

No. 15964

**SWEDEN
and
UNION OF SOVIET SOCIALIST REPUBLICS**

**Memorandum of Understanding on air transport questions.
Signed at Stockholm on 8 February 1971**

Authentic texts: Swedish and Russian.

Registered by Sweden on 25 October 1977.

**SUÈDE
et
UNION DES RÉPUBLIQUES SOCIALISTES
SOVIÉTIQUES**

**Mémorandum d'accord sur des questions relatives au trans-
port aérien. Signé à Stockholm le 8 février 1971**

Textes authentiques : suédois et russe.

Enregistré par la Suède le 25 octobre 1977.

[TRANSLATION — TRADUCTION]

MEMORANDUM OF UNDERSTANDING¹ OF 8 FEBRUARY 1971
BETWEEN THE GOVERNMENT OF SWEDEN AND THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST REPUBLICS ON AIR TRANSPORT QUESTIONS

During the period from November 1969 to September 1970 inclusive, negotiations were held between representatives of the Government of Sweden and representatives of the Government of the Union of Soviet Socialist Republics with a view to reaching agreement on questions related to the provisions of the letters exchanged by the Ambassador of Sweden to the USSR and the Minister of Civil Aviation of the USSR on 27 January 1967 (hereinafter referred to as "the letters").

The Government of Sweden and the Government of the USSR hereby confirm the following understanding:

1. As regards the opening of the air space above Siberia for scheduled flights by foreign aircraft, and as laid down in "the letters", the Government of the USSR gives its consent to flights by the designated Swedish airline using its own aircraft and crews on the agreed route:

—one point in the Scandinavian countries—Moscow—Tokyo, in both directions.

For its part, the Government of Sweden confirms the right of the Soviet airline to operate on the above-mentioned route, provided that Stockholm is designated as the point in Scandinavia.

2. Flights by aircraft of the designated Swedish and Soviet airlines on the agreed route specified in paragraph 1 may commence simultaneously by agreement between the said airlines as of 28 March 1971, and shall be subject to the following conditions:

(a) After the commencement of flights, the designated airlines of each Party shall be entitled to make two flights a week in each direction.

Upon the expiry of a 15-month period from the commencement of flights, the aviation authorities of the two Parties shall hold consultations on increasing the aforesaid frequency for the subsequent period.

(b) The Parties note that the designated airlines have concluded a pooling agreement for the operation of air routes between points in Scandinavia and four points in South-East Asia, and that the operation of the agreed route to Tokyo by the said airlines will also be subject to pooling arrangements and expanded commercial co-operation.

¹ Came into force on 23 April 1971, the date established by an exchange of diplomatic notes giving notice of the completion of the formalities prescribed by the national legislation of the Contracting Parties, in accordance with the provisions of the Memorandum of Understanding.

(c) In flights on the agreed route to Tokyo, the designated airlines of the two Parties shall use the following types of aircraft:

—the Swedish airline, DC-8;

—the Soviet airline, Ilyushin 62.

Changes in aircraft type may be made only by agreement between the aviation authorities of the two Parties.

3. In addition to the rights enjoyed by each Party under the current Air Transport Agreement between the Government of the Union of Soviet Socialist Republics and the Government of Sweden,¹ the designated airlines shall enjoy the following rights:

A. *The Soviet airline*

(a) the right to pick up and discharge passengers, baggage, cargo and mail between Stockholm and Tokyo, in both directions;

(b) the right to pick up and discharge passengers, baggage, cargo and mail between Stockholm and London, Paris, Amsterdam and Brussels, in both directions;

(c) the right to pick up and discharge passengers, baggage, cargo and mail between Stockholm and Copenhagen, in both directions;

(d) the right to pick up and discharge passengers, baggage, cargo and mail between Stockholm and

—two points in North America, in both directions;

—two points in South America, in both directions.

The points shall be specified subsequently by agreement between the aviation authorities of Sweden and the USSR, and may later be replaced by different points.

B. *The Swedish airline*

(a) the right to transport passengers, baggage, cargo and mail between Stockholm and Tokyo in both directions in transit through the territory of the Soviet Union;

(b) the right to pick up and discharge passengers, baggage, cargo and mail during flights on direct routes from Stockholm to Moscow and Leningrad, in both directions;

(c) the right to make "stop-overs en route" in Moscow during flights on the agreed route to Tokyo and in Tashkent during flights to points in South-East Asia, in both directions, using aircraft of either the Swedish or the Soviet airline.

4. The frequency of flights by aircraft of the designated airlines of each Party shall be determined by agreement between the aviation authorities of the two Parties.

5. The income of each designated airline from the sale of air transport in the territory of the other Contracting Party shall be freely transferred

¹ United Nations, *Treaty Series*, vol. 259, p. 239.

at the official exchange rate; such transfers shall not be liable to any taxation or any other limitation.

This Memorandum shall supplement the Air Transport Agreement of 31 March 1956 between the Government of the Union of Soviet Socialist Republics and the Government of Sweden and subsequent supplements; it shall be applied with due regard for the said Agreement and shall enter into force on a date to be established by an exchange of notes through the diplomatic channel giving notice of the completion of the formalities prescribed by the national legislation of the Contracting Parties.

The Memorandum shall remain in force until it ceases to have effect:

—either upon the expiry of a six-month period from the date of receipt by one Party through the diplomatic channel of written notification from the other Party of its desire to terminate the Memorandum;

—or upon the termination of the Air Transport Agreement of 31 March 1956 between the Government of the USSR and the Government of Sweden.

IN CONFIRMATION WHEREOF the undersigned, being duly empowered by their respective Governments, have signed this Memorandum.

DONE on 8 February 1971 at Stockholm in two copies, each in the Swedish and Russian languages, both texts being equally authentic.

For the Government
of Sweden:

[Signed]

BENGT NORLING

For the Government
of the Union of Soviet
Socialist Republics:

[Signed]

B. BUGAJEV