

Memorandum of Understanding

Delegations, representing the Ministry of Transport of the Russian Federation (hereinafter referred to as the Russian Delegation) and the Civil Aviation Administration of China (hereinafter referred to as the Chinese Delegation) met in Beijing during 7-8 August 2024 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.

2. Clarification of Allocation of Traffic Rights

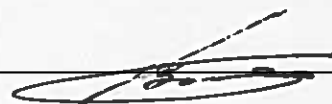
Both Delegations agreed to clarify their respective allocation of traffic rights. To this end, they agreed to exchange letters regarding the allocation of the traffic rights for their own country as well as the allocation of traffic rights they received from their counterpart, before the starting date of IATA 2024/25 Winter Schedule Season. The discussion regarding new traffic rights for both sides will take place at a later stage.

3. Technical stop in the Chinese airports

The Russian delegation stated that the Russian air carriers would like to make technical stops at Chinese airports.

The Chinese Delegation explained as the congestion situation of coordinated airports in China, it is suggested Russian air carriers select non-

83



coordinated airports as technical stops in China. For non-coordinated airports as attached in the Appendix 3, the Chinese Delegation would welcome the Russian air carriers to make technical stops on demand selection complying with AIP-CHINA.

4. Application procedures for the Russian air carriers

The Russian Delegation asked about the procedures of CAAC to process the operating permits for foreign air carriers. It also asked about the possibility for the Russian air carriers to operate charter flights more than three consecutive months.

The Chinese Delegation explained that it would take 20 working days to process the application by the Russian air carriers for operating permits, provided the applicants have submitted all the requested materials as prescribed by the relevant regulations of CAAC. And the Chinese Delegation agreed to expedite the approval procedures in case of necessity upon request. Furthermore, the Chinese Delegation stated that it might prolong the charter operation for all-cargo flights more than three months, provided that the Russian air carriers operating the abovementioned charter flights also applied for scheduled air services on the same route and were in procedures to receive the appropriate permissions.

5. Application Issues for the Chinese air carriers

The Chinese Delegation requested clarification regarding getting operating permits for Chinese airlines from Russian side, and stated Chinese airlines have faced difficulties to get the said permits in some cases such as Hainan Airlines and YTO Airlines.

The Russian Delegation stated that based on the existing regulations it is necessary to receive non-objection from the Russian air carriers, designated on the same route of scheduled air services, and from the list of Russian air carriers prescribed on the FATA website to operate charter flights.

The Chinese Delegation emphasized that CAAC does not request the Russian air carriers to obtain the non-objection when they apply for the

operating permits to China and asked for better operating environment for the Chinese air carriers based on the good relationship between the two countries.

6. Alternative Airports

The Russian Delegation raised the issue regarding the necessity to conclude contracts with alternative airports and to deposit a large sum of money for reaching contracts with alternative airports for submitting the application of CCAR-129 operation specifications.

The Chinese Delegation responded that due to safety requirements as prescribed in the CCAR-129, foreign air carriers operating to China had to get the endorsements from the alternative airports. The Chinese Delegation agreed to look into the specific requests from certain Russian air carriers on this particular issue.

7. Possible Flexibility of Utilizing Existing Air Routes in the Air Space of China

The Russian Delegation requested the possibility to provide flexibility for the Russian air carriers of using alternative air routes and entry/exit points for transit and direct flight operations into or out of the airspace of China.

The Chinese Delegation responded that Russian air carriers might apply for alternative entry/exit points and air routes with reference to the website: www.eaipchina.cn. CAAC will process such applications in accordance with its working procedures to coordinate with the competent authority to get the final approval with minimal delay.

8. Dangerous Goods

The Russian Delegation requested the clarification on the application for the permission to transport dangerous goods on all the routes operated by one particular Russian air carrier.

The Chinese Delegation explained that a new regulation on dangerous goods was promulgated on July 1, 2024. Under this new regulation, CAAC will issue dangerous goods approvals for all services to/from China operated by an airline, should the airline make such application. The Chinese Delegation further asked the Russian Delegation to give favorable considerations to

Chinese air carriers' application on dangerous goods in accordance with Russian regulations.

9. Telecommunication Channels

Both Delegations exchanged information on the progress of establishing telecommunication channels, agreed to give an impetus to finalize the process and to return to this issue in case of necessity.

10. ATC Charges

The Chinese Delegation raised its concerns on the price hike in ATC charges in the Russian Federation in the last two years.

The Russian Delegation explained that due to the existing situation when the air traffic volume in the airspace of the Russian Federation decreases, the Russian Federation was forced to raise the charges for ATC services.

11. Slots

The Russian Delegation asked the Chinese Delegation to extend until the end of the IATA Summer Season 2025 the Rules for the preservation of historical slots of Russian carriers in slot-coordinated airports in China.

The Chinese Delegation briefed the Russian Delegation about the *CAAC Notice on the Policy of Assessment of International Flight Slots for 2024 IATA Winter Season* as attached in Appendix 4, in accordance with which, if the Russian airlines comply with the abovementioned Notice, the relevant slots of Russian airlines could be exempted from the slot assessment based on the principle of reciprocity.

The Russian Delegation further asked about the possibility to transfer the existing slots between Russian airlines under one aviation group.

The Chinese Delegation responded that due to the existing rules on slot allocation and coordination, the slots can not be transferred among airlines, and the unused slots would be returned to the slot pool and re-allocated accordingly.

12. Data Report

The Russian Delegation raised the issue of complying with relevant Russian regulations on reporting data of passengers and air crew, and reminded the Chinese air carriers to comply with the above mentioned regulations.

The Chinese Delegation took note of this matter and asked the Russian air carriers to comply with similar Chinese regulations on reporting data of passengers and air crew as well.

13. Other Matters

(1) The Russian Delegation requested the assistance from CAAC regarding the transportations of remaining components of Tu-204 of Aviastar-Tu from Hangzhou Airport to the territory of the Russian Federation.

The Chinese Delegation responded that this issue was under the competence of Chinese Customs Authorities and would pass on this information to them.

(2) The Russian Delegation raised the issue regarding the difficulties of payments for the services provided by Chinese entities.

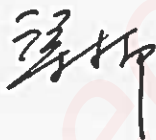
The Chinese Delegation responded that this issue is beyond the competence of CAAC and suggested discussing the matter on the level of China-Russia Sub-Commission for Cooperation in Finance.

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

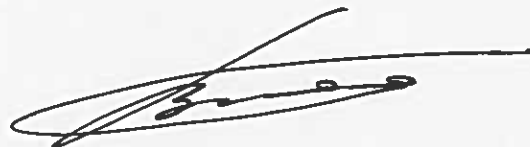
Done in Beijing on August 8, 2024 in the English language.

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

For the Aeronautical Authorities of the
Russian Federation



Liang Nan
Deputy Administrator
Civil Aviation Administration of China



Mr. Vladimir V. Poteshkin
Vice Minister
Ministry of Transport of the Russian
Federation

Name list of the Chinese Delegation

Name	Title
Head of Delegation	
Ms. Liang Nan	Deputy Administrator Civil Aviation Administration of China (CAAC)
Delegates	
Mr. Chen Wei	Director General Department of International Affairs CAAC
Ms. Tao Yehong	Director Department of International Affairs CAAC
Ms. Zhang Xuan	Deputy Director Department of Air Transport CAAC
Mr. Wang Xinyu	Deputy Director Department of Flight Standard CAAC
Mr. Zhu Xuefeng	Director Department of Airworthiness CAAC
Ms. Geng Xi	Deputy Director Air Traffic Regulation Office CAAC
Ms. Xu Siying	Deputy Director Operation Surveillance Center CAAC

Mr. Yang Song

Deputy Director
Department of International Affairs
CAAC

Mr. Liu Wei

Interpreter

Name list of the Russian Delegation

Name	Title
Head of Delegation	
Mr. Vladimir V. Poteshkin	Vice Minister Ministry of Transport of the Russian Federation
Delegates	
Mr. Lev Yu. Kosinov	Director Department of the Transportation Regulation and International Relations Federal Air Transport Agency
Mr. Sergey E. Vasiliev	Deputy Director Department of the Transportation Regulation and International Relations Federal Air Transport Agency
Mr. Konstantin N. Dudarev	Second Secretary The Russian Embassy in China

List of Non-Coordinated Airports in China

No.	ICAO Code	IATA Code	Chinese Name	Name in AIP China
1	ZBDS	DSN	鄂尔多斯/伊金霍洛	ordos/ejin horo
2	ZBMZ	NZH	满洲里/西郊	manzhouli/xijiao
3	ZGDY	DYG	张家界/荷花	zhangjiajie/hehua
4	ZGKL	KWL	桂林/两江	guilin/liangjiang
5	ZGOW	SWA	揭阳/潮汕	jieyang/chaoshan
6	ZJQH	BAR	琼海/博鳌	qionghai/boao
7	ZLDH	DNH	敦煌	dunhuang/mogao
8	ZLIC	INC	银川/河东	yinchuan/hedong
9	ZLXN	XNN	西宁/曹家堡	xining/caojiapu
10	ZPJH	JHG	西双版纳/嘎洒	xishuangbanna/gasa
11	ZPLJ	LJG	丽江/三义	lijiang/sanyi
12	ZPMS	LUM	德宏/芒市	dehong/mangshi
13	ZSNB	NGB	宁波/栎社	ningbo/lishe
14	ZSNT	NTG	南通/兴东	nantong/xingdong
15	ZSOF	HFE	合肥/新桥	hefei/xinqiao
16	ZSSH	HIA	淮安/涟水	huaian/lianshui
17	ZSTX	TXN	黄山/屯溪	huangshan/tunxi
18	ZSWZ	WNZ	温州/龙湾	wenzhou/longwan
19	ZSXZ	XUZ	徐州/观音	xuzhou/guanyin
20	ZSYA	YTY	扬州/泰州	yangzhou/taizhou
21	ZSYT	YNT	烟台/蓬莱	yantai/penglai
22	ZSZS	HSN	舟山/普陀山	zhoushan/putuoshan

**CAAC Notice on the Policy of Assessment of International Flight Slots for
2024 IATA Winter Season**

July 19, 2024

In order to further improve the efficiency of the utilization of slot resources, CAAC will resume the assessment of flight slots starting from 2024 IATA winter season. Details of the policy of international flight slot assessment are as follows:

I. Foreign and Hong Kong, Macao, Taiwan airlines with flight slot execution rate of 80% may be eligible to be recognized as historical slots.

II. Foreign and Hong Kong, Macao, Taiwan airlines can submit applications for voluntary surrender of the slots for the whole 2024 IATA winter season before July 15, together with the explanation of force majeure signed or stamped by the duly authorized person of the airlines. The slot administrative department will give a reply of recognition or non-recognition within 7 working days, and the original historical slots can be retained after recognition.

III. Foreign and Hong Kong, Macao, Taiwan airlines may submit applications for voluntary surrender of some slots for 2024 IATA winter season before July 15. On November 28 and 29, airlines may submit applications for voluntary surrender of some slots with an execution date after January 1, 2025. The cumulative total of the aforementioned slots surrendered voluntarily shall not be more than 20% (inclusive) of 2024 IATA winter season.

IV. Foreign and Hong Kong, Macao, Taiwan airlines shall submit applications for voluntary surrender of slots in the "Voluntary Surrender" module of the flight slot administrative system. Slots in compliance with the voluntary surrender policy can be exempted from the assessment upon recognition by the slot administrative department.

V. If a foreign, Hong Kong, Macao, Taiwan and Macao airlines wishes to resume the whole season and part of the 2024 IATA winter season slots which have been voluntarily surrendered, the airlines concerned needs to submit the application at least 8 weeks before the execution date and fill in the note with "resuming the original historical slots" during application. The slot administrative department will approve the application based on the actual situation of the slot pool, and the whole season slots that are voluntarily surrendered shall have the priority in resumption.

VI. If flights cannot be executed due to force majeure such as runway maintenance and airport closure at home and abroad, foreign airlines and airlines from Hong Kong, Macao and Taiwan shall submit an application for cancellation in the "Cancellation" module of the slot

administrative system, and at the same time, submit an explanation of force majeure and the time period of the affected flights which shall be signed or stamped by the authorized person of the company. After the application is recognized, the slot assessment of the execution period can be exempted.

VII. The exemption of slot assessment of foreign airlines and airlines from Hong Kong, Macao and Taiwan shall be based on the principle of reciprocity.

