



**AIR SERVICES AGREEMENT  
BETWEEN THE GOVERNMENT OF THE UNITED ARAB EMIRATES  
AND THE GOVERNMENT OF THE RUSSIAN FEDERATION**

The Government of the United Arab Emirates and the Government of the Russian Federation, hereinafter referred to as "the Contracting Parties";

Taking into consideration the fact of the United Arab Emirates and the Russian Federation being parties to the Convention on International Civil Aviation opened for signature at Chicago on the Seventh day of December 1944;

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

Have agreed as follows:

**ARTICLE 1  
DEFINITIONS**

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

1. "aeronautical authorities" - in the case of the United Arab Emirates, the General Civil Aviation Authority (GCAA) or any person or body authorized to perform any functions presently exercised by the said GCAA in respect of this Agreement and in the case of the Russian Federation, the Ministry of Transport of the Russian Federation or any person or body authorized to perform any functions at present exercisable by the Ministry in respect of Civil Aviation;
2. "Convention" - the Convention on International Civil Aviation, opened for signature at Chicago on December 7, 1944, and includes:
  - a. any amendment that has entered into force under Article 94(a) of the Convention and has been ratified by both Contracting Parties; and
  - b. any Annex or any amendment thereto adopted under Article 90 of the Convention, insofar as such Annex or amendment is at any given time effective for both the United Arab Emirates and the Russian Federation;
3. "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;
4. "designated airline" - an airline or airlines which have been designated and authorized in accordance with Article 4 of this Agreement;

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

## ARTICLE 2

### APPLICABILITY OF CONVENTION

The provisions of this Agreement shall be subject to the provisions of the Convention in so far as those provisions are applicable to international air services.

## ARTICLE 3

### GRANT OF TRAFFIC RIGHTS

1. Each Contracting Party grants to the other Contracting Party the following rights in respect of its scheduled international air services:

- a. to fly across the territory of its State without landing;
- b. to make stops in the territory of its State for non-traffic purposes.

2. Each Contracting Party grants to the other Contracting Party the rights specified in this Agreement for the purpose of establishing and operating scheduled international air services on the routes specified in the Annex to this Agreement. Such services and routes are hereafter called "the agreed services" and "the specified routes" respectively.

3. While operating an agreed service on a specified route in accordance with the Annex to this Agreement the airline designated by each Contracting Party shall enjoy in addition to the rights specified in paragraph 1 of this Article the right to make stops in the territory of the State of the other Contracting Party at the points specified for that route in the Annex to this Agreement for the purpose of taking on board and discharging passengers and cargo including mail in combination or separately.

4. Nothing in this Article shall be deemed to confer on the designated airline of one Contracting Party the privilege of taking on board, in the territory of the State of the other Contracting Party, passengers, cargo and mail carried for hire or reward and destined for another point in territory of the State of the other Contracting Party.

5. For the purposes of realizing the ground technical services of its aircraft the designated airline of each Contracting Party may conclude the respective agreements with any company in the territory of the other Contracting Party which have the needed license to provide such service in the territory of the State of the other Contracting Party.



**ARTICLE 4  
DESIGNATION AND AUTHORISATION**

1. Each Contracting Party shall have the right to designate in writing to the other.
2. Contracting Party one or more airlines for the purpose of operating the agreed services on the specified routes.
3. On receipt of such designation, the other Contracting Party shall, subject to the provisions of paragraphs (3) and (4) of this Article, without delay grant to the designated airline the appropriate operating authorization.
4. The aeronautical authorities of one Contracting Party prior to granting the operating authorization may require the airline designated by the other Contracting Party to satisfy them that it is qualified to fulfill the conditions prescribed under the laws and regulations normally and reasonably applied to the operation of international air services by such authorities.
5. Each Contracting Party shall have the right to refuse to grant the operating authorization referred to in paragraph (2) of this Article, or to impose such conditions as it may deem necessary on the exercise by the designated airline of the rights specified in Article 3 of this Agreement, in any case where the said Contracting Party is not satisfied that substantial ownership and effective control of that airline are vested in the Contracting Party designating the airline or its State nationals.
6. When an airline has been so designated and authorized, it may begin at any time to operate the agreed services, provided that schedules/tariffs are established in accordance with Article 13 and 16, respectively.

**ARTICLE 5  
REVOCATION OF AUTHORIZATION**

1. Each Contracting Party shall have the right to revoke an operating authorization or to suspend the exercise of the rights specified in Article 3 of this Agreement by the designated airline of the other Contracting Party, or to impose such conditions as it may deem necessary on the exercise of these rights in any of the following cases:
  - a. where it is not satisfied that substantial ownership and effective control of that airline are vested in the Contracting Party designating the airline or its State nationals;
  - b. of failure by that airline to comply with the laws or regulations of the State of the Contracting Party granting these rights;
  - c. the airline otherwise fails to operate in accordance with the conditions prescribed under this Agreement.

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2. Unless immediate revocation, suspension or imposition of the conditions mentioned in paragraph 1 of this Article is essential to prevent further infringements of laws or regulations, such rights shall be exercised only after consultation with the aeronautical authorities of the other Contracting Party.

3. This Article does not limit the rights of either Contracting Party to withhold, revoke, suspend, limit or impose conditions on the operating authorization or technical permission of an airline or airlines of the other Contracting Party in accordance with the provisions of Article 12 of the present Agreement.

#### **ARTICLE 6 CUSTOMS DUTIES AND CHARGES**

1. Aircraft operated on the agreed services by the designated airline of one Contracting Party, as well as their regular equipment, spare parts, supplies of fuel and lubricants, aircraft stores (including food, beverages and tobacco) on board the aircraft shall be exempted from the imposition of customs duties, taxes, and other similar payments and fees on arriving in the territory of the State of the other Contracting Party provided such equipment, spare parts, supplies and stores remain on board the aircraft up to such time as they are re-exported.

2. There shall also be exempted from the imposition of customs duties, taxes and other similar payments and fees:

a. aircraft stores taken on board in the territory of the State of one Contracting Party, within limits fixed by the authorized authorities of said Contracting Party, and for use on board the aircraft operated on the agreed services by the designated airline of the other Contracting Party;

b. equipment and spare parts introduced into the territory of the State of one Contracting Party for the technical maintenance or repair of aircraft engaged in operation on agreed services by a designated airline of the other Contracting Party;

c. fuel and lubricants, intended for use in the operation of the agreed services by aircraft of the designated airline of one Contracting Party, if these aircraft stores are used on the part of the route within the territory of the State of the other Contracting Party where they are taken aboard;

d. the necessary documents with the airline's insignia printed thereon used by the designated airlines of the other Contracting Party including air tickets, airway bills that are imported or being imported by the airline of one Contracting Party to the territory of the State of the other Contracting Party in connection with the operation of the agreed services;

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e. staff uniforms, computers and ticket printers used by the designated airline for reservations and ticketing, promotional materials distributed free of charge by such designated airline which are introduced into the territory of the State of the other Contracting Party.

3. It is prohibited to use materials, supplies and spare parts as well as documents referred to in paragraph 2 of this Article for other purposes than that directly specified in this paragraph. The above mentioned objects may be required to be kept under customs supervision or control in accordance with the laws and regulations of the State of the Contracting Parties.

4. Regular airborne equipment, as well as the materials, supplies and spare parts retained on board the aircraft operated by designated airlines of one Contracting Party on the agreed services, may be unloaded in the territory of the State of the other Contracting Party only with the approval of the customs authorities of that Contracting Party. In such case they may be placed under the supervision of the said authorities up to such time as they are re-exported or otherwise disposed of in accordance with customs regulations.

5. Charges corresponding to the services performed, storage and customs clearance will be charged in accordance with the legislation of the State of the Contracting Parties.

#### **ARTICLE 7 DIRECT TRANSIT**

Passengers, baggage and cargo in direct transit across the territory of the State of one Contracting Party and not leaving the area of the airport reserved for such purpose shall, except in respect of security measures against acts of violence, as well as transportation of narcotics, be subject to no more than a simplified control. Baggage and cargo in direct transit shall be exempt from the imposition of customs duties, taxes and other similar payments and fees.

#### **ARTICLE 8 EXEMPTION FROM TAXATION**

1. Each Contracting Party shall exempt within the territory of its State the designated airline of the other Contracting Party from all taxes and fees on the revenues and profit accrued to airline by operations of the agreed services.

2. Each Contracting Party shall exempt within the territory of its State the designated airline of the other Contracting Party from all the taxes and fees on its property.

3. The national employees of the designated airline of one Contracting Party working in the territory of the State of the other Contracting Party shall be exempted from all taxes and fees on their salaries.

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**ARTICLE 9  
RECOGNITION OF CERTIFICATES AND LICENCES**

1. Certificates of airworthiness, certificates of competency and licenses issued or rendered valid by Contracting Party shall be recognized as valid by other Contracting Party for the purpose of operating the agreed services.
2. Each Contracting Party, however, reserves the right to refuse or recognize for flights above the territory of its State, certificates of competency and licenses granted to its own nationals by the other Contracting Party.

**ARTICLE 10  
USER CHARGES**

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 by each Contracting Party on the territory of its State, in accordance with Convention.

**ARTICLE 11  
APPLICATION OF LAWS**

1. The laws and regulations of the State of a Contracting Party as to the admission to, stay in and departure from its territory of passengers, crew, cargo and mail, transported on board the aircraft such as regulations relating to immigration, passports, customs, currency, sanitary and quarantine shall be applied to such passengers, crew, cargo and mail while within the said territory.
2. The laws and regulations of the State of one Contracting Party relating to the admission to, stay in or departure from its territory of aircraft engaged in international air navigation, or to the operation and navigation of such aircraft while within its territory shall be applied to aircraft of the airline designated by the other Contracting Party.

**ARTICLE 12  
PRINCIPLES GOVERNING OPERATION OF AGREED SERVICES**

1. There shall be fair and equal opportunity for the designated airlines of each Contracting Party to operate the agreed services on the specified routes between their respective territories and beyond.
2. In operating the agreed services, the designated airlines of each Contracting Party shall take into account the interests of the designated airlines of the other Contracting Party so as not to affect unduly their opportunity to offer the services covered by present Agreement.

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3. The agreed services provided by the designated airlines of the Contracting Parties shall bear close relationship to the requirements of public for transportation on the specified routes and 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 and cargo including mail on the specified routes.

4. Provision for the carriage of passengers and cargo including mail both taken on board and discharged at points on the specified routes in the territories of States other than that designating the airline shall be made 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 Contracting Party which designated the airline;
- b. traffic of the area through which the agreed service passes;
- c. the requirements of through airline operations.

#### **ARTICLE 13 PROVISION OF OPERATING INFORMATION**

1. The designated airline of a Contracting Party shall provide for approval to the aeronautical authorities of the other Contracting Party as long in advance as practicable prior to the inauguration of the agreed services, flight schedules including information on the type of aircraft to be used.

2. The requirements of this Article shall likewise apply to any change concerning the agreed services.

#### **ARTICLE 14 AVIATION SECURITY**

1. In accordance with their rights and obligations under international law, the Contracting Parties reaffirm that their obligation to each other to protect the security of civil aviation against acts of unlawful interference forms an integral part of this Agreement. Without limiting the generality of their rights and obligations under international law, the Contracting Parties shall in particular act in conformity with the provisions of the Convention on Offences and Certain Other Acts Committed on Board Aircraft, done at Tokyo on September 14, 1963, the Convention for the Suppression of Unlawful Seizure of Aircraft, done at The Hague on December 16, 1970, the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, done at Montreal on September 23, 1971, the Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, done at Montreal on February 24, 1988, and any agreement governing civil aviation security binding upon the Parties .

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

3. The Contracting Parties shall act in conformity with the aviation security provisions and technical requirements established by the International Civil Aviation Organization and designated as Annexes to the Convention to the extent that such provisions and requirements are applicable to the Contracting Parties; they shall require that operators of aircraft of their registry, operators who have their principle place of business or permanent residence in their territory, and the operators of international airports in the territory of their States act in conformity with such aviation security provisions.

4. Each Contracting Party shall ensure that effective measures are taken within the territory of its States to protect aircraft, to screen passengers and their carry-on items, and to carry out appropriate checks on crew, cargo (including hold baggage) and aircraft stores prior to and during boarding or loading and that those measures are adjusted to meet increases in the threat. Each Contracting Party agrees that its airlines may be required to observe the aviation security provisions referred to in paragraph 3 of this Article required by the other Contracting Party, for entrance into, departure from, or while within, the territory of the State of that other Contracting Party. Each Contracting Party shall also act favorably upon any request from the other Contracting Party for reasonable special security measures to meet a particular threat.

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 Contracting Parties shall assist each other by facilities communications and other appropriate measures intended to terminate as rapidly as possible commensurate with minimum risk to life such incident or threat.

6. Should a Contracting Party depart from the aviation security provisions of this Article the aeronautical authorities of the other Contracting Party may request immediate consultations with aeronautical authorities of the former Contracting Party. Failure to reach a satisfactory agreement within thirty (30) days of the date of such request shall constitute grounds for withholding, revoking, limiting or imposing conditions on the operating authorization of an airline or airlines of the former Contracting Party. If required by an emergency, either Contracting Party may take interim action prior to the expiry of the thirty (30) days.

#### ARTICLE 15 AVIATION SAFETY

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

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2. If, following such consultations, one Contracting Party finds that the other Contracting Party does not effectively maintain and administer safety standards in the areas referred to in paragraph 1 of this Article that meet the Standards established at that time pursuant to the Convention, the other Contracting Party shall be informed of such findings and of the steps considered necessary to conform with the International Civil Aviation Organization standards. The other Contracting Party shall then take appropriate corrective action within an agreed time period.

3. Pursuant to Article 16 of the Convention, it is further agreed that, any aircraft operated by, or on behalf of an airline of one Contracting Party, on service to or from the territory of the State of the another Contracting Party, may, while within the territory of the State of the other Contracting Party be the subject of a search by the authorized representatives of the other Contracting Party, provided this does not cause unreasonable delay in the operation of the aircraft. Notwithstanding the obligations mentioned in Article 33 of the Convention, the purpose of this search 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 at that time pursuant to the Convention.

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

5. Any action by one Contracting Party in accordance with paragraph 4 of this Article shall be discontinued once the basis for the taking of that action ceases to exist.

6. With reference to paragraph 2 of this Article, if it is determined that one Contracting Party remains in non-compliance with International Civil Aviation Organization standards when the agreed time period has lapsed, the Secretary General of International Civil Aviation Organization should be advised thereof. The latter should also be advised of the subsequent satisfactory resolution of the situation.

#### ARTICLE 16 TARIFFS

1. For the purpose of the following paragraphs, the term "tariff" means the prices to be paid for the carriage of passengers and cargo and the conditions under which those prices apply, including prices and conditions for agency and other auxiliary services but excluding remuneration and conditions for the carriage of mail.

2. The tariffs to be charged by the airlines of one Contracting Party for carriage to or from the territory of the State of the other Contracting Party shall be established at reasonable levels, due regard being paid to all relevant factors, including cost of operation, reasonable profit, and the tariffs of other airlines.

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3. The tariffs may be agreed by the designated airlines concerned of both Contracting Parties, after consultation, if applicable, with other airlines. Such agreement may be reached by the use of the appropriate international tariff co-ordination mechanism. However, neither Contracting Party shall make participation in multilateral carrier tariff co-ordination a condition for approval of any tariff nor shall either Contracting Party prevent or require participation by the designated airlines of either Contracting Party in such multilateral tariff co-ordination. Each designated airline may at its option develop tariffs individually.

4. The tariffs shall be submitted for the approval of the aeronautical authorities of both Contracting Parties at least ninety (90) days before the proposed date of their introduction. In special cases, this period may be reduced, subject to the agreement of the said authorities.

5. This approval may be given expressly, if neither of the aeronautical authorities of the Contracting Parties has expressed disapproval within thirty (30) days from the date of submission, in accordance with paragraph 4 of this Article, these tariffs shall be considered as approved. In the event of the period for submission being reduced, as provided for in paragraph 4 of this Article, the aeronautical authorities may agree that the period within which any disapproval must be notified shall be less than thirty (30) days.

6. If during the period applicable in accordance with paragraph 5 of this Article, aeronautical authority of one Contracting Party gives the aeronautical authority of the other Contracting Party notice of its disapproval of a tariff agreed in accordance with the provisions of paragraph 3 of this Article, the aeronautical authorities of the two Contracting Parties shall endeavor to determine the tariff by mutual agreement.

7. If the aeronautical authorities cannot agree on any tariff submitted to them under paragraph 4 of this Article, or on the determination of any tariff under paragraph 6 of this Article, the dispute shall be settled in accordance with the provisions of Article 21 of this Agreement.

8. A tariff established in accordance with provisions of this Article shall remain in force until a new tariff has been established. Nevertheless, a tariff shall not be prolonged by virtue of this paragraph for more than twelve months after the date after the date on which it would otherwise have expired.

#### ARTICLE 17 PROVISION OF STATISTICS

The aeronautical authorities of a Contracting Party shall supply to the aeronautical authorities of the other Contracting Party at their request such periodic or other statements of statistics as may be reasonably required.

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**ARTICLE 18  
TRANSFER OF EARNINGS**

1. Each Contracting Party shall, on the basis of reciprocity, grant to the designated airlines of the other Contracting 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 and in accordance with the financial legislation of the State of the Contracting Party, from which territory the transfer is made.

2. The provisions of the present Article do not affect the issues of taxation that are the subject of the other agreement between the Contracting Parties.

**ARTICLE 19  
COMMERCIAL OPPORTUNITIES**

1. The designated airline of each Contracting Party shall have the right to establish in the territory of the State of the other Contracting Party its offices for the purpose of promotion of air transportation and sale of air transport documents required for the provision of air transportation.

The designated airlines of one Contracting Party shall be permitted to bring and maintain in the territory of the State of the other Contracting Party, employees and other personnel responsible for the administration, technical and operation of their air services activities in accordance with laws and regulations of the State of the other Contracting Party.

2. The above mentioned personnel may consist of the nationals of the States of the Contracting Parties or of nationals of third countries with the approval of the competent authorities of the Contracting Parties.

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

**ARTICLE 20  
CONSULTATIONS**

1. In a spirit of close co-operation the aeronautical authorities of the Contracting Parties shall consult each other from time to time with a view to ensuring the implementation of, and satisfactory compliance with, the provisions of this Agreement and the Annex and shall consult when necessary to provide for modifications thereof.





2. Either Contracting Party may request consultation, which may be either oral or in writing and shall begin within a period of sixty (60) days of the date of receipt of the request, unless both Contracting Parties agree to an extension or reduction of this period.

#### **ARTICLE 21 SETTLEMENT OF DISPUTES**

1. If any dispute arises between the Contracting Parties relating to the interpretation or application of this Agreement, the Contracting Parties shall in the first place try to settle it by negotiation between aeronautical authorities of both Contracting Parties.
2. If the said aeronautical authorities fail to reach an agreement, the dispute shall be settled through diplomatic channels.
3. If settlement cannot be reached by the aforementioned methods, the dispute shall, at the request of either Contracting Party, be submitted for decision to a Arbitration consisting of three arbitrators which shall be constituted in the following manner:
  - a. within thirty (30) days after receipt of a request for arbitration, each Contracting Party shall appoint one arbitrator. A national of a third State, who shall act as President of the tribunal, shall be appointed as the third arbitrator by agreement between the two arbitrators, within sixty (60) days of the appointment of the second;
  - b. If within the time limits specified above any appointment has not been made, either Contracting Party may request the President of the Council of the International Civil Aviation Organization to make the necessary appointment within thirty (30) days. If the President of the Council of the International Civil Aviation Organization is of the same nationality as one of the Contracting Parties, the most senior Vice-President who is not disqualified on that ground shall make the appointment.
4. Except as hereinafter provided in this Article or as otherwise agreed by the Contracting Parties, the tribunal shall determine the limits of its jurisdiction and of either of the Contracting Parties, a conference to determine the precise issues to be arbitrated and the specific procedures to be followed shall be held not later than thirty (30) days after the tribunal is fully constituted.
5. The tribunal shall attempt to give a written decision within thirty (30) days after completion of the hearing or, if no hearing is held, thirty (30) days after the date both replies are submitted. The decision shall be taken by a majority vote.
6. The Contracting Parties may submit requests for clarification of the decision within fifteen (15) days after it is received and such clarification shall be issued within fifteen (15) days of such request.
7. The decision of the tribunal shall be binding on the Contracting Parties.

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8. Each Contracting Party shall bear the costs of the arbitrator appointed by it. The other costs of the tribunal shall be shared equally by the Contracting Parties including any expenses incurred by the President or Vice-President of the Council of the International Civil Aviation Organization in implementing the procedures in paragraph 3b of this Article.

## **ARTICLE 22 AMENDMENTS**

1. If either of the Contracting Parties considers it desirable to modify the terms of the present Agreement and the Annex thereto it may request a consultation between the aeronautical authorities of both Contracting Parties in relation to the proposed modification. Consultations shall begin within a period of sixty (60) days from the date of the request unless the aeronautical authorities of the Contracting Parties agree upon the prolongation of that period. The modifications of the Agreement shall come into effect on the date of the last notification through diplomatic notes by either Contracting Party to the other Contracting Party that it has fulfilled the necessary measures for the entry into force of such modifications. The modifications of Annex may be made by an agreement between the aeronautical authorities of the Contracting Parties.

2. In the event of the conclusion of any general multilateral to which both the Contracting Parties become bound, the Contracting Parties shall consult to determine whether and to what extent the present Agreement should be amended.

## **ARTICLE 23 REGISTRATION WITH THE INTERNATIONAL CIVIL AVIATION ORGANIZATION**

This Agreement and any subsequent amendments shall be registered with the International Civil Aviation Organization.

## **ARTICLE 24 TERMINATION**

Either Contracting Party may at any time give notice to the other Contracting Party of its decision to terminate this Agreement such notice shall be simultaneously communicated to the International Civil Aviation Organization. In such case the Agreement shall terminate twelve (12) months after the date of receipt of the notice by the other Contracting Party unless the notice to terminate is withdrawn by agreement before the expiry of this period. In the absence of acknowledgement of receipt by the other Contracting Party, notice shall be deemed to have been received fourteen (14) days after the receipt of the notice by the International Civil Aviation Organization.

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**ARTICLE 25  
ANNEXES**

An annex to the present Agreement shall be deemed to be an integral part of the Agreement and all references to it shall include reference to an annex, except where otherwise expressly provided.

**ARTICLE 26  
ENTRY INTO FORCE OF THE AGREEMENT**

The present Agreement shall enter into force on the date of the last notification through diplomatic notes by either Contracting Party to the other Contracting 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 the present Agreement comes into force, the Air Transport Agreement between the Government of the United Arab Emirates and the Government of the Union of the Soviet Socialist Republics, signed on 23 June 1987 and all its supplements is terminated in regard to relations between the United Arab Emirates and the Russian Federation.

IN WITNESS WHEREOF, the undersigned, being duly authorized by their respective Governments, have signed this Agreement.

Done in Abu Dhabi on 10 September 2007, in two copies in the Arabic, Russian and English languages, text being equally authentic.

In case of divergence for the purpose of interpretation, the English text shall prevail.

For the Government of the  
United Arab Emirates

For the Government of the  
Russian Federation

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**ANNEX  
TO THE AIR SERVICE AGREEMENT  
BETWEEN THE GOVERNMENT OF THE UNITED ARAB EMIRATES  
AND THE GOVERNMENT OF THE RUSSIAN FEDERATION**

1. Routes which may be operated by the designated airlines of the United Arab Emirates in both directions:

Points of origin	Intermediate Points	Points of destination	Points beyond
Points in the United Arab Emirates	Any points	Moscow, St. Petersburg and four points to be freely selected by the Aeronautical Authorities of the United Arab Emirates. In addition to these points other points shall be subject of the agreement between the Aeronautical Authorities	Any points

2. Routes which may be operated by the designated airlines of the Russian Federation in both directions:

Points of origin	Intermediate Points	Points of destination	Points beyond
Points in the Russian Federation	Any points	Abu Dhabi, Al Ain, Dubai, Sharjah, Ras Al Khaimah, Fujairah. Other points shall be subject of the agreement between the Aeronautical Authorities	Any points

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