

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

Delegations representing the Aeronautical Authorities of the Russian Federation and the Italian Republic met in Moscow on 5 and 6 of July 2016 for the purpose of the further development of the bilateral air transport relations between their respective countries.

The Italian Delegation was headed by Mr. Alessio Quaranta, Director General of ENAC – Italian Civil Aviation Authority, the Russian Delegation was headed by Mr. Sergey Seskutov, Deputy Director of the Department for Civil Aviation of the Ministry of Transport.

A list of members of the Delegations is attached as Appendix 1.

As a result of consultations understanding was gained on the following issues:

1. EU CLAUSES

The Italian Delegation requested about the status of paragraph 1.1 of the MOU signed in 2012.

The Russian Side responded that internal procedures required in accordance with Russian legislation on this issue are not completed yet.

2. ROUTES AND FREQUENCIES IN THE LOCAL TRAFFIC

2.1 Both Delegations agreed to add (to already specified 9 points) 3 additional points of destination on the territory of each Side, being understood that the points of destination are to be freely indicated by the Aeronautical Authorities of Russia and Italy.

The Russian Side selected the following points on the territory of Italy: Pisa, Catania and Turin.

The Italian Delegation will inform about the selected points in the nearest future.

The principle of double designation is applicable on the respective local routes.

2.2 In this regard all existing points of destination except Rome, Milan, Venice, Moscow and Saint-Petersburg can be freely replaced by the Aeronautical Authorities of the two Parties due to written notification.

2.3 The agreement was reached that from the date of the signature of the present MOU 28 additional frequencies will be added on the routes specified in paragraph 2.1.

For the Russian Side these frequencies will be distributed as follows:

Points in the Russian Federation – Pisa – vv. – 14 weekly frequencies in total, 7 to be operated by each designated airline.

Points in the Russian Federation – Catania – vv. – 7 weekly frequencies in total.

Points in the Russian Federation – Turin – vv. – 7 weekly frequencies in total.

Both Delegations agreed to discuss during the next round of consultations further increase in frequencies for local traffic rights.

3. CHARTER OPERATIONS

Both Delegations agreed to add 10 additional frequencies (to the total amount of 70 weekly flights) for non-scheduled operations (passenger/combined/all-cargo) of designated and non-designated airlines on any of the local routes.

The Delegations agreed to discuss the possibility of removing frequency limitations for charter operations during the next round of consultations.

4. AGREED PRINCIPLES

The Italian Delegation requested about the status of paragraph 5 of the MOU signed in 2012. In reply the Russian Delegation informed that it is still under the internal procedures in accordance with the Russian legislation.

In the meantime both Delegations agreed that any issues related to the air services between the two countries will be discussed and decided between the Aeronautical Authorities of the Russian Federation and of the Italian Republic on bilateral level.

The Russian Delegation informed the Italian Delegation that any attempts to implement the Agreed Principles will create obstacles for developing air services between the Russian Federation and Italy. The Russian Delegation stated that in the case of interference by third parties current Transsiberian arrangements may be reviewed.

5. TRANSSIBERIAN PASSENGER OVERFLIGHTS

5.1 The Italian Delegation put forward the need for designation of more than one Italian carrier on Transsiberian route. The Russian Delegation replied that such request for operations between the points in Italy and the points in the Far East on both regular or

charter basis could not be accepted at this stage but this issue may be discussed during the next round of consultations.

5.2 Considering the different views on the interpretation between Parties of the provisions of some arrangements in force the requested and currently operated programmes of Alitalia and Aeroflot air carries along Transsiberian routes shall be approved until the reaching new common interpretations of these arrangements. This matter shall be discussed during the next round of consultations.

In the meantime the Delegations reached an understanding that, in accordance with all agreements between the Aeronautical Authorities of the Russian Federation and the Italian Republic that came into force, Route Schedule for overflights is applicable as it composed in Annex to ASA and further amendments thereto:

- Rome/Milano/Venice – Moscow (with or without landing) – Tokyo vv.
- Rome/Milano/Venice – Moscow (with or without landing) – China and Hong Kong/South Korea vv.
- Rome/Milano/Venice – Moscow (with or without landing) – Osaka vv.

The number of frequencies early agreed in MOU 2012 will remain unchanged.

5.3 The Italian Delegation inquired about the possibility of flexibility regarding points of origin and points beyond. The Russian Delegation responded that it could be discussed during the next round of consultations.

6. ALL CARGO OPERATIONS

6.1 All cargo overflights

Following the provisions of paragraph 5.2 of the present MOU the Aeronautical Authorities of Russia and Italy decided to increase the number of overflight cargo frequency and agreed that two (2) all cargo airlines of each Side shall have the right to operate via Transsiberian/ Transpolar/ Transasian routes with the following return weekly frequencies:

- 14 frequencies to/from points in Japan, China, South Korea and Hong Kong.

Provided that all existing conditions of operations along the Transsiberian route system are applicable.



6.2 Local all cargo operations

The Delegations agreed that all cargo Russian airlines will have the right to combine any intermediate points and points beyond on the local routes as it composed in Annex to ASA and further amendments thereto:

Any points in Russia – any intermediate points – points in Italy – any points beyond without 5th freedom traffic right.

7. CONCLUDING PROVISIONS

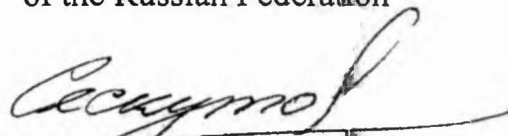
Both Delegations agreed to hold the next round of consultations in order to discuss further development of air services between Russia and Italy in the first part of the year 2017.

This Memorandum of Understanding shall come into effect as from the date of its signature.

Provisions of the previous arrangements not covered in the present MOU shall remain in force.

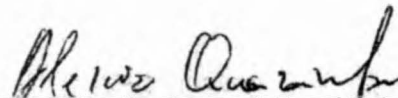
Signed in Moscow on 6 July 2016.

For the Civil Aviation Authorities
of the Russian Federation



Sergey SESKUTOV


For the Civil Aviation Authorities
of the Italian Republic



Alessio QUARANTA

Italian Delegation

Mr. Alessio QUARANTA	Director General ENAC – Italian Civil Aviation Authority, Head of delegation
Mrs. Giovanna LASCHENA	Deputy Central Director Economic and Airports Oversight ENAC – Italian Civil Aviation Authority
Mr. Andrea MAROTTA	Director Air Transport Development & Licensing Dept. ENAC – Italian Civil Aviation Authority
Mrs. Laura PETTINARI	Head of Agreements and Traffic Rights Unit Air Transport Development & Licensing Dept. ENAC - Italian Civil Aviation Authority
Mr. Niccolo FONTANA	Counselor, Embassy of the Italian Republic in the Russian Federation
Representative of airlines and airports as advisors:	
Ms. Silvia Prati	Alitalia SAI S.p.A.
Mr. Pierandrea Galli	Cargolux Italia S.p.A.
Ms. Ilaria Toia	Neos S.p.A.
Mr. Alberto Cominassi	S.A.C.B.O. S.p.A. – Orio al Serio Airport
Mr. Francesco Casciari	Bologna Airport
Mr. Salvatore Bonura	SAC - Catania Airport
Mr. Daniele Casale	SAC - Catania Airport
Mr. Eugenio Biddiri	GESAC - Naples Airport
Ms. Federica Romoli	Toscana Airports



Mr. Federico Scriboni

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Ms. Delia Dell'Asin

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