Geneva
- Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides - Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - Dusseldorf
- Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides - Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - Hamburg
- Osaka, Nagoya, Tokyo, Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of both sides - Krasnoyarsk, Novosibirsk, Moscow, St. Petersburg - two (2) points in the third countries to be specified by the Aeronautical Authorities of Japan

- 1) With respect to Paris, London, Copenhagen, Rome, Frankfurt-am-Main, Amsterdam, Vienna, Zurich, Madrid, Stockholm, Brussels, Berlin, Istanbul, Barcelona, Milan, Munich, Helsinki, Geneva, Dusseldorf, Hamburg and two points in the third countries to be specified by the Aeronautical Authorities of Japan, the designated airlines of both countries may serve these points in succession with any combination on the same flight.
- 2) The designated airline(s) of the Russian Federation may not serve Tokyo or Osaka in succession on the same flight.
- 3) The designated airline(s) of Japan may not serve Moscow or St. Petersburg in succession on the same flight.
- 4) The designated airlines of both countries are allowed to combine points within their own territories (except combination of Moscow and St-Petersburg for the designated airline(s) of Russia).

- (4) The designated airline(s) of each country may commence their services to new point(s) in Japan or Russia, or increase their frequencies at point(s) either in Japan or Russia, after the airline(s) complete the coordination with C.I.Q. authorities as well as the concerned agencies at the respective airports, where so required.
- (5) It is confirmed that the exercise of fifth freedom traffic rights by the designated airline(s) of each country between point(s) in the other country and point(s) beyond should be in accordance with the provisions of the previous bilateral arrangement except the provision in subparagraph 1.(6) below.
- (3) The number of the limit on frequencies regarding beyond operations to Hong Kong and to Seoul stipulated in paragraph I.1. of the Agreed Minutes signed on 26 June 1997, as modified by the Agreed Minutes signed on 19 January 2000 and also modified by the letters of exchange between the two aeronautical authorities signed on 18 July 2005 by the Russian side and on 19 July 2005 by the Japanese side, should be changed from three (3) to six (6).

## 2. Capacity Entitlements

- (1) The current capacity entitlements stipulated in the Record of Discussions signed on 23 June 2007 should be replaced by the following.
- (a) The Russian Federation will permit passenger and/or cargo operations using any type of subsonic aircraft up to one hundred and forty (140) frequencies per week in total on Route 1.(1) of the ANNEX I, and up to twenty (20) frequencies per week in total on Route 1.(2) of the ANNEX I for the designated airlines of Japan.
- (b) From IATA Northern Summer 2012 Season, in addition to the capacity entitlements provided in subparagraph 2. (1)(a) above, the Russian Federation will permit additional passenger and/or cargo operations using any type of subsonic aircraft up to forty-four (44) frequencies per week, which will be the total of one hundred and eighty-four (184) frequencies per week in total on Route 1.(1) of the ANNEX I.
- (c) Japan will permit passenger and/or cargo operations using any type of

subsonic aircraft up to eighty (80) frequencies per week in total on Route 2.(1) and Route 2.(2) of the ANNEX I , of which up to thirty-seven (37) frequencies per week in total on Route 2.(1) of the ANNEX I , for the designated airlines of the Russian Federation.

(d) In case of one-way operations, the number of frequencies exercised by the designated airline(s) of each country should be counted as the half of frequency.

(?) It is confirmed that the number of slots per week at Narita Airport for the designated airline(s) of the Russian Federation will be not more than thirty (30) all year round.

(?) From IATA Northern Summer 2012 Season, it is also confirmed that the number of slots per week at Narita Airport for the designated airline(s) of the Russian Federation will be not more than seventy-four (74) all year round. In accordance with IATA Worldwide Slot Guidelines, the designated airline(s) of the Russian Federation may use allocated slots on any route which the designated airline(s) of the Russian Federation has the traffic rights over the segments concerned.

### 3. Code Sharing Operations

(1) The current code sharing operations stipulated in the Record of Discussions signed on 23 June 2007 should be replaced by the following.

(?) Code sharing on the specified routes

(a) The designated airline(s) of each country may enter into code sharing arrangements on the routes set out in Attachment C with any airline(s) of the same country, any airline(s) of the other country and/or any airline(s) of the third countries which have the appropriate authority to exercise traffic rights over the segments concerned, either as an operating airline(s) or a marketing airline(s), subject to the approval of the respective aeronautical authorities.

(b) For the purpose of calculating the capacity used in such code sharing services, the capacity to be used should be counted against the capacity entitlements of the designated airline(s) operating the aircraft. Code sharing

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services on the specified routes are not counted against the capacity entitlement of the marketing airline(s).

- (c) Any code sharing operations on TSR and TPR routes are permitted for Japanese and Russian scheduled carriers already designated for operations on these routes under the provisions of commercial agreement concluded between the designated airlines of both countries.
- (d) It is confirmed that, under the framework described in paragraph (a) through (c) above, any airline(s) of each country may enter into code sharing arrangements as a marketing airline(s) on the routes between points in the third countries and points of the other country in any order with any airline(s) of the same country, any airline(s) of the other country and/or any airline(s) of the third countries which have the appropriate authority to exercise traffic rights over the segments concerned, subject to the approval of the respective aeronautical authorities.
- (e) Any airline(s) on code sharing services as the marketing airline(s) may not exercise fifth freedom traffic rights, with the exception of its (their) own stopover traffic.
- (f) It is confirmed that the framework for code sharing stipulated in this document has no effect to the current operations between Japan Airlines International (JL) and Air France (AF), and between All Nippon Airways (NH) and Austrian Airlines (OS) over TSR and TPR.

(2) Code sharing on domestic segments

- (a) The designated airline(s) of each country may enter into code sharing arrangements on the connecting domestic segments in the territory of the other country with any airline(s) of the other country subject to the approval of the respective aeronautical authorities.
- (b) The maximum number of the segment(s) or frequencies for such code sharing services should not be limited.
- (c) The designated airline(s) of each country should not exercise cabotage rights in the other country using the code sharing arrangements except for its (their) own stopover traffic.

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#### 4. Other Issues

- 1) Both delegations reconfirmed that, with respect to the obligation of the designated airline(s) of Japan to enter into commercial agreement with the designated airlines of the Russian Federation, if agreed principles of the modernization of the existing system of utilization of the Transsiberian routes are first signed between the Russian Government and the third party, the designated airlines of Japan will be accorded no less favorable treatment than the airlines of such third party.
- 2) In this ROD, Asia is considered to be the area such as the Republic of Korea, China (mainland including Hong Kong), and ASEAN countries which is located on Eurasian Continent, its adjacent islands and archipelago, east of Turkey, except Middle East and countries – former USSR Republics.
- 3) Both delegations discussed the issue of EU ETS and confirmed that EU should not apply it unilaterally and that the matter should be discussed in ICAO. In this regard, both delegations shared the position that they would oppose to it.
- 4) The Russian delegation requested the access to Haneda Airport in the framework of existing capacity entitlements, subject to slot availability. The Japanese delegation responded that the bilateral negotiations to create capacity entitlements to access to Haneda would be required to operate to and from Haneda Airport. The Japanese delegation also explained that the Haneda routes should be for high-demand and business-oriented traffic and that, when establishing new Haneda routes, it would be important not to harm the network of Narita Airport.

Signed in Tokyo on 29 November 2011

For the  
Aeronautical Authority of  
Japan



Hiroshi Narahira

For the Aeronautical  
Authority of  
Russian Delegation



Oleg Demidov

ANNEX I

1. Routes to be operated in both directions by the designated airline(s) of Japan:

- (1) Osaka, Nagoya, Tokyo and/or Sapporo - six (6) points in Asia to be specified by the Aeronautical Authorities of Japan - Krasnoyarsk, Novosibirsk, Moscow and/or St. Petersburg - Paris, London, Copenhagen, Rome, Frankfurt-am-Main, Amsterdam, Vienna, Zurich, Madrid, Stockholm, Brussels, Berlin, Istanbul, Barcelona, Milan, Munich, Helsinki, Geneva, Dusseldorf, Hamburg or two (2) points in the third countries to be specified by the Aeronautical Authorities of Japan, and/or other points in the third countries (Note 1)
- (2) Points in Japan - ten (10) points in the Russian Federation except Moscow to be specified later

2. Routes to be operated in both directions by the designated airline(s) of the Russian Federation:

- (1) St. Petersburg, Moscow, Novosibirsk and/or Krasnoyarsk – six (6) points in Asia to be specified by the Aeronautical Authorities of the Russian Federation - Sapporo, Tokyo, Nagoya and/or Osaka - Bangkok, Seoul, Hong Kong and/or other points in the third countries (Note 1)
- (2) Points in the Russian Federation except Moscow - Tokyo, Osaka, Nagoya, Sapporo, Toyama, Aomori, Niigata, Kita Kyushu, Fukuoka, Hakodate

Note

- (1) The Routes 1.(1) and 2.(1) shall pass through airspace over the west coast of Japan and Siberia, unless otherwise agreed by the Aeronautical Authorities of both countries.
- (2) Other points in the third countries shall be specified by agreement.



- 3) The designated airlines of the Russian Federation may not serve Tokyo and Osaka in succession on the same flight. The designated airlines of Japan may not serve Moscow and St. Petersburg in succession on the same flight.
- 4) On Route 2.(1), the designated airlines of the Russian Federation may not serve Bangkok, Seoul and/or Hong Kong to and from Sapporo, Nagoya or Osaka.
- 5) The designated airlines of both countries may temporarily use Niigata in addition to Sapporo, Tokyo, Nagoya and Osaka in accordance with the agreement between the Aeronautical Authorities of both countries. In this case, the designated airlines of the Russian Federation may not serve Sapporo, Tokyo, Nagoya or Osaka in combination with Niigata in succession on the same flight.