

**AIR SERVICES AGREEMENT
BETWEEN THE GOVERNMENT OF THE RUSSIAN FEDERATION
AND THE GOVERNMENT OF THE FEDERAL DEMOCRATIC
REPUBLIC OF ETHIOPIA**

The Government of the Russian Federation and the Government of the Federal Democratic Republic of Ethiopia hereinafter referred to as "the Parties";

Taking into consideration the fact that the Russian Federation and the Federal Democratic Republic of Ethiopia being parties to the Convention on International Civil Aviation opened for signature in Chicago on December 7, 1944;

Desiring to conclude an Agreement for the purpose of governing air services between and beyond the respective territories of their States;

In order to ensure maximum safety and security of international civil aviation, and reiterating its deep concern about acts and threats against the security of aircrafts, which jeopardize the lives of people and property, which has a negative impact on the implementation of air services, and undermine public confidence in safety and security of Civil Aviation;

Have agreed as follows:

**ARTICLE 1
DEFINITIONS**

For the purpose of this Agreement, unless the context otherwise requires, the following terms mean:

a) "Aeronautical Authorities" means,

in the case of the Russian Federation – the Ministry of Transport of the Russian Federation;

in the case of the Federal Democratic Republic of Ethiopia– the Ethiopian Civil Aviation Authority or

in both cases any other authority or person or organization authorized in accordance with the legislation of the States of the Parties to perform the functions exercised by the Aeronautical Authorities;

b) "Agreement" means this Agreement, any annex to it, and any amendments thereto;

c) "Convention" means the Convention on International Civil Aviation, opened for signature in Chicago on December 7, 1944, including any Annex adopted under Article 90 of the Convention and any amendments to the Annex or to the

Convention, in so far as such Annexes or amendments are at any given time effective for both Parties;

d) "air service", "international air service", "airline", and "stop for non-traffic purposes" have the meanings respectively assigned to them in Article 96 of the Convention;

e) "specified route" – routes specified in the Annex to the present Agreement;

f) "designated airline" means an airline which has been designated and authorized to operate on specified routes in accordance with Article 3 of this Agreement;

g) "territory" in relation to a State has the meaning assigned to it in Article 2 of the Convention;

h) "tariff" means the prices to be paid for the carriage of passengers, baggage and cargo and the conditions under which those prices apply, including the price for agency and other auxiliary service, but excluding remuneration and conditions for the carriage of mail.

i) "capacity" in relation to:

"an aircraft" means the payload of the aircraft available on the route or section of a route that an airline operates in a period;

"a specified route" means the number of frequencies of the flights, operated by such an aircraft over a given period of time and route or section of route;

j) "facilities and airport charges" means charges made to airlines for the provision to aircraft, their crews and passengers of airport and air navigation facilities;

k) "supplies" means goods necessary for the normal operation and maintenance of aircraft and intended for consumption and /or use by passengers and crew members of the aircraft, as well as for distribution or sale to such persons, with the exception of spare parts and equipment;

l) "regular equipment" means on-board aircraft equipment and property on board the aircraft required to service cabin crew, flight crew and passengers during the flight.

m) "ICAO" means the International Civil Aviation Organization.

ARTICLE 2

GRANT OF TRAFFIC RIGHTS

1. Each Party grants to the other Party the rights specified in the present Agreement for the purpose of establishing and operating on the specified routes.

2. The designated airlines of the State of each Party shall enjoy exercising, while operating agreed service on a specified route, the following rights:
 - a) to fly across the territory of the State of the other Party without stops;
 - b) to make stops in the said territory for non-traffic purposes;
 - c) to make stops in the said territory at points specified in the Annex to this Agreement, for the purpose of taking on or putting down international traffic, such as passengers, cargo and mail, separately or combined.
3. The airlines of the States of each Party, other than those designated under Article 3 of this Agreement, shall also enjoy the rights specified in paragraphs 2 a) and b) of this Article.
4. Nothing in paragraphs 1 and 2 of this article shall be considered as granting the right to designated airlines of the State of one Party to take on board passengers, cargo and mail for their carriage between points in the territory of the State of the other Party for remuneration or hire.

ARTICLE 3 DESIGNATION AND AUTHORISATION

1. Each Party shall have the right to designate in writing to the other Party one or more airlines for the purpose of operating the agreed services on the specified routes and to withdraw or alter such designation through diplomatic channels.
2. On the receipt of such designation by the State of one Party, the other Party shall grant the appropriate operating authorization (hereinafter referred to as "authorization") with a minimum procedural delay, provided that:
 - a) the designated airline is established in the territory of the State of the designating Party and substantial ownership and effective regulatory control of the designated airline is vested in the State of the Party designating the airline or in its State nationals;
 - b) the designated airline of the State of one Party complies with the conditions established by the Agreement and prescribed by the legislation of the State of the other Party, usually and reasonably applied by the Aeronautical Authorities of the State of each Party with respect to the operation of international airlines.
3. On receipt of the operating authorization mentioned in paragraph 2 of this Article, the designated airline may at any time begin to operate the agreed services for which it is so designated in accordance with the provisions of the present Agreement.

ARTICLE 4

SUSPENSION, REVOCATION AND LIMITATION OF AUTHORIZATION

1. Each Party shall have the right to suspend the operating authorization as an exercise of the right specified in Article 3 of the present Agreement by the airline designated by the other Party, revoke or to impose limiting conditions as it may deem necessary on the exercise of these rights, in the following cases:
 - a) in the case it is not satisfied that the designated airline is established in the territory of the designating Party and the substantial ownership and effective regulatory control of the designated airline is vested in the State of the Party designating the airline or in its State nationals;
 - b) in the case of failure by that designated airlines to comply with the legislation of the State of the Party granting these rights;
 - c) in the case the designated airlines otherwise fails to operate the agreed services in accordance with the conditions prescribed under the present Agreement.
2. Unless immediate suspension, revocation or imposition of the limiting conditions is essential to prevent further infringements of legislation and regulation of the State of the Party or of the provisions of the present Agreement, the rights mentioned in paragraph 1 of this Article shall be exercised only after consultation with the other Party. In that case consultations shall begin within a period of thirty (30) days from the date of the request made by either Party for consultations unless both Parties otherwise agree.

ARTICLE 5

APPLICATION OF LAWS

1. The laws and regulations in force of the State of a Party related to the admission, to sojourn in, or departure from its territory of an aircraft engaged in international air services, or to the operation and flight across that territory shall be applied to the aircraft of the designated airline of the other Party.
2. The laws and regulations of the State of one Party related to the admission, sojourn in, or departure from its territory of passengers, crew, baggage, cargo and mail, such as regulations relating to immigration, passports, customs, police, currency and sanitary measures, shall be applied to passengers, crew, baggage, cargo and mail transported on board of the aircraft of the designated airline of the other Party upon entry into and departure from and while within the said

territory.

3. Neither Party shall give preference to its own nor any other airline over a designated airline of the State of the other Party engaged in similar international air transportation in the application of its immigration, customs, quarantine and similar regulations.

4. Passengers, baggage and cargo in direct transit across the territory of the State of one Party and not leaving the area of the airport reserved for such purpose, in accordance with the laws and regulations of the State of that Party, are subject to simplified control, except in cases concerning security measures against acts of unlawful interference, as well as the transportation of narcotics and psychotropic substances and their precursors, weapons, ammunition, explosives and explosive devices, radioactive materials, toxic substances, as well as other substances posing a threat to the environment, life and human health.

5. Each Party shall, upon request, supply to the other Party copies of texts of the relevant laws and regulations of its State referred to in this Article.

ARTICLE 6 RECOGNITION OF CERTIFICATES AND LICENSES

1. Certificates of airworthiness, certificates of competency and licenses, issued or rendered valid by one Party are still in force, shall be recognized as valid by the other Party for the purpose of operating the agreed services on the specified routes provided that such certificates or licenses were issued or rendered valid in conformity to the minimum standards established under the Convention (hereinafter referred to as minimum standards).

2. If the certificates and licenses issued by the Aeronautical Authorities of the State of one Party to any person or to the designated airline or an aircraft used in operation of the agreed services, allow differences from the minimum standards of the Convention, and ICAO is notified of such differences, the other Party may request consultation between the Aeronautical Authorities to clarify the practice. Such consultations shall be held in accordance with Article 17 of this Agreement.

3. Each Party reserves the right to refuse to recognize certificates of competency and licenses granted to its own citizen by the other Party for conducting flights above the territory of its State.

ARTICLE 7 SAFETY

1. Each Party may request consultations at any time concerning the safety standards maintained by the other Party in areas relating to aeronautical facilities and services, flight crew, aircraft and the operational activity. Such consultations shall take place within thirty (30) days of receipt of that request.

2. If, following such consultations, one Party finds that the other Party does not effectively maintain and administer safety standards in the areas referred to in paragraph 1 that should meet the minimum standards, the other Party shall be informed of such findings and of the steps considered necessary to conform with the minimum standards. The other Party shall then take appropriate corrective action within an agreed time period.

3. Pursuant to Article 16 of the Convention, any aircraft operated by the designated airline or on behalf of the designated airline of one Party, on service to or from the territory of the State of another Party, may while within the territory of the State of the other Party be made the subject of an examination by the authorized representatives of the other Party (hereinafter referred to as "ramp inspection"), provided this does not cause unreasonable delay in the operation of the aircraft.

The purpose of the ramp inspection is to verify the validity of the relevant aircraft documentation, the licensing of its crew, and that the aircraft equipment and the condition of the aircraft conform to the standards established pursuant to the Convention.

4. If any such ramp inspection or series of ramp inspections gives rise to serious concerns that an aircraft or the operation of activity does not comply with the minimum standards or that there is a lack of effective technical maintenance and administration of safety standards established at that time pursuant to the Convention, the Party carrying out the inspection shall, for the purposes of Article 33 of the Convention, be free to conclude that the requirements under which the certificate or licenses in respect of that aircraft or in respect of the crew of that aircraft had been issued or rendered valid, or that the requirements under which that aircraft is operated, are not equal to the minimum standards established pursuant to the Convention.

5. In the event that access for the purpose of undertaking a ramp inspection of an aircraft operated by the designated airline of a Party in accordance with this paragraph is denied by the representative of that airline, the other Party shall be

free to apply the arrangements in accordance with paragraph of this Article.

6. When urgent action is essential to ensure the safety of an airline operation, each Party reserves the right to immediately suspend or vary the operating authorization of an airline or airlines of the State of the other Party.

7. Any action by one Party in accordance with paragraph 6 above shall be discontinued once the basis for the taking of that action ceases to exist.

ARTICLE 8 AVIATION SECURITY

1. Consistent with international law the Parties affirm that their obligations to each other to protect the security of civil aviation against acts of unlawful interference form an integral part of this Agreement. Without limiting the generality of their rights and obligations under international law, the Parties shall in particular act in conformity with the provisions of the Convention on Offences and Certain Other Acts Committed on Board Aircraft, opened for signature at Tokyo on 14 September 1963, the Convention for the Suppression of Unlawful Seizure of Aircraft, opened for signature at Hague on 16 December 1970, and the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, opened for signature at Montreal on 23 September 1971, the Protocol for Suppressions of Unlawful Acts of Violence at Airports Serving International Civil Aviation supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, opened for signature at Montreal on 23 September 1971 and signed at Montreal on 24 February 1988, and any other international agreements on civil aviation security, which both Parties are members of.

2. The Parties shall provide upon request all necessary assistance to each other to prevent acts of unlawful seizure of civil aircraft and other unlawful acts against the safety of such aircraft, their passengers and crew, airports and air navigation facilities, and any other threat to the security of civil aviation.

3. The Parties shall, in their mutual relations, act in conformity with the aviation security standards and recommended practices established by ICAO and designated as Annexes to the Convention. The Parties shall require that operators of aircraft of their registry or operators of aircraft who are established in their territory and the operators of airports in their territory act in conformity with such aviation security standards and recommended practices established by ICAO and designated as Annexes to the Convention. Each Party shall advise the

other Party of any difference between its national regulations and practices and aviation security standards and recommended practices established by ICAO and designated as Annexes to the Convention. Either Party may request immediate consultations with the other Party at any time to discuss any such differences. Such consultations shall take place within thirty (30) days of receipt of that request.

4. Each Party agrees that such operators of aircraft may be required to observe the aviation security standards and recommended practices established by ICAO and designated as Annexes to the Convention required by the other Party for entry into, departure from, or while within, the territory of the State of that other Party. Each Party shall ensure that adequate measures are effectively applied within its territory to protect the aircraft and to inspect passengers, crew, carry on items, baggage, cargo and aircraft stores prior to and during boarding or loading. Each Party shall also give sympathetic consideration to any request from the other Party for reasonable special security measures to meet a particular threat in such case. Such measures have to be agreed by the Parties in each case.

5. When an incident or threat of an incident of unlawful seizure of civil aircraft or other unlawful acts against the safety of such aircraft, their passengers and crew, airports or air navigation facilities occurs, the Parties shall assist each other by facilitating communications and other appropriate measures intended to terminate rapidly and safely such incident or threat thereof.

6. Each Party shall have the right, within sixty (60) days following notice, for its Aeronautical Authorities to conduct an assessment in the territory of the other Party of the security measures being carried out, or planned to be carried out, by aircraft operators in respect of flights departing to, or arriving from the territory of the State of the first Party. The administrative arrangements for the conduct of such assessments shall be agreed between the Aeronautical Authorities of the States of the Parties and implemented without delay so as to ensure that assessments will be conducted expeditiously. All assessments shall be covered by a specific agreement.

7. When a Party has reasonable grounds to believe that the other Party has departed from the provisions of this Article, the first Party may request consultations from the other Party. Such consultations shall take place within fifteen (15) days of receipt of such a request from either Party. Failure to reach an agreement between the Parties within fifteen (15) days from the start of

consultations shall constitute grounds for suspending, revoking or imposing of restrictive conditions, in accordance with the laws of the States of the Parties, on the authorizations of the airline or airlines designated by the other Party. When justified as an emergency, or to prevent further non-compliance with the provisions of this Article, the first Party may, before the expiration of the said period of fifteen (15) days, take the measures referred to in this paragraph.

ARTICLE 9 FACILITIES AND AIRPORT CHARGES

1. Fees and other charges for the use of each airport including its installations, technical and other facilities and services as well as any charges for the use of air navigation facilities, communication facilities and services shall be made in accordance with the rates and tariffs established on the territory of the relevant State of the Party.
2. Each Party shall encourage consultations between the competent authorities and airlines using the services and facilities, and shall encourage the competent authorities and the airlines to exchange such information as may be necessary for an accurate review of the reasonableness of the charges in accordance with paragraph 1 of this Article.

ARTICLE 10 CUSTOMS DUTIES AND CHARGES

1. For the purposes of this Article, the term "goods" means regular equipment, spare parts, fuel, lubricants and supplies, which are onboard of the aircrafts of the designated airlines operating the agreed services of the State of one Party.
2. The import of goods from the territory of the State of one Party to the territory of the State of the other Party, as well as the export from the State of one Party to the territory of the state of the other Party are governed by the rules of the legislation applied by each of the Parties.
3. Customs operations are carried out in accordance with the legislation applied by each of the Parties.
4. The competent authorities in each case confirm to the customs authorities of their States that the import and (or) export of goods is carried out within the framework of this Agreement and separate agreements, accompanying such confirmation with detailed information on the nomenclature, quantity, cost and

purpose of the goods, as well as documents confirming compliance with prohibitions and restrictions on the import and (or) export of goods in accordance with the legislation applicable by each of the Parties. The specific lists and quantity of goods transported across the state border of the Russian Federation and the state border of the Federal Democratic Republic of Ethiopia and specially designed for cooperation on the basis of this Agreement, prior to their importation, shall be agreed in writing by the competent authorities of both Parties in accordance with the legislation applicable by each of the Parties.

5. Unloading of the regular aircraft equipment, supplies and spare parts, including engines, retained on board of the Federal Democratic Republic of Ethiopia aircraft operated by the designated airlines of one Party on the agreed services, may be carried out on the territory of the State of the other Party, subject to the laws applicable in the territory of the State that Party.

6. Charges corresponding to the services performed, storage and customs clearance, associated with the release of the goods, will be charged in accordance with the national legislation of the States of the Parties.

ARTICLE 11

PRINCIPLES GOVERNING OPERATION OF AGREED SERVICES

1. The designated airlines of each Party shall, in all respect, enjoy fair and equal operating conditions for providing the agreed services on the specified routes.

2. When operating the agreed services, the designated airlines of each Party shall take into account the interest of the designated airlines of the other Party so as not to affect the services which the latter provides on the whole or part of the same route. Nothing in this paragraph shall be considered as a commitment of the airlines of the State of one Party to conclude a commercial agreement with the airline of the State of the other Party that operates the whole or part of the same route.

3. The agreed services provided by the designated airlines of the States of the Parties shall be related to the requirements of the public for transportation on the specified routes, and each designated airline shall have as their primary objective the provision, at a reasonable load factor of capacity adequate to carry the current and reasonably anticipated requirements for the carriage of passengers, baggage, cargo and mail between the territory of the State of the Party designating the airline and the territory of the State of the other Party.

4. Conditions of the carriage of passengers, baggage and cargo including mail both taken on board and discharged at points on the specified routes in the territory of the State of the other Party and at points in the territories of third countries shall be provided in accordance with the general principles that capacity shall be related to:

- a) traffic requirements to and from the territory of the State of the Party, which has designated the airline;
- b) traffic requirements of the area through which the agreed service passes, after taking account of other transport services established by airlines of the third countries comprising the area;
- c) the requirements of the transit flights operation.

ARTICLE 12

TARIFFS

1. The tariffs applicable by the designated airlines while operating agreed services between the territories of the two States of Parties shall be established at reasonable levels with regard to all relevant factors including the cost of operation, the interest of users, reasonable profit, class of service and the tariffs of other airlines operating over whole or part of the specified routes, established according to the Annex to the Agreement.

2. The tariffs should be developed by the designated airlines of the Parties individually.

3. The Aeronautical Authorities of the State of either Party may require tariffs for an agreed service to be filed for approval (in such form as they may separately require), in which case such filing shall be submitted at least thirty (30) days before the proposed effective date, unless those Aeronautical Authorities agree upon the amendment of that period.

4. Where it is proposed that the Aeronautical Authorities of one or either States of the Parties proposed to intervene in a tariff that has been filed, the primary objectives of such intervention shall be:

- a) prevention of unreasonably discriminatory tariffs;
- b) protection of consumers from prices that are unreasonably high or restrictive because of the abuse of a dominant position.

5. Except for tariffs with a specific period of validity, a tariffs established in accordance with the provisions of this Article shall remain in force until the new tariffs has been established.

6. If the Aeronautical Authorities of the State of one Party do not agree with the tariffs offered or applied by the designated airline of the State of the other Party, in accordance with the provisions of this article, the dispute may be resolved in accordance with Article 18 of this Agreement. In any case, the Aeronautical Authorities of the State of one Party shall not take unilateral actions to prevent the coming into effect or continuation of a tariff of the designated airline of the State of other Party.

ARTICLE 13 TRANSFER OF EARNINGS

Each Party shall grant to the designated airlines of the State of the other Party the right to transfer freely the excess of receipts over expenditure earned by the said airlines in connection with the operation of the international air services. The said transfer shall be made in any freely convertible currency according to the official exchange rate valid for the date of transfer request and in accordance with the legislation of the State of the Party from which the transfer take place.

ARTICLE 14 TAXATION

1. Profit or income from international air services earned by an airline of the State of one Party including profit or revenue from commercial agreements between airlines of the States of the Parties or from joint ventures is subject to tax only in the State where the airline is registered.
2. Property or assets of an airline of the State of one Party used in international air services are subject to tax only in the state where the airline is registered.
3. Income from disposition of an aircraft used in international air services and of movable property that is essential for functioning of such aircraft received by an airline of the State of one Party is subject to tax only in that State.
4. For the purpose of this Article:
 - a) term "profit or incomes" includes gross income and revenue earned directly from the use of an aircraft in international air services, including:
 - aircraft charteror lease;
 - sale of air services both by the airline itself and by another airline and;

– interest on sums directly earned from operating of aircraft in international air services upon condition that such interest is the income from ancillary activity in relation to international air services;

b) term «international air service» means any air service operated by an airline of the State of one Party, except when the air service is operated between points located in the other State of one Party;

c) term «airline of the State of one Party» means, relating to Russia, an airline which is the resident of the Russian Federation for tax purposes and in relation to the Federal Democratic Republic of Ethiopia, an airline, which is the resident of the Federal Democratic Republic of Ethiopia for tax purposes.

5. The provisions of this article shall not apply if an Agreement on avoidance of double taxation with respect to taxes on income is in force between the Parties.

ARTICLE 15

AIRLINE COMMERCIAL REPRESENTATION

1. The designated airlines of the State of one Party shall be granted the right of its own sale of transportation using their own transportation documents in the territory of the State of the other Party, in accordance with laws and regulations of that other State. Such sale may be executed directly in the representations of the designated airlines or through authorized agents which have an appropriate license to provide such service.

2. The designated airline or airlines of the State of one Party shall be allowed, on the basis of reciprocity, to bring into and to maintain in the territory of the State of the other Party their offices and representation, with administrative, operational and technical staff as required in connection with the operation of the agreed services in accordance with the laws and regulations of the State of the other Party.

3. These staff requirements may, at the option of the designated airline or airlines of the State of the Party, be satisfied by its own personnel or by using the services of any other organization operating in the territory of the State of the other Party and authorized to perform such services for other airlines.

4. The representation of the designated airlines of the State of the Party shall be operated in accordance with the laws and regulations in force of the State of the other Party, and consistent with such laws and regulations:

- a) each Party shall, on the basis of reciprocity, grant with the minimum delay the necessary employment authorizations, visitor visas and other similar documents to the representatives and staff referred to in paragraph 3 of this Article;
- b) both Parties shall facilitate and expedite the requirement of employment authorizations for personnel referred to in paragraph 3 of this Article performing certain temporary duties not exceeding ninety (90) days.

ARTICLE 16 PROVISION OF STATISTICS

1. The Aeronautical Authorities of the State of one Party shall supply to the Aeronautical Authorities of the State of the other Party, at their request, such information relating to the traffic carried on the agreed services by their designated airlines to and from the territory of the State of the other Party as may normally be prepared and submitted by the designated airline to its national Aeronautical Authorities. Such data shall include details on capacity, distribution, origin and destination of the traffic.
2. Any additional statistical traffic data which the Aeronautical Authorities of the State of the Party may request from the Aeronautical Authorities of the State of the other Party shall upon request be subject of mutual discussion and agreement between the Aeronautical Authorities of the States of the two Parties.

ARTICLE 17 CONSULTATIONS

1. In order to ensure close and constructive cooperation, the Aeronautical Authorities of the States of the Parties shall consult each other from time to time concerning the correct implementation, interpretation and modification of this Agreement or its Annex.
2. Such consultations, which may be through direct negotiations or by correspondence, shall begin within a period of 60 (sixty) days from the date the Aeronautical Authorities of the State of the other Party receives a written request, unless otherwise agreed by the Aeronautical Authorities of the States of the Parties.

ARTICLE 18 SETTLEMENT OF DISPUTES

1. If any dispute arises between the Parties relating to the interpretation or application of this Agreement, the Parties shall in the first place try to settle it by negotiation between Aeronautical Authorities of the States of both Parties.
2. If the said Aeronautical Authorities fail to reach an agreement through the negotiations, the dispute shall be settled through diplomatic channels.

ARTICLE 19 MODIFICATION OF AGREEMENT

1. If either of the Parties considers it desirable to modify the present Agreement it may request a consultation between the Aeronautical Authorities of the States of both Parties in accordance with Article 17 of the present Agreement. The modifications of the present Agreement shall come into effect on the date of receipt via diplomatic channels of the last written notice that all internal procedures concerning entry into force of that modification have been accomplished by both Parties.
2. The modifications of Annex to the Agreement may be made by agreements between the Aeronautical Authorities of the States of the Parties.

ARTICLE 20 CONFORMITY TO MULTILATERAL AGREEMENTS

If both Parties become parties to a multilateral agreement that addresses the issues covered by this Agreement, they, in accordance with the Article 17 of this Agreement, shall consult to determine the need to revise the Agreement in the light of this multilateral agreement.

ARTICLE 21 REGISTRATION THE AGREEMENT WITH ICAO

This Agreement and all amendments thereto shall be registered with the ICAO by the Party on the territory of the State of which this agreement and any amendments were signed, unless otherwise agreed between the Parties.

ARTICLE 22 TERMINATION

1. Each Party may, at any time, give notice in writing, through diplomatic channels, to the other Party of its decision to terminate this Agreement. Such notice shall be simultaneously communicated to ICAO.
2. In such case the Agreement shall terminate twelve (12) months after the date of receipt of the notice by the other Party unless the notice to terminate is withdrawn by mutual agreement before the expiry of this period.
3. In the absence of acknowledgement of receipt by the other Party, notice shall be deemed to have been received fourteen (14) days after the receipt of the notice by the ICAO.

ARTICLE 23 ENTRY INTO FORCE

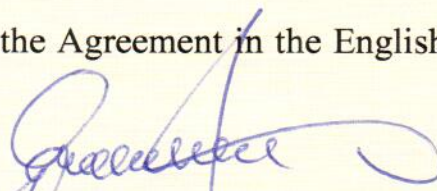
The present Agreement shall enter into force on the date of the last notification via diplomatic channels notes by either Party to the other Party that it has fulfilled the necessary measures in accordance with its laws and regulations for the entry into force of the present Agreement. From the date of entry into force of this Agreement, the Air Services Agreement between the Government of the Union of Soviet Socialist Republics and the Provisional Military Government of the Socialist Ethiopia dated March 26, 1977 shall cease to be in force.

Done in ^{Saint-}Petersburg on 28 July 2023 in duplicate each in the Russian and English languages, both texts being equally authentic.

In case of divergence of interpretation, the text of the Agreement in the English language shall be used.



FOR THE GOVERNMENT OF THE
RUSSIAN FEDERATION



FOR THE GOVERNMENT OF THE
FEDERAL DEMOCRATIC
REPUBLIC OF ETHIOPIA

Annex

to the Air Services Agreement between
the Government of the Russian Federation
and the Government of the Federal Democratic Republic of Ethiopia

Route Schedule

1. The designated airlines of the Russian Federation shall be entitled to operate international scheduled air services in both directions on the routes specified hereunder:

Points of origin	Intermediate points	Points of destination	Points beyond
Any points in the Russian Federation	Points in the third countries *	Addis-Ababa and other points in the Federal Democratic Republic of Ethiopia*	Points in the third countries *

* Other points shall be subject to an agreement between the Aeronautical Authorities of the States of the Parties.

2. The designated airlines of the Federal Democratic Republic of Ethiopia shall be entitled to operate international scheduled air services in both directions on the routes specified hereunder:

Points of origin	Intermediate points	Points of destination	Points beyond
Any points in the Federal Democratic Republic of Ethiopia	Points in the third countries *	Moscow and other points in the Russian Federation*	Points in the third countries *

* Other points shall be subject to an agreement between the Aeronautical Authorities of the States of the Parties.

Notes:

1. Only 3rd and 4th freedom traffic rights are covered by above route schedule. Intermediate points and points beyond the territories of the States of the Parties shall be subject to an agreement between the Aeronautical Authorities of the States of the Parties.
2. Intermediate points and points beyond the territories of the States of the Parties may be omitted by the designated airlines of the States of the Parties at their discretion.
3. The right of the designated airlines of the State of one Party to transport passengers, baggage, cargo and mail between the points in the territory of the State of the other Party and points in the territory of the third countries (exercise of fifth freedom traffic right) shall be subject to the separate agreement between the Aeronautical Authorities of the States of the Parties.
4. The number of frequencies and the capacity shall be subject to the agreement between the Aeronautical Authorities of the States of Parties.
5. Charter, additional and non-scheduled flights shall be carried out based on preliminary request of the designated as well as non-designated airlines, submitted to the Aeronautical Authorities of the Parties at least (120) hours before the departure, except weekends and holidays. The charter services should be operated in accordance with the national legislation of the State of the Parties.
6. Flight operations on aircraft leased with crew and maintenance provided by the lessor (wet leasing) are not permitted unless otherwise agreed between the Aeronautical Authorities of the States of the Parties.
7. Any operations along Transsiberian, Transpolar and Transasian Air Route networks in the airspace of the Russian Federation shall be subject to the separate agreement between the Aeronautical Authorities of the States of the Parties.
8. Airlines of both Parties may enter into commercial and/or co-operative marketing arrangements including, but not limited to blocked-space or code-sharing with any other airlines, including airlines of a third country, provided that:
 - a) the operating airline in such arrangements holds the appropriate operating authorization and traffic rights;
 - b) the marketing carriers do not require designation and/or traffic rights for operating specified routes;

- c) no service is operated by an airline of one Party for the carriage of passengers between a point in the territory of the State of the other Party and a point in a third country, or between two points in the territory of the third 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 Party, including those governing competition;
 - f) the relevant airline has secured any necessary approvals from its own Aeronautical Authorities, for the purposes of ensuring that the code-sharing arrangement is consistent with bilateral arrangements with any relevant third country;
 - g) code-sharing agreements will be subject to approval by Aeronautical Authorities of the states of both Parties.
9. All provisions stipulated above also apply to all-cargo services.