

No. 11946

**CANADA
and
UNION OF SOVIET SOCIALIST REPUBLICS**

Air Transport Agreement (with annex, route schedule, exchanges of letters and memorandum of understanding). Signed at Ottawa on 11 July 1966

Authentic texts of the Agreement : English, French and Russian.

Authentic texts of the exchanges of letters : Russian and English.

Exchange of notes constituting an agreement modifying the above-mentioned Agreement (with annex and route schedule). Ottawa, 12 December 1967

Authentic texts : English, French and Russian.

Registered by the International Civil Aviation Organization on 13 September 1972.

AIR TRANSPORT AGREEMENT¹ BETWEEN THE GOVERNMENT OF CANADA AND THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST REPUBLICS

The Government of Canada and the Government of the Union of Soviet Socialist Republics, desiring to conclude an agreement with the aim of establishing air transport services between their respective territories, have agreed as follows :

Article 1

For purposes of this Agreement :

- (a) " Agreement " shall mean this Agreement and the annex thereto;
- (b) " Aeronautical authorities " shall mean, in the case of the Union of Soviet Socialist Republics the Ministry of Civil Aviation of the USSR or any person or agency authorized to perform the functions exercised at present by the Ministry of Civil Aviation of the USSR, and in the case of Canada the Minister of Transport and the Air Transport Board or any person or agency authorized to perform the functions exercised at present by the said Minister and the said Board.

Article 2

Each Contracting Party shall grant to the other Contracting Party the rights enumerated in the annex to this Agreement for the purpose of establishing scheduled services performed by aircraft for the public transport of passengers, goods or mail (hereinafter called " agreed services ") on the routes therein specified.

Article 3

1. Each Contracting Party shall have the right to designate, by diplomatic note, an airline to operate the agreed service on any route specified in the schedule of routes for such a Contracting Party.

2. Each Contracting Party shall have the right to substitute by diplomatic note another airline for that previously designated.

¹ Came into force on 11 July 1966, the date of signature, in accordance with article 17.

Article 4

1. The aeronautical authorities of each Contracting Party, upon receipt of a notice of designation by one Contracting Party, shall grant to the airline so designated the appropriate authorization to operate the agreed services for which that airline has been designated. Such an authorization shall be granted subject to the provisions of article 7 of this Agreement and with a minimum of delay consistent with the laws of that country.

2. The aeronautical authorities of one Contracting Party may require the airline designated by the other Contracting Party to satisfy them that it is qualified to fulfil the conditions prescribed under the laws and regulations normally and reasonably applied by such aeronautical authorities to the operation of international scheduled air services.

3. The flight routes of aircraft operating the agreed services and the points for crossing national boundaries shall be established by each of the Contracting Parties with respect to its territory.

4. Subject to the approval of the aeronautical authorities, the airlines designated by the Contracting Parties shall agree on all technical and commercial questions pertaining to the flights of aircraft and the transportation of passengers, baggage, cargo and mail on the agreed services as well as on all questions concerning commercial co-operation, in particular the establishment of schedules, frequency of flights, types of aircraft, rates, servicing of aircraft on the ground, and methods of financial accounting.

Article 5

The capacity to be provided by the designated airlines of the Contracting Parties on the agreed services shall be closely related to the estimated requirements of air traffic between the USSR and Canada. The frequency and scheduling of services to be operated by each airline and the types of aircraft to be used shall be agreed between the airlines on the basis of the principle of fair and equal opportunity, and shall be subject to the approval of the aeronautical authorities of both Contracting Parties.

Article 6

The aeronautical authorities of both Contracting Parties shall exchange, at the request of either Contracting Party, such statements of statistics as may be reasonably required for the purpose of reviewing the capacity provided on the agreed services. Such statements shall include all information required to determine the amount of traffic carried on the agreed services and the origins and destinations of such traffic.

Article 7

1. Each Contracting Party reserves the right to withhold, revoke, or impose conditions on the authorization granted to the airline designated by the other Contracting Party in accordance with article 3 of this Agreement :

- (a) in the event of failure by such airline to qualify before the aeronautical authorities of that Contracting Party under the laws and regulations normally and reasonably applied by these authorities;
- (b) in the event of failure by such airline to comply with the laws and regulations referred to in article 8 of this Agreement; or
- (c) in the event that it is not satisfied that substantial ownership and effective control of the airline are vested in the Contracting Party designating the airline or in nationals of that Contracting Party.

2. Unless immediate action to withhold or revoke the authorization granted to the airline designated by the other Contracting Party is essential to prevent further infringement of the laws and regulations referred to in article 8 of this Agreement, the right to withhold or revoke such authorization shall be exercised only after consultation with the other Contracting Party.

Article 8

1. The laws and regulations of each Contracting Party relating to the admission to 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 the aircraft of the airline designated by the other Contracting Party, and shall be complied with by such aircraft upon entrance into, departure from, and while within the territory of the first Contracting Party.

2. The laws and regulations of each Contracting Party relating to the admission to or departure from its territory of passengers, crew, or cargo of aircraft including regulations relating to entry, clearance, immigration, passports, customs, and quarantine shall be complied with upon entrance into, departure from, and while within the territory of the first Contracting Party.

Article 9

1. Each Contracting Party shall on a basis of reciprocity exempt the designated airline of the other Contracting Party to the fullest extent possible under its national law from import restrictions, customs duties, excise taxes, inspection fees and other national duties and charges on fuel, lubricating oils,

consumable technical supplies, spare parts including engines, regular aircraft equipment, stores and other items intended for use or used solely in connection with the operation or servicing of aircraft of the designated airline of such other Contracting Party operating the agreed services.

2. The immunities granted by this article shall apply to the items referred to in paragraph 1 of this article :

- (a) introduced into the territory of each Contracting Party by the other Contracting Party or its nationals;
- (b) retained on board aircraft of the designated airline of each Contracting Party upon arriving in or leaving the territory of the other Contracting Party;
- (c) taken on board aircraft of the designated airline of each Contracting Party in the territory of the other and intended for use in operating the agreed services;

whether or not such items are used or consumed wholly within the territory of the Contracting Party granting the immunity, provided such items are not alienated in the territory of the said Contracting Parties.

Article 10

1. Tariffs for transportation on the agreed services will be established by agreement between the designated airlines at a reasonable level due regard being given to international practice.

2. Such agreed tariffs for transportation as well as amendments to them shall be filed by the designated airlines with the aeronautical authorities of the Contracting Parties at least forty-five (45) days before the proposed date of introduction. The aeronautical authorities may agree to a shorter notice. No tariff shall become effective unless approved by the aeronautical authorities.

3. If a Contracting Party is dissatisfied with an existing tariff established by the designated airline of the other Contracting Party, it shall so notify the other Contracting Party and the aeronautical authorities of the Contracting Parties shall endeavour to reach agreement on the appropriate tariff, within a period of sixty (60) days from the date of notification.

4. Whenever in any case the aeronautical authorities of the two Contracting Parties cannot agree upon a tariff the matter shall be pursued through diplomatic channels.

Article 11

1. All accounting between the airlines designated by the Contracting Parties shall be effected in Canadian dollars.

2. Each Contracting Party shall exempt from income tax and all other taxes on income imposed by it all income derived by the designated airline of the other Contracting Party from the operation of the agreed services.

3. Each Contracting Party shall provide the airline designated by the other Contracting Party the right to remit to its Head Office the amounts due it in accordance with settlements agreed between the airlines in the currency of its own country at the official rate of exchange.

4. These amounts shall be freely transferred and shall not be subject to any charges or restrictions except for the charges normally collected by banks for such operations and for restrictions on import or exchange applicable to all countries in like circumstances for the purpose of safeguarding the external financial position and balance of payments.

Article 12

1. Each Contracting Party shall, on the basis of reciprocity, grant to the designated airline of the other Contracting Party the right to station as representatives in the territory of the other Contracting Party at the points named in the schedule of routes citizens of its own country required for the operation of the agreed services. The number of such representatives shall be established by agreement between the designated airlines and shall be subject to the approval of the aeronautical authorities of the Contracting Parties.

2. Unless mutually agreed otherwise, the representatives mentioned in paragraph 1 of this article and also members of the crew of aircraft of the designated airlines shall be citizens of the said Contracting Parties.

3. Consistent with the laws and regulations referred to in paragraph 2 of article 8 of this Agreement each Contracting Party shall, with the minimum of delay, grant the necessary visas to the representatives referred to in paragraph 1 of this article and members of their families, to crew members of the designated airlines and to officials of the aeronautical authorities of the other Contracting Party.

Article 13

1. Each Contracting Party shall take all necessary measures for the safety and the effective operation of the agreed services. To this end each Contracting Party shall provide to the designated airline of the other Contracting Party the necessary regular and alternative airports, radio navigation aids, instrument landing aids, radio communications, airport safety services, meteorological and air traffic control services, aeronautical information and other such services. Detailed provisions on the above shall be set out in a Memorandum of

Understanding to be agreed by letters exchanged between the aeronautical authorities of the Contracting Parties before the coming into force of this Agreement.

2. If either Contracting Party or its designated airline should at any time fail to conform to the provisions of the exchange of letters and the Memorandum of Understanding referred to in paragraph 1 of this article, the other Contracting Party shall have the right to suspend the operation of the agreed services.

Article 14

1. Any dispute with respect to matters covered by this Agreement shall be settled between the aeronautical authorities of the Contracting Parties. The decision thus approved shall be confirmed through diplomatic channels.

2. If the aeronautical authorities fail to agree, either Contracting Party may request consultation which shall commence as soon as practicable but in any event not later than sixty (60) days from the date of receipt of the request for consultation, unless otherwise agreed by the Contracting Parties.

Article 15

If either of the Contracting Parties considers it desirable to modify any provision of this Agreement such modification, if agreed to between the Contracting Parties, shall come into effect when confirmed by an exchange of notes.

Article 16

Either of the Contracting Parties may at any time notify the other by diplomatic note of its intention to terminate this Agreement. This Agreement shall terminate one year after the date of receipt of the notice of intention to terminate, unless by agreement between the Contracting Parties such notice is withdrawn before the expiration of that time.

Article 17

This Agreement shall come into force on the day it is signed, and shall remain in effect unless terminated in accordance with article 16.

ANNEX

1. In the operation of an agreed service on a specified route set out in the schedule of routes hereunder, the airline designated by the Government of Canada shall have the following rights :

- (a) to pick up and discharge in the territory of the USSR international traffic in passengers, mail and cargo destined for or coming from Canada;
- (b) to carry international traffic in passengers, mail and cargo between Canada and intermediate points;

2. In the operation of an agreed service on a specified route set out in the schedule of routes, the airline designated by the Government of the Union of Soviet Socialist Republics shall have the following rights :

- (a) to pick up and discharge in the territory of Canada international traffic in passengers, mail and cargo destined for or coming from the USSR;
- (b) to carry international traffic in passengers, mail and cargo between the USSR and intermediate points;

3. The designated airlines of the Contracting Parties shall to the extent possible route passengers, mail and cargo between their respective territories over the agreed services.

4. The designated airlines of the Contracting Parties while operating an agreed service on a specified route may omit any or all points of intermediate landings.

5. Requests for authorization to operate additional scheduled flights shall be submitted at least 24 hours before departure.

ROUTE SCHEDULE

SECTION I

The following routes may be operated by the designated airline of Canada :

<i>Points of departure</i>	<i>Intermediate points</i>	<i>Destination in the USSR</i>
Any point or points in Canada	Any point or points in Europe to be named by Canada	Moscow

SECTION II

The following routes may be operated by the designated airline of the U.S.S.R. :

<i>Points of departure</i>	<i>Intermediate points</i>	<i>Destination in Canada</i>
Any point or points in the USSR	Any point or points in Europe to be named by the USSR	Montreal

II a

THE MINISTER OF TRANSPORT

LE MINISTRE DES TRANSPORTS

CANADA

Ottawa, July 11, 1966

Dear Sir,

I have the honour to refer to your letter of July 11, 1966, which states : " With reference to the Air Transport Agreement between the USSR and Canada signed today, I have the honour to propose on behalf of my Government that additional discussions be held at a time acceptable to both parties to study the further development of air relations between our two countries, including transit rights to third countries beyond the USSR and Canada. I wish to express the hope that these discussions will lead to an acceptable outcome. I would be grateful if you would confirm the concurrence of your Government in this proposal ."

I have the further honour to confirm the concurrence of the Government of Canada to the proposal set out in your letter.

Yours sincerely,

J. W. PICKERSGILL

Minister E. F. Loginov
Minister of Civil Aviation of the USSR

I b

Ottawa, July 11, 1966

Sir,

I have the honour to refer to article 13 of the Air Transport Agreement between the Government of Canada and the Government of the USSR, signed at Ottawa on July 11, 1966, relating to the safe and effective operation of the agreed services. The provisions of the attached memorandum of understanding will be complied with by the Canadian aeronautical authorities in connection with flights over the territory of Canada, and in the additional areas for which Canada has air traffic control responsibility, and by the designated airline of Canada when operating the agreed services over the territory of the USSR.

The memorandum of understanding may be amended from time to time, as the need may arise, by agreement between our respective aeronautical authorities.

I should be grateful if you would confirm that the provisions of this letter, including the memorandum of understanding, meet with your approval; and if so, that this letter, together with your letter in reply to the effect that the aeronautical authorities and the designated airline of the USSR will also comply with the provisions of the memorandum of understanding, will constitute the

agreement between the aeronautical authorities of the two Contracting Parties contemplated in article 13.

Yours sincerely,

J. W. PICKERSGILL

Minister E. F. Loginov
Minister of Civil Aviation of the USSR

MEMORANDUM OF UNDERSTANDING

Air routes and airports

Aircraft of the designated airline of the USSR may operate flights to and from Montreal along any designated airway or air route in Canadian territory west of published radio navigation facilities on the eastern coast of North America between 51°00' North and 59°00' North latitude. Departures from designated airways or air routes will be subject to authorization by the appropriate Canadian Air Traffic Control Unit. Such departures will be authorized normally for the purpose of expediting air traffic, to facilitate safe access to a suitable alternate airport or in an emergency.

For the operation of the agreed services the following regular and alternate airports are assigned by Canada for the use of the designated airline of the USSR :

- (a) Regular—Montreal International Airport
- (b) Alternates—Gander, Halifax and Ottawa International Airports

Aircraft of the designated airline of Canada may operate flights to and from Moscow along the designated airway in USSR territory conditional upon entry to USSR territory being made at check point " 20E " in latitude 57°18' North, longitude 20°00' East and thence via Ventspils—Riga—Velikye Lucky—Klementievo to Sheremetievo.

Departures from the designated airway will be subject to authorization by the Central Traffic Control Services, USSR Ministry of Civil Aviation. Such departures will be authorized normally for the purpose of expediting air traffic, to facilitate safe access to a suitable alternate airport or in an emergency.

For the operation of the agreed services the following regular and alternate airports are assigned for the use of the designated airline of Canada :

- (a) Regular—Moscow (Sheremetievo)
- (b) Alternates—Moscow (Vnukovo), Ryazan (Dyagilevo) and Leningrad (Schosseynaja)

In making use of the alternate airport at Leningrad (Schosseynaja), aircraft of the airline designated by Canada shall approach Leningrad via Velikye Lucky—58°36' North, 28°36' East—Kikereno—Leningrad (Schosseynaja). Departures from Leningrad will follow the same route in reverse.

In respect of all flights on the agreed services, a flight plan shall have been filed with Air Traffic Control and an Air Traffic Control clearance shall have been received.

All technical and commercial questions pertaining to the flights of aircraft and the transportation of passengers, baggage, cargo and mail on the agreed services as well as all questions concerning commercial co-operation, in particular the establishment of schedules, frequency of flights, types of aircraft, rates, servicing of aircraft on the ground, and methods of financial accounting shall be resolved directly by the designated airlines subject to concurrence by the aeronautical authorities.

Airport fees, charges, land and building rental rates normally associated with the provision of such services and incurred in support of the agreed services shall not exceed the fees, charges and rates levied by an aeronautical authority against its own national airlines engaged in international air services comparable to the agreed services. The aeronautical authorities shall exchange related schedules of fees, charges and rates.

Air traffic rules and procedures

All flights of the designated airlines shall be conducted in accordance with the air traffic rules and procedures in force on the routes established for the agreed services. In the case of USSR territory, these shall be the air rules and procedures in the USSR relating to such routes. In the case of Canadian territory, these shall be the Canadian Air Regulations and the rules and procedures relating to such routes. In the Gander Oceanic Control Area these shall be the rules, procedures and documents accepted internationally in that area, namely :

- (a) Annex 2 to the Convention on International Civil Aviation.¹
- (b) The rules for air navigation and traffic set forth in ICAO Document 4444.
- (c) ICAO Document 7030 entitled "Regional Supplementary Procedures" and applicable to the North Atlantic Region and
- (d) Canadian NOTAMs relating to the Gander Oceanic Control Area.

All flights by aircraft of the designated airlines shall be conducted in accordance with the Instrument Flight Rules. In respect of each flight the pilot-in-command shall file a flight plan with the appropriate air traffic control unit of the country in which the flight originated.

Aeronautical information

The aeronautical authorities shall provide each other with information concerning the regular and alternate airports to be used for the agreed services, the routes to be followed within the territories of Canada and the USSR respectively, the radio aids to navigation, and the air traffic control facilities available and the procedures in effect. Such information shall be kept current by means of NOTAMs either in teletype or in printed form.

The aeronautical authorities shall exchange Aeronautical Information Publication (AIP) material in the English language and shall ensure that revisions of such material will be exchanged on a regular basis.

The information so provided shall be, in form and content, in accordance with accepted international practices.

The first exchange of such information shall take place in advance of the inauguration of scheduled service in order to expedite technical flights.

The aeronautical authorities shall supply each other with 10 copies of all regulatory documentation pertaining to the operation of the agreed services within the territories of Canada and the USSR respectively as may be required to ensure, on the part of the flight crews of the designated airlines, the ability to comply with such regulations.

¹ United Nations, *Treaty Series*, vol. 15, p. 295; for the texts of the Protocols amending this Convention, see vol. 320, pp. 209 and 217; vol. 418, p. 161, and vol. 514, p. 209.

Radio navigation and communications

The requirement for Montreal–Moscow point-to-point communications shall be met by the use of existing ICAO Aeronautical Fixed Telecommunication Network circuits.

Since the territories of other states adhering to the Convention on International Civil Aviation will be overflowed in the operation of the agreed services, the codes and procedures established by ICAO as amended from time to time and contained in the annexes to the Convention and the Procedures for Air Navigation Services (PANS) shall be used in the mutual interest unless otherwise mutually agreed by the aeronautical authorities of Canada and the USSR.

Teletype communications in support of the agreed services shall be in the English language or the International NOTAM code and printed NOTAMs in support of the said services shall be provided in the English language.

Secondary Surveillance Radar (SSR) shall be used on the agreed services. However, in recognition that certain technical difficulties in meeting this requirement may be encountered, implementation of such fitment and procedures for use of such equipment shall be subject to agreement by the aeronautical authorities of Canada and the USSR.

Aircraft of the designated airlines engaged in the operation of the agreed services shall be equipped to make use of the enroute navigation and instrument landing aids on which are based the air traffic control system and instrument approaches to Regular and Alternate airports in the territory of the other country. It is recognized that not all such equipment may be available at the commencement of the agreed services but every effort shall be made to fit such equipment as quickly as possible. In any case the aircraft engaged in the agreed services shall have the capability of navigating with an acceptable degree of accuracy and in accord with air traffic control clearances. The aircraft shall also be equipped to transmit and receive messages on appropriate communication, enroute and approach-aid frequencies; and in this connection, the Standards set out in annex 10 to the Convention on International Civil Aviation and National Regulations, as amended from time to time, shall be observed.

Meteorological services

Meteorological service shall be provided in accordance with specifications in annex 3 to the Convention on International Civil Aviation and World Meteorological Organization Technical Regulations, taking into account differences as noted by Canada and the USSR.

The details of the meteorological services to be provided shall be developed by the meteorological authorities of Canada and the USSR in consultation with the designated airlines.

Aircraft airworthiness

In respect of each aircraft engaged in the operation of the agreed services a certificate of airworthiness shall be issued by the aeronautical authority of the country in whose territory the aircraft is registered.

The certificate of airworthiness issued by the aeronautical authority of one country shall be accepted by the aeronautical authority of the other country, provided that the requirements of the aeronautical authority of each country for the issuance of such certificates comply with the minimum standards relating to airworthiness set out

in annex 8 to the Convention on International Civil Aviation or can be accepted by the other aeronautical authority. The aeronautical authorities shall freely exchange information regarding national airworthiness requirements applicable to the design of aircraft engaged in the operation of the agreed services.

Accident investigation and unreported aircraft

In the event of an aircraft accident the aeronautical authority of each country shall take action in accordance with its National Regulations with regard to an investigation and participation, as appropriate according to the location of the accident, by the other aeronautical authority as well as with annex 13 to the Convention on International Civil Aviation. The aeronautical authorities agree that, in addition to the provisions of the afore-mentioned annex 13, an accident is also deemed to have occurred when an aircraft of one country operating within the territorial limits of the other country is unreported and its known fuel reserves have been exhausted.

Noise abatement at airports

Each aeronautical authority shall ensure that aircraft of the airline designated to operate its services under this Agreement shall conform with noise abatement procedures published in respect of regular or alternate airports in the territory of the other country.

Technical and test flights

Each of the designated airlines shall be authorized to conduct technical flights in the territory of the other country in advance of the inauguration of the agreed services and subsequently in the event of any change in the service by virtue of the addition of points to be served, the use of alternate routes or the introduction into service of a new type of aircraft.

Each of the designated airlines shall be permitted to conduct test flights after any repair, overhaul or unserviceability which occurs while the aircraft is within the territory of the other country.

Cargo restrictions

In the operation of the agreed services the designated airlines shall be governed by the provisions of article 35 of the Convention on International Civil Aviation.

Aircraft identification marks and carriage of documents

Subject to the provisions relating to airworthiness contained in this Memorandum of Understanding each of the aeronautical authorities recognizes for the purpose of flight above its own territory the certificates, licences and permits issued by the aeronautical authority of the other country.

All aircraft operated by a designated airline on the agreed services shall display the identification marks of the State of Registry during all such operations and shall carry the following documents :

- (i) the Certificate of Registration,
- (ii) the Certificate of Airworthiness,
- (iii) the appropriate licences for each member of the crew,
- (iv) the journey log book,
- (v) the aircraft radio station licence,

- (vi) a list or similar documentation for any passengers carried,
- (vii) a manifest of any cargo carried.

II b

г. Оттава, 11 июля 1966 года

Ваше Превосходительство,

Я имею честь сослаться на Ваше письмо от 11 июля 1966 года, в котором говорится:

« Сэр, я имею честь сослаться на Статью 13 Соглашения между Правительством Канады и Правительством СССР о воздушном сообщении, подписанного в г. Оттаве 11 июля 1966 года, касающуюся обеспечения безопасности полетов и эффективной эксплуатации договорных линий. Положения прилагаемого Меморандума о взаимном согласии будут соблюдаться канадскими Авиационными властями в отношении полетов через территорию Канады и прилегающие дополнительные зоны, в которых Канада осуществляет контроль за воздушным движением, а также будут соблюдаться назначенным Авиапредприятием Канады при эксплуатации договорных линий над территорией СССР.

В Меморандум, по мере необходимости, могут вноситься изменения по согласованию между нашими соответствующими Авиационными властями.

Я буду признателен, если Вы подтвердите свое согласие с положениями настоящего письма, включая Меморандум, и, в этом случае, настоящее письмо и Ваш ответ на него о том, что Авиационные власти и назначенное Авиапредприятие СССР будут также соблюдать положения Меморандума, будет являться согласием между Авиационными властями Договаривающихся Сторон, предусмотренными Статьей 13 ».

Имею честь подтвердить, что я согласен с положениями Вашего письма и Меморандума о взаимном согласии и что Авиационные власти и назначенное Авиапредприятие СССР будут также соблюдать положения Меморандума о взаимном согласии.

Я понимаю, что Ваше письмо и это ответное письмо являются согласием между Авиационными властями двух Договаривающихся Сторон, предусмотренным Статьей 13 Соглашения между нашими правительствами о воздушном сообщении.

С уважением,

[Signed — Signé]

Е. ЛОГИНОВ

Министр Гражданской Авиации СССР

Его Превосходительству г-ну Дж. У. Пикерсиллу,
Министру транспорта Канады

Ограничения в перевозке грузов

При эксплуатации Договорных линий назначенные Авиапредприятия будут соблюдать положения Статьи 35 Конвенции о Международной гражданской авиации.

Опознавательные знаки самолетов и документация

В соответствии с Положениями о годности самолетов к эксплуатации, изложенными в данном Меморандуме, каждая из Авиационных властей признает при полетах над ее собственной территорией удостоверения, лицензии и разрешения, выданные Авиационными властями другой страны.

Все самолеты назначенного Авиапредприятия для полетов по Договорным линиям будут иметь в течение всех полетов опознавательные знаки Государства, в котором они зарегистрированы, и иметь на борту следующие документы:

1. Свидетельство о регистрации;
2. Удостоверение о годности к полетам;
3. Свидетельства для всех членов экипажа;
4. Бортовой журнал;
5. Разрешение на установку бортовой радиостанции;
6. Список перевозимых пассажиров или подобную документацию;
7. Манифест на перевозимый груз.

[TRANSLATION — TRADUCTION]

Ottawa, 11 July 1966

Your Excellency,

I have the honour to refer to your letter of 11 July 1966, which states :

[See letter I b]

I have the honour to confirm that I agree with the provisions of your letter and the memorandum of understanding and that the aeronautical authorities and the designated airline of the USSR will also comply with the provisions of the memorandum of understanding.

I understand that your letter and this reply constitute the agreement between the aeronautical authorities of the two Contracting Parties contemplated in article 13 of the Air Transport Agreement between our Governments.

Yours sincerely,

[Signed]

E. LOGINOV

Minister of Civil Aviation of the USSR

His Excellency Mr. J. W. Pickersgill
Minister of Transport of Canada

[Memorandum of understanding as under letter I b]

EXCHANGE OF NOTES CONSTITUTING AN AGREEMENT¹ MODIFYING THE AIR TRANSPORT AGREEMENT OF 11 JULY 1966²

ÉCHANGE DE NOTES CONSTITUANT UN ACCORD¹ MODIFIANT L'ACCORD RELATIF AUX TRANSPORTS AÉRIENS DU 11 JUILLET 1966²

I

DEPARTMENT OF EXTERNAL AFFAIRS
CANADA

MINISTÈRE DES AFFAIRES EXTÉRIEURES
CANADA

No. E 4277

N° E.4277

Ottawa, December 12, 1967

Ottawa, December 12, 1967

Excellency,

Excellence,

I have the honour to propose, on behalf of the Government of Canada, the following modifications to the annex appended to, and forming part of, the Air Transport Agreement between the Government of Canada and the Government of the Union of Soviet Socialist Republics,² which entered into force July 11, 1966 :

J'ai l'honneur de proposer, pour le compte du Canada, les modifications ci-après à l'annexe qui fait partie intégrante de l'Accord relatif aux transports aériens entre le Gouvernement du Canada et le Gouvernement de l'Union des Républiques socialistes soviétiques², entré en vigueur le 11 juillet 1966 :

1. The airline designated by the Government of the USSR, operating the agreed service between the USSR and Montreal, is authorized to operate beyond Canada to New York without commercial traffic rights between Montreal and New York.

1. L'entreprise de transport aérien désignée de l'URSS, exploitant le service convenu entre l'URSS et Montréal, est autorisée à étendre ses facilités de transport au-delà du Canada jusqu'à New York sans droits de trafic commercial entre Montréal et New York.

2. The airline designated by the Government of Canada, operating the agreed service between Canada and Moscow, is authorized to operate beyond the USSR to a point to be named by Canada in South Asia or in the Middle East, without commercial traffic rights between Moscow and the point beyond the USSR.

2. L'entreprise de transport aérien désignée du Canada, exploitant le service convenu entre le Canada et Moscou, est autorisée à étendre ses facilités de transport au-delà de l'URSS jusqu'à un endroit que déterminera le Canada, dans le sud de l'Asie ou le Moyen-Orient, sans droits de trafic commercial entre Moscou et cet endroit au-delà de l'URSS.

3. The airline designated by the

3. L'entreprise de transport aérien

¹ Came into force on 12 December 1967, the date of the note in reply, in accordance with the provisions of the said notes.

² See p. 56 of this volume.

¹ Entré en vigueur le 12 décembre 1967, date de la note de réponse, conformément aux dispositions desdites notes.

² Voir p. 57 du présent volume.

Government of the USSR will enjoy the right to grant passengers travelling on its route between the USSR and New York the privilege of stopping over at Montreal.

4. The airline designated by the Government of Canada will enjoy the right to grant passengers travelling on its route between Canada and Moscow the privilege of stopping over at the intermediate point on the named route.

If the foregoing is acceptable to the Government of the USSR, I propose that this note, which is authentic in English and French, and your reply shall constitute an agreement between our two countries modifying, in accordance with article 15, the Air Transport Agreement between the Government of Canada and the Government of the USSR, which entered into force July 11, 1966, which shall become effective on the date of your reply.

I avail myself of this opportunity to renew to your Excellency the assurances of my highest consideration.

PAUL MARTIN
Secretary of State
for External Affairs

His Excellency Ivan F. Shpedko
Ambassador of USSR
Ottawa

désignée de l'URSS aura le droit d'accorder aux voyageurs qu'elle transporte sur sa route, entre l'URSS et New York, le privilège d'arrêt à Montréal.

4. L'entreprise de transport aérien désignée du Canada aura le droit d'accorder aux voyageurs qu'elle transporte sur sa route, entre le Canada et Moscou, le privilège d'arrêt à l'endroit intermédiaire sur la route indiquée.

Si ce qui précède agréé au Gouvernement de l'URSS, je propose que la présente note, dont le texte fait foi en anglais et en français, et votre réponse constituent entre nos deux pays un accord modifiant, conformément à l'article 15, l'Accord relatif aux transports aériens entre le Canada et l'URSS, lequel est entré en vigueur le 11 juillet 1966; le présent Accord entrera en vigueur à la date de votre réponse.

Je saisis cette occasion pour renouveler à Votre Excellence les assurances de ma très haute considération.

PAUL MARTIN
Le Secrétaire d'Etat
aux affaires extérieures

Son Excellence M. Ivan F. Shpedko
Ambassadeur de l'URSS
Ottawa

II

ПОСОЛЬСТВО
СОЮЗА СОВЕТСКИХ СОЦИАЛИСТИЧЕСКИХ РЕСПУБЛИК

12 декабря 1967 года

Ваше Превосходительство,

Имею честь подтвердить получение Вашего письма от 12 декабря 1967 г. следующего содержания:

[TRANSLATION¹ — TRADUCTION²]

December 12, 1967

Your Excellency,

I have the honour to acknowledge the receipt of your letter of December 12, 1967, stating the following :

[See note I]

I take pleasure in informing you that the proposal presented by your Excellency in the name of the Government of Canada is accepted by the Government of the Union of Soviet Socialist Republics and hence your letter referred to above, together with this reply, shall constitute an agreement between both countries to modify the Air Transport Agreement between the Government of the Union of Soviet Socialist Republics and the Government of Canada of July 11, 1967, and that this Agreement shall become effective as of this reply's date.

I avail myself of this opportunity to renew to Your Excellency the assurances of my highest consideration.

[Signed]

I. SHPEDKO

Ambassador for the USSR

His Excellency Paul Martin
Secretary of State of External Affairs
Ottawa

¹ Translation supplied by the Government of Canada.

² Traduction fournie par le Gouvernement canadien.

[TRADUCTION¹ — TRANSLATION²]

Le 12 décembre 1967

Monsieur le Ministre,

J'ai l'honneur d'accuser réception de votre lettre du 12 décembre 1967, dont le texte se lit comme il suit :

[Voir note I]

J'ai l'honneur de vous faire savoir que le Gouvernement de l'Union des Républiques socialistes soviétiques accepte la proposition que vous avez présentée au nom du Gouvernement du Canada et que, en conséquence, votre lettre ci-dessus mentionnée et la présente réponse constitueront un accord entre nos deux pays modifiant l'Accord relatif aux transports aériens conclu entre le Gouvernement de l'Union des Républiques socialistes soviétiques et le Gouvernement du Canada le 11 juillet 1967 et que cet Accord entrera en vigueur à la date de la présente réponse.

Je saisis cette occasion pour renouveler, Monsieur le Ministre, les assurances de ma très haute considération.

L'Ambassadeur de l'URSS :

[Signé]

I. SHPEDKO

Son Excellence M. Paul Martin
Secrétaire d'Etat des affaires extérieures
Ottawa

¹ Traduction fournie par le Gouvernement canadien.

² Translation supplied by the Government of Canada.