

**BEFORE THE
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, DC**

Application of)
)
)

AZUR AIR, L.L.C.)
)

for a foreign air carrier permit pursuant to)
49 U.S.C. § 41301 and for exemption authority)
pursuant to 49 U.S.C. § 40109)
_____)

Docket No. DOT-OST-2020-_____

**APPLICATION OF AZUR AIR, L.L.C.
FOR A FOREIGN AIR CARRIER PERMIT AND EXEMPTION**

Communications with respect to this document should be addressed to:

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Counsel for
Azur Air, LLC

August 27, 2020

NOTE: Any person may comment on this application by filing comments in the above-referenced docket and serving undersigned counsel and the persons on the attached service list. Comments are due September 17, 2020.

**BEFORE THE
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
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Application of)

AZUR AIR, L.L.C.)

for a foreign air carrier permit pursuant to)
49 U.S.C. § 41301 and for exemption authority)
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_____)

Docket No. DOT-OST-2020-_____

**APPLICATION OF AZUR AIR, L.L.C.
FOR A FOREIGN AIR CARRIER PERMIT AND EXEMPTION**

Azur Air L.L.C. (“Azur”), an air carrier of the Russian Federation, hereby applies, pursuant to 49 U.S.C. §§ 41301 and 40109, Part 211 of the Department’s Economic Regulations (14 C.F.R. Part 211), Subparts B and C of the Department’s Rules of Practice in Proceedings (14 C.F.R. §§ 302.201 and 302.301, *et. seq.*), and the Department’s streamlined licensing procedures,¹ for a foreign air carrier permit and an exemption authorizing the carrier to engage in scheduled foreign air transportation of passengers and cargo between a point or points in the Russian Federation, via intermediate points, to Miami, and beyond to third-country points to the extent permitted under the U.S.-Russian Federation Air Transport Agreement, as amended, as well as foreign air transportation of passengers and cargo on a charter basis to the extent provided in the bilateral.

¹ See Notice In the Matter of Streamlining Regulatory Procedures for Licensing U.S. and Foreign Air Carriers, August 23, 2005 (Docket DOT-OST-2005-22228).

In support of its Application, Azur submits the following information:

1. Azur is a private limited liability company organized under the laws of the Russian Federation. Its principal place of business is Vzletnaya Street, Building 57, Office 29, City of Krasnoyarsk, Krasnoyarsk Region, Russian Federation, 660135.
2. The Federal Agency for Air Transport (Rosaviatsiya) of Russia is the air transport authority with regulatory jurisdiction over Azur. The address of the agency is Leningradskiy prospect, 37/2, Moscow, Russian Federation, 125993. The relevant contact person at the agency is Mr. Alexander Neradko.
3. Azur requests expedited approval of this application in order to implement its plans to commence service to the United States. Since the carrier plans to operate only two flights per week carrying passengers and cargo, the request is modest. The flights are limited to operations to and from Miami on the carrier's B767-300 and B777-300 aircraft. The carrier plans to commence operations in December 2020.
4. Azur's management is highly experienced in passenger and cargo air transportation, and Azur operates as the seventh largest Russian air carrier in terms of passenger traffic. Azur began operations in 2015, taking over operations of Katekavia Limited, a Russian regional air carrier established in 1994. A list of the names, titles, addresses, and citizenship of Azur's key management personnel is attached hereto as Exhibit A. All of the personnel listed as corporate officers in Exhibit A are citizens and residents of the Russian Federation. One of the three supervisory board members is of Turkish

citizenship. To the best of the Applicant's knowledge and belief, none of these persons are related by blood or marriage, with the exception of Natalya Viktorovna Koçkar, member of the Supervisory Board, who is the daughter-in-law of the chairman of the Supervisory Board.

5. One hundred percent of the stock of the carrier is owned by ONE2FLY, a Russian limited liability company. The shareholders of ONE2FLY are Anna Viktorovna Fukalova (General Director with 55% of shares), a citizen of the Russian Federation and Natalya Viktorovna Koçkar (a participant with 45% of shares), a citizen of the Russian Federation. A statement to that effect is attached hereto as Exhibit B.
6. Azur does not hold any direct or indirect interest in any U.S. or foreign air carriers, nor does it have any interest in persons engaged in the business of aeronautics, or any common carrier, within the meaning of the Department's economic regulations, or any person whose principal business is the holding of stock in, or control of, any air carrier.
7. Azur is privately owned. It is neither wholly owned nor substantially controlled by the Russian government. Azur has received financial aid from the Russian government as a result of the Covid-19 pandemic-related downturn, and expects to receive approximately \$2MM more in the next two months. This is part of a grant program in response to Covid-19 and does not reflect any extension of ownership or control to the Russian Federation. The Russian Federation does not hold any equity interest in the carrier, nor does it have responsibility for managerial decisions.

8. Azur's insurance meets the requirements set forth in 14 C.F.R. Part 205.

Copies of the carrier's Certificates of Insurance (OST Forms 6411) are attached hereto as Exhibit C, and the originals will be filed with the Federal Aviation Administration.

9. Azur has been licensed by the Russian Federal Agency for Air Transport to provide the services described herein. A copy of the carrier's Operating Certificate is attached as Exhibit D. This authority, which was originally granted in November 2017, remains in force until revoked or suspended.

10. Azur is a charter and scheduled passenger airline with over five years of experience. Azur has extensive experience in transporting tour groups and regular passengers to popular destinations in Europe, Africa, the Middle East and Far East, Southeast Asia and the Caribbean. Azur has operated both within Russia and internationally during the past five years. Azur succeeded Katekavia Limited, a former subsidiary of Utair Group, and operated under the Katekavia air operator certificate from 2015 until 2017, when Azur was licensed in its own name. An operating history of the carrier is attached as Exhibit E.

11. Azur currently operates a fleet of 30 all-Boeing aircraft, ranging from Boeing 737-800's to Boeing 777-300's; most of these aircraft are registered in Bermuda. A list of the aircraft that will be available to perform services to the United States is attached hereto as Exhibit F. Only B767-300 and B777-300 aircraft models will be operated under this permit, if approved. Other aircraft will be used to support Azur's operations outside of the United States, in accordance with the services described in Azur's Operating History, Exhibit E. No aircraft are wet-leased.

12. Azur's aircraft are maintained at the carrier's maintenance base at Vnukovo Airport (VKO), Russia, in accordance with procedures recommended by the aircraft manufacturer, Boeing, and approved by the State of Registry of the aircraft. These procedures and standards comply with the provisions of Annexes 1, 6 (Part 1) and 7 of the International Civil Aviation Organization. In addition, Azur plans to enter into a maintenance contract with a local maintenance and repair organization approved by the Bermuda CAA (as the State of Registry). The Russian Federation and the United Kingdom are ICAO member states.
13. There are currently no cooperative arrangements or any other agreements in effect between Azur and any U.S. or foreign air carriers that would affect the services covered by in this application.
14. Azur has the financial resources to successfully operate the proposed services. The required financial summaries for Azur, shown in US Dollars, are attached hereto as Exhibit G. These statements demonstrate that the Company is in sound financial shape, with a healthy balance sheet, and a small loss for 2019 owing to the carrier's significant growth. (The financial information provided herein is being filed confidentially under seal, pursuant to 14 C.F.R. § 302.12).
15. Azur receives limited financial assistance from its home government. Azur expects to receive approximately \$2MM in the next two months from the Russian government. As described above, this is a grant that responds to Covid-19 and is not conditioned on government ownership or participation in the business.
16. Forecasted traffic and financial results for the first full year of the proposed operations are attached hereto as Exhibit H. (Pursuant to 14 C.F.R. § 302.12,

Azur requests confidential treatment for this information.)

17. The services proposed by Azur are consistent with the 1994 Air Transport Agreement Between the Government of the United States and the Government of the Russian Federation, as amended most recently by the February 2013 protocol. The U.S.-Russia Air Transport Agreement grants limited rights to both U.S. and Russian designated air carriers. The proposed services are consistent with the rights provided in the agreement. Azur Air has been designated by its government under the bilateral for scheduled Moscow-Miami passenger/combination service up to five times per week. (See Exhibit I, attached.)
18. The Russian Federation admits U.S. carriers' applications for scheduled and charter authority consistent with the Air Transport Agreement.
19. Azur has not experienced any safety or tariff violations in the past five years nor has it been involved in any fatal accidents during that time.
20. Azur has executed a Warsaw Convention Liability Waiver (OST Form 4523), which is attached hereto as Exhibit J.
21. Azur will prepare and file in the appropriate dockets, and this docket, a Passenger Manifest Information Plan under 14 CFR Part 243 and a Family Assistance Plan under 49 U.S.C. § 41313(c).
22. The operations proposed by Azur will not result in a near term increase in fuel consumption of ten million gallons or more. Consequently, grant of the authority requested herein will not constitute a "major regulatory action" under the Energy Policy and Conservation Act of 1975, as defined in 14 CFR § 313.4(a)(1).
23. Azur is fit, willing and able to perform the services for which the authority

requested herein is sought. Moreover, Azur will comply with the Department's rules, regulations and applicable statutes, and will accept and comply with the Department's standard terms and conditions imposed on foreign air carrier exemptions and foreign air carrier permits for scheduled and charter air services.

24. The verification required by 14 C.F.R. 302.4(b) is attached hereto as Exhibit K.

WHEREFORE, based upon the foregoing information, Azur Air respectfully requests that the Department approve this application and issue an exemption and a foreign air carrier permit authorizing the scheduled and charter air transportation of persons, property and mail as more fully described herein. Azur Air further requests that the Department grant such other or additional relief as it considers consistent with this Application and the public interest.

Respectfully submitted,



Mark W. Atwood
Kathryn Sobotta
Cozen O'Connor
1200 19th St., N.W.
Washington, DC 20036
Phone: (202) 463-2513
Phone: (202) 912-4825
matwood@cozen.com
ksobotta@cozen.com

Counsel for
AZUR AIR L.L.C.

Dated: August 27, 2020

TABLE OF EXHIBITS

Exhibit A.	Director & Key Management Personnel
Exhibit B.	Ownership of Azur Air
Exhibit C.	Certificates of Insurance (OST Forms 6411)
Exhibit D.	Air Operating Certificate
Exhibit E.	Operating History of The Carrier
Exhibit F.	List of Aircraft
Exhibit G.	Financial Summaries
Exhibit H.	Traffic and Financial Forecast
Exhibit I.	Diplomatic Designation by the Russian Federation
Exhibit J.	Waiver of Warsaw Convention Liability Limits (OST Form 4523)
Exhibit K.	Verification

AZUR AIR, L.L.C. – KEY PERSONNEL

- General Director/CEO –Yuriy Fedorovich Stogniy / citizenship Russian Federation
- General Accountant –Tatyana Anberovna Bodrova / citizenship Russian Federation
- First Deputy CEO –Shuhrat Sharifovich Ibodov / citizenship Russian Federation
- Deputy CEO, Maintenance Director –Pavel Vladimirovich Tereschenkov / citizenship Russian Federation
- Deputy CEO, Operations Director –Andrey Alexandrovich Mukanin / citizenship Russian Federation
- Deputy CEO, Flight Director –Gennady Victorovich Boyarintsev / citizenship Russian Federation
- Deputy CEO, Safety Director –Sergey Ignatievich Kolesnichenko / citizenship Russian Federation
- Finance Director – Pavel Olegovich Popov / citizenship Russian Federation

Common business address: Vzletnaya street, building 57, office 29, city of Krasnoyarsk, Krasnoyarsk region, the Russian Federation, 660135

Supervisory Board Members

- Serhat Koçkar, Chairman – Turkish citizen
- Natalya Viktorovna Koçkar, Member – Russian citizen
- Anna Viktorovna Fukalova, Member – Russian citizen

AZUR AIR, L.L.C. - OWNERSHIP

The sole participant of AZUR Air LLC with 100% of all outstanding ownership interests is ONE2FLY Limited Liability Company ("ONE2FLY") which is Russian legal entity incorporated under the laws of the Russian Federation.

Participants of ONE2FLY are:

- Anna Viktorovna Fukalova, Russian citizen (General Director, participant with a share of 55%);
- Natalya Viktorovna Kockar, Russian citizen (participant with a share 45%).



Office of the Secretary
of Transportation

AGENCY DISPLAY OF ESTIMATED BURDEN

The public reporting burden for this collection of information is estimated to average 30 minutes per response, if you wish to comment on the accuracy of the estimate or make suggestions for reducing this burden, please direct your comments to the Department of Transportation Office of Aviation Analysis, X-56, 400 7th Street, SW. Washington, D.C. 20590. According to the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

NOTE For information on where to file completed copies of this form see **FILING INSTRUCTIONS** below.

OMB No. 2106-0030 Expires 2-28-2007

FOREIGN AIR CARRIERS CERTIFICATE OF INSURANCE

POLICIES OF INSURANCE FOR AIRCRAFT ACCIDENT BODILY INJURY AND PROPERTY DAMAGE LIABILITY

FILING INSTRUCTIONS: File an original of this form with the FAA Air Transportation Div AFS-260 800 Independence Ave SW Washington DC 20591 (See **EXCEPTION** below)

EXCEPTION: If 2.A. is filled in because the is a Canadian Charter Air Taxi Operator, file an this form with the U.S. Department of Transportation Special Authorities Division (X-46), 400 7th Street, SW. Washington, D.C. 20590.
(Please type information, except signatures)

THIS CERTIFIES THAT: Ingosstrakh Insurance Company, Russia

has issued a policy or policies of Aircraft Liability insurance to AZUR air LLC, office XII, floor 2, Kozhevnikeskaya st. 14, Moscow, 115114

Permit to fly Certificate Number

(Name, address and FAA Certificate number of Insured Foreign Air Carrier)

effective from 16 December 2019 and will remain valid until completion of the flight(s) or on 15 December 2021, whichever is the sooner.

NOTE: Part 205 of the Department's Regulations does not allow for a predetermined termination date and a certificate showing such a date is unacceptable.

The Insurer (Check One):

Is licensed to Issue aircraft insurance policies in the United States;

is licensed or approved by the government of Russia to issue aircraft insurance policies; or

is an approved surplus line insurer in the State(s) of _____

The insurer assumes, under the policy or policies listed below aircraft accident liability insured to minimums at least equal to the following during operation, maintenance, or use of aircraft in "foreign air transportation" as that term is defined in 49 U.S.C. 40102,

(Complete applicable section(s) below):

A. CANADIAN CHARTER AIR TAXI OPERATORS WITH PART 294 AUTHORITY ONLY

The aircraft covered by this policy have: (1) 30 or fewer passenger seats and a maximum payload capacity of 1,500 pounds or less; and/or (2) a maximum authorized takeoff weight on wheels of no more than 35,000 pounds (Check separate or combined coverage as appropriate):

☐ Separate Coverages:

Policy No.	Type of Liability	Minimum Limit	
		Each person	Each Occurrence
_____	Combined Bodily Injury (Excluding Passengers other than cargo attendants) and Property Damage Liability	\$75,000	\$2,000,000* (See note)
_____	Passenger Bodily Injury	\$75,000	\$75,000 x 75% of total number of passenger seats installed in aircraft

☐ Combined Coverage: This combined coverage is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damaged, and passenger bodily injury

Policy No. _____ Amount of Coverage _____ U.S. Dollars

☐ This policy covers CARGO operators only and excludes passenger liability insurance.

NOTE: If the aircraft covered by this policy have more than 30 passengers seats or more than a maximum payload capacity of 7,500 pounds, the minimum limit per occurrence shall be \$20,000,000.



B. FOREIGN AIR CARRIERS OPERATING SMALL AIRCRAFT

The aircraft covered by this policy are SMALL AIRCRAFT (I.e., with 60 or fewer passenger seats and a maximum payload capacity of 18,000 pounds or less). (Check separate or combined coverage as appropriate):

☐ Separate Coverages:

Policy No.	Type of Liability	Minimum Limit	
		Each person	Each Occurrence
	Combined Bodily Injury (Excluding Passengers other than cargo attendants) and Property Damage Liability	\$300,000	\$2,000,000
	Passenger Bodily Injury	\$300,000	\$300,000 x 75% of total number of passenger seats installed in aircraft

☐ Combined Coverage: This combined coverage is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damaged, and passenger bodily injury

Policy No. _____ Amount of Coverage _____ U.S. Dollars

☐ This policy covers CARGO operators only and excludes passenger liability insurance.

C. FOREIGN AIR CARRIERS OPERATING LARGE AIRCRAFT

The aircraft covered by this policy are LARGE AIRCRAFT (I.e., with more than 60 passenger seats or with a maximum payload capacity of more than 18,000 pounds). (Check separate or combined coverage as appropriate):

☐ Separate Coverages:

Policy No.	Type of Liability	Minimum Limit	
		Each person	Each Occurrence
	Combined Bodily Injury (Excluding Passengers other than cargo attendants) and Property Damage Liability	\$ 300,000	\$20,000,000* (See note)
	Passenger Bodily Injury	\$ 300,000	\$300,000 x 75% of total number of passenger seats installed in aircraft

☒ Combined Coverage: This combined coverage is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damaged, and passenger bodily injury

Policy No. 494-098304/19 Amount of Coverage 900,000,000.00 U.S. Dollars

☐ This policy covers CARGO operators only and excludes passenger liability insurance.

3. The policy or policies listed in this certificate insure(s) (Check One)

- ☐ Operations conducted with all aircraft operated by the Insured;
- ☐ Operations conducted with the following types of aircraft:
- ☒ Operations conducted with the following aircraft: (Use additional page if necessary)

Make and Model

Boeing 767-300ER
Boeing 767-3Q8ER
Boeing 767-306ER
Boeing 767-306ER
Boeing 767-300ER
Boeing 767-300ER
Boeing 767-300ER
Boeing 767-3Q8ER
Boeing 767-300ER
Boeing 767-300
Boeing 767-300ER
Boeing 767-33AER

FAA or Foreign Flag
Registration

VP-BUV
VP-BXW
VQ-BSX
VQ-BSY
VQ-BUP
VP-BUX
VP-BUY
RA-73030
VQ-BUO
VQ-BEN
VQ-BEO
VP-BRA

4. Each policy listed in this certificate meets or exceeds the requirements in 14 CFR Part 205.

Ingosstrakh Insurance Co.

(Name of Insurer)

12-2, Pyatnitskaya ul., GSP-8, Moscow, 117997, Russia

(Address)

Vasiliy Korsakov, Deputy Head of Division
(contact person who can verify the effectiveness of the coverage)
Phone number: (495) 234-36-16 Fax: (495) 234-36-03

(Name of Broker if applicable)

(Address)

(Officer or authorized representative)

(Signature)

18th June 2020

(Date)

(Signature)

(Date)



Office of the Secretary
of Transportation

AGENCY DISPLAY OF ESTIMATED BURDEN

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FILING INSTRUCTIONS: File an original of this form with the FAA Air Transportation Div AFS-260 800 Independence Ave SW Washington DC 20591 (See **EXCEPTION** below)

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(Please type information, except signatures)

THIS CERTIFIES THAT: Ingosstrakh Insurance Company, Russia

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Permit to fly Certificate Number

(Name, address and FAA Certificate number of Insured Foreign Air Carrier)

effective from 16 December 2019 and will remain valid until completion of the flight(s) or on 15 December 2021, whichever is the sooner.

NOTE: Part 205 of the Department's Regulations does not allow for a predetermined termination date and a certificate showing such a date is unacceptable.

The Insurer (Check One):

Is licensed to Issue aircraft insurance policies in the United States;

is licensed or approved by the government of Russia to issue aircraft insurance policies; or

is an approved surplus line insurer in the State(s) of _____

The insurer assumes, under the policy or policies listed below aircraft accident liability insured to minimums at least equal to the following during operation, maintenance, or use of aircraft in "foreign air transportation" as that term is defined in 49 U.S.C. 40102,

(Complete applicable section(s) below):

A. CANADIAN CHARTER AIR TAXI OPERATORS WITH PART 294 AUTHORITY ONLY

The aircraft covered by this policy have: (1) 30 or fewer passenger seats and a maximum payload capacity of 7,500 pounds or less; and/or (2) a maximum authorized takeoff weight on wheels of no more than 35,000 pounds (Check separate or combined coverage as appropriate).

☐ Separate Coverages:

Policy No.	Type of Liability	Minimum Limit	
		Each person	Each Occurrence
_____	Combined Bodily Injury (Excluding Passengers other than cargo attendants) and Property Damage Liability	\$75,000	\$2,000,000* (See note)
_____	Passenger Bodily Injury	\$75,000	\$75,000 x 75% of total number of passenger seats installed in aircraft

☐ Combined Coverage: This combined coverage is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damaged, and passenger bodily injury

Policy No. _____ Amount of Coverage _____ U.S. Dollars

☐ This policy covers CARGO operators only and excludes passenger liability insurance.

NOTE: If the aircraft covered by this policy have more than 30 passengers seats or more than a maximum payload capacity of 7,500 pounds, the minimum limit per occurrence shall be \$20,000,000.



B. FOREIGN AIR CARRIERS OPERATING SMALL AIRCRAFT

The aircraft covered by this policy are SMALL AIRCRAFT (I.e., with 60 or fewer passenger seats and a maximum payload capacity of 18,000 pounds or less). (Check separate or combined coverage as appropriate):

☐ Separate Coverages:

Policy No.	Type of Liability	Minimum Limit	
		Each person	Each Occurrence
	Combined Bodily Injury (Excluding Passengers other than cargo attendants) and Property Damage Liability	\$300,000	\$2,000,000
	Passenger Bodily Injury	\$300,000	\$300,000 x 75% of total number of passenger seats installed in aircraft

☐ Combined Coverage: This combined coverage is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damaged, and passenger bodily injury

Policy No. _____ Amount of Coverage _____ U.S. Dollars

☐ This policy covers CARGO operators only and excludes passenger liability insurance.

C. FOREIGN AIR CARRIERS OPERATING LARGE AIRCRAFT

The aircraft covered by this policy are LARGE AIRCRAFT (I.e., with more than 60 passenger seats or with a maximum payload capacity of more than 18,000 pounds). (Check separate or combined coverage as appropriate):

☐ Separate Coverages:

Policy No.	Type of Liability	Minimum Limit	
		Each person	Each Occurrence
	Combined Bodily Injury (Excluding Passengers other than cargo attendants) and Property Damage Liability	\$ 300,000	\$20,000,000* (See note)
	Passenger Bodily Injury	\$ 300,000	\$300,000 x 75% of total number of passenger seats installed in aircraft

☒ Combined Coverage: This combined coverage is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damaged, and passenger bodily injury

Policy No. 494-098304/19 Amount of Coverage 1,000,000,000.00 U.S. Dollars

☐ This policy covers CARGO operators only and excludes passenger liability insurance.

3. The policy or policies listed in this certificate insure(s) (Check One)

☐ Operations conducted with all aircraft operated by the Insured:

☐ Operations conducted with the following types of aircraft:

☒ Operations conducted with the following aircraft: (Use additional page if necessary)

Make and Model

FAA or Foreign Flag Registration

Boeing 777-300ER
Boeing 777-300ER
Boeing 777-300ER
Boeing 777-300ER
Boeing 777-300ER

VQ-BZY
VQ-BZA
VQ-BZC
VQ-BZD
VQ-BZF

4. Each policy listed in this certificate meets or exceeds the requirements in 14 CFR Part 205.

Ingostrakh Insurance Co.

(Name of Insurer)

12-2, Pyatnitskaya ul., GSP-8, Moscow, 117997, Russia

(Address)

Vasily Koisakov, Deputy Head of Division

(contact person who can verify the effectiveness of the coverage)

Phone number: (495) 234-36-16 Fax: (495) 234-36-03

(Name of Broker if applicable)

(Address)

(Officer or authorized representative)

(Signature)

18th June 2020

(Date)

(Signature)

(Date)

СЕРТИФИКАТ ЭКСПЛУАТАНТА AIR OPERATOR CERTIFICATE

Копия перво-
наличного документа
Генеральный директор
ООО «АЗУР Эйр»
Ю.Ф. Стогний



Российская Федерация
Russian Federation

Министерство транспорта
Российской Федерации
Ministry of Transportation
of the Russian Federation

Федеральное агентство
воздушного транспорта
Federal Air Transport Agency

СЭ
АОС № 140

Дата истечения срока
действия сертификата
эксплуатанта
действует до
приостановления или
аннулирования
уполномоченным органом
в области гражданской
авиации

Expiry date

АОС remains in force until
revoked or suspended

Общество с ограниченной
ответственностью "АЗУР Эйр"
AZUR air Limited Liability Company

Адрес эксплуатанта/Operator address
660135, Российская Федерация,
Красноярский край, г. Красноярск,
ул. Взлетная, д. 57, пом. 29
Vzletnaya street, 57, office 29,
Krasnoyarsk, Krasnoyarsk region,
Russian Federation, 660135

Тел./Phone: (495)909-02-82

Факс/Fax: (495)909-02-82

Адрес электронной почты/E-mail:

info.ru@azurair.ru

Оперативная связь в
эксплуатации

Operational points of contact

Тел./Phone:

(495)909-84-85

Факс/Fax:

(495)909-02-82

E-mail:

info.ru@azurair.ru

Настоящий сертификат удостоверяет в том, что ООО "АЗУР Эйр" предоставлено право осуществлять коммерческие воздушные перевозки, как это определено в прилагаемых эксплуатационных спецификациях, в соответствии с руководством по производству полетов, Конвенцией о международной гражданской авиации и воздушным законодательством Российской Федерации.

This certificate certifies that AZUR air LLC is authorized to perform commercial air operations, as defined in the attached operations specifications, in accordance with the operations manual, the Convention on International Civil Aviation and the air legislation of the Russian Federation

Дата выдачи
Date of issue 21.11.2017

Фамилия и подпись:
Name and signature:

Должность:

Title:

А.В. Нерадько

Alexander V. Neradko

Руководитель Федерального Агентства
Воздушного Транспорта
Head of Federal Air Transport Agency

ЭКСПЛУАТАЦИОННЫЕ СПЕЦИФИКАЦИИ

(с соблюдением утвержденных условий в руководстве по производству полетов)

OPERATIONS SPECIFICATIONS

(subject to the approved conditions in the operations manual)

Федеральное агентство воздушного транспорта (Росавиация)**FEDERAL AIR TRANSPORT AGENCY**

Телефон: (499) 231-5340

Факс: (499) 231-5535

E_mail: rusavia@scaa.ru

Telephone:

Fax:

СЭ №: 140 Название эксплуатанта: **Общество с ограниченной ответственностью "АЗУР эйр"**АОС#: Operator name: **AZUR air Limited Liability Company**Дата: 15.05.2020 Подпись:  Начальник Управления лётной эксплуатации М.Ю. Костылев

Date: Signature: Head of Department flight operations M. Kostylev

Модель воздушного судна: **B767-33AER VP-BRA № 27477**Aircraft model: **B-767**Виды полетов: Коммерческие воздушные перевозки ☐ Пассажиры; ☒ Грузы; ☒ Прочее:
Types of operation: Commercial air transportation Passengers; Cargo; Other:





Район(ы) полетов: Без ограничений

Area(s) of operation: No limitations

Специальные ограничения: НЕТ

Special limitations NO

СПЕЦИАЛЬНЫЕ РАЗРЕШЕНИЯ SPECIAL AUTHORIZATIONS	ДА YES	НЕТ NO	СПЕЦИАЛЬНЫЕ УТВЕРЖДЕНИЯ SPECIFIC APPROVALS	ЗАМЕЧАНИЯ REMARKS
Опасные грузы Dangerous goods	<input checked="" type="checkbox"/>	<input type="checkbox"/>	за исключением делящихся ядерных материалов, отнесенных по классификации ТИ ИКАО к классу опасности 7. Док.9284 excluding the fissile materials regarding to Class 7 of the ICAO. Doc.9284	
Полеты в условиях низкой видимости Low visibility operations				
Заход на посадку и посадка Approach and landing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	KAT.(CAT): I, RVR: 550 m, DH: 200 ft, 60 m KAT.(CAT): II, RVR: 300 m, DH: 100 ft, 30 m KAT.(CAT): IIIA, RVR: 200 m, DH: 50 ft, 15 m	
Взлет Take_off	<input checked="" type="checkbox"/>	<input type="checkbox"/>	RVR: 150 m	
Расширенные эксплуатационные возможности Operational credit(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Допуск к полетам в условиях сокращенного вертикального эшелонирования RVSM <input type="checkbox"/> Неприменимо N/A	<input checked="" type="checkbox"/>	<input type="checkbox"/>	RVSM, RVSM in China	
Разрешение (утверждение) с увеличенным временем ухода на запасной аэродром EDTO / ETOPS <input type="checkbox"/> Неприменимо N/A	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Максимальное время полета до запасного аэродрома: 180 мин/min Maximum diversion time	

Навигационные спецификации для полетов в условиях PBN Navigation specifications for PBN operations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	RNAV 1	DME/DME, DME/DME/IRS, GNSS
			RNAV 10	IRS, GNSS
			RNAV 2	DME/DME, DME/DME/IRS, GNSS
			RNAV 5	IRS, DME/DME/IRS, VOR/DME, GNSS
			RNP 1	DME/DME, GNSS
			RNP 4	IRS, DME/DME/IRS, GNSS
			RNP APCH (LNAV/VNAV)	IRS, DME/DME/IRS, GNSS
Поддержание летной годности Continuing airworthiness			В соответствии с Руководством по организации технического обслуживания и Воздушным Кодексом Российской Федерации In accordance with the Guidelines on the maintenance organization and with the Air Code of the Russian Federation	
Электронный полетный планшет EFB			Портативный/Portable	Специально утвержденные оборудование и программные приложения содержатся в РПП/Specifically approved hardware and software applications are contained in OM
Прочее Others	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ADS-B out (DO-260B) ELT NAT HLA TCAS версии 7.1/TCAS ver 7.1 Разрешена перевозка грузов в пассажирской кабине без пассажиров в соответствии с требованиями EO251104-1/Carriage of cargo in the passenger's cabin with no passenger i.a.w. limitation specified in EO251104-1 EGPWS RS 8.33/25 kHz	



AZUR AIR
OPERATING HISTORY

Based at Moscow's Vnukovo International Airport, Azur Air has become one of the largest charter airlines in the Russian Federation, and as of 2019, the seventh largest Russian air carrier in terms of passenger traffic. The carrier initially operated under the name Katekavia Limited Air, as a legal successor to that company, a regional carrier dating back to 1994. The following year it was established as a separate legal entity, Azur Air LLC. The Air Operator Certificate was issued to Azur Air in 2017.

Azur Air's fleet consisted initially of four Boeing 757-200 aircraft; the fleet grew to 14 aircraft by 2016, consisting of nine B757's and five B767-300's. The fleet has grown steadily in the intervening years, commensurate with the carrier's expanded operations, and now consists of 30 aircraft, from B737-800's to B777-300's.

Passenger traffic has grown tremendously during the carrier's brief history, from 2.35 million passengers (9.113 billion RPK's) to 5.79 million passengers (24.447 billion RPK's) in 2019. Its average load factors during this period have ranged from a low of 93.7% to 95.9%. Azur Air's on-time performance has been equally impressive; measured by delays of no more than two hours, its performance during the summer of 2019 was 98%.

In 2019, Azur Air operated 11,220 round-trip flights, most of them from its Vnukovo base. Destinations include over 40 points in the Russian Federation and over 30 points in the Mediterranean, the Middle East, Southeast Asia and North Africa, as well as Mexico, Cuba and the Caribbean. The carrier now accounts for about 40% of the total passenger traffic carried at Vnukovo.

EXHIBIT F**AZUR AIR L.L.C. – AIRCRAFT FLEET**

Registration Number	Country	Aircraft Type	Owner	Address of Lessor & Citizenship
RA-73030	Russia	B767-3Q8ER	Azur Air LLC	Not applicable (owned by Azur, in title)
VP-BXW	Bermuda	B767-3Q8ER	ILFC (Bermuda) III, Ltd.	4450 Atlantic Avenue, Westpark, Shannon, County Clare, Ireland Citizenship: Ireland
VP-BUY	Bermuda	B767-3Y0ER	Azex Leasing Limited Ireland	17-19 Sir John Rogerson's Quay, Dublin Citizenship: Ireland
VQ-BUO	Bermuda	B767-33AER	WWTAI AirOpCo II DAC Ireland	1st Floor Cape House, Westend Office Park, Snugborough Road, Blanchardstown, Dublin 15 Citizenship: Ireland
VQ-BSX	Bermuda	B767-306ER	AERCAP Ireland Capital Designated Activity Company	4450 Atlantic Avenue, Bldg 400 Westpark Business Campus Shannon Ireland Citizenship: Ireland
VQ-BSY	Bermuda	B767-306ER	AERCAP Ireland Capital Designated Activity Company	(see above)
VQ-BUP	Bermuda	B767-33AER	WWTAI AirOpCo II Limited Ireland	1st Floor Cape House, Westend Office Park, Snugborough Road, Blanchardstown Dublin 15, 662895 Citizenship: Ireland
VP-BRA	Bermuda	B767-33AER	WWTAI AirOpCo II DAC Ireland	(see above)
VQ-BEN	Bermuda	B767-33AER	WWTAI AirOpCo II DAC Ireland	(see above)
VQ-BEO	Bermuda	B767-33AER	WWTAI AirOpCo II DAC Ireland	(see above)
VP-BUV	Bermuda	B767-3Q8ER	Azex Leasing Limited Ireland	(see above)
VP-BUX	Bermuda	B767-3Y0ER	Azex Leasing Limited Ireland	(see above)
VQ-BZC	Bermuda	B777-31HER	Wilmington Trust SP Services (Dublin) Limited	7 Exchange Place - 1st Floor, SPV Management (Dublin) Limited, Dublin Citizenship: Ireland
VQ-BZD	Bermuda	B777-31HER	AERCAP Ireland Capital Designated Activity Company	(see above)
VQ-BZY	Bermuda	B777-31HER	ALC Bermuda Aircraft Limited	2140 S. Dupont Highway, Camden, Delaware 19934, United States of America
VQ-BZA	Bermuda	B777-31HER	AS Air Lease 117 (Ireland) Limited	2 Hume Street, Dublin 2, D02 FT82 Citizenship: Ireland

Exhibit G

Financial Summaries

CONFIDENTIAL TREATMENT REQUESTED

UNDER 14 C.F.R. § 302.12

Exhibit H

First Year Estimated Finance

CONFIDENTIAL TREATMENT REQUESTED

UNDER 14 C.F.R. § 302.12

No. 5038/дса

The Ministry of Foreign Affairs of the Russian Federation hereby presents its compliments to the Embassy of the United States of America and with reference to article 3 of the Air Transport Agreement between the Government of the Russian Federation and the Government of the United States of America dated January 14, 1994, as well as with reference to the Memorandum of Understanding between the aviation authorities of the Russian Federation and the United States of America dated February 27, 2019 has the honor to report that AZUR air Limited Liability Company has been designated by Russia for performing of scheduled international air transportation of passengers, cargo, baggage, and mail on the agreed route Moscow - Miami - Moscow with a frequency of 5 flights per week.

The Ministry has the honor to kindly ask to bring this information to the attention of the competent authorities of the United States of America.

The Ministry avails itself of this opportunity to renew the assurances of its highest consideration to the Embassy.

Moscow, September 6, 2019

TO THE EMBASSY OF THE
UNITED STATES OF
AMERICA
City of Moscow



Docket OST 95-236

U.S. Department of Transportation
Office of the Secretary of Transportation

AGREEMENT

The undersigned carriers (hereinafter referred to as "the Carriers") hereby agree as follows:

1. Each of the Carriers shall, effective May 16, 1966, include the following in its conditions of carriage, including tariffs embodying conditions of carriage filed by it with any government:

"The Carrier shall avail itself of the limitation of liability provided in the Convention for the Unification of Certain Rules Relating to International Carriage by Air signed at Warsaw October 12th, 1929, or provided in the said Convention as amended by the Protocol signed at The Hague September 28th, 1955. However, in accordance with Article 22(1) of said Convention, or said Convention as amended by said Protocol, the Carrier agrees that, as to all international transportation by the Carrier as defined in the said Convention or said Convention as amended by said Protocol, which, according to the contract of Carriage, includes a point in the United States of America as a point of origin, point of destination, or agreed stopping place

- (1) The limit of liability for each passenger for death, wounding, or other bodily injury shall be the sum of US \$75,000 inclusive of legal fees and costs, except that, in case of a claim brought in a State where provision is made for separate award of legal fees and costs, the limit shall be the sum of US \$58,000 exclusive of legal fees and costs.
- (2) The Carrier shall not, with respect to any claim arising out of the death, wounding, or other bodily injury of a passenger, avail itself of any defense under Article 20(1) of said Convention or said Convention as amended by said Protocol.

Nothing herein shall be deemed to affect the rights and liabilities of the Carrier with regard to any claim brought by, on behalf of, or in respect of any person who has willfully caused damage which resulted in death, wounding, or other bodily injury of a passenger."

2. Each Carrier shall, at the time of delivery of the ticket, furnish to each passenger whose transportation is governed by the Convention, or the Convention as amended by the Hague Protocol, and by the special contract described in paragraph 1, the following notice, which shall be printed in type at least as large as 10 point modern type and in ink contrasting with the stock on (i) each ticket; (ii) a piece of paper either placed in the ticket envelope with the ticket or attached to the ticket; or (iii) on the ticket envelope:

"ADVICE TO INTERNATIONAL PASSENGER ON LIMITATION OF LIABILITY

Passengers on a journey involving an ultimate destination or a stop in a country other than the country of origin are advised that the provisions of a treaty known as the Warsaw Convention may be applicable to the entire journey, including any portion entirely within the country of origin or destination. For such passengers on a journey to, from, or with an agreed stopping place in the United States of America, the Convention and special contracts of carriage embodied in applicable tariffs provide that the liability of

[certain]*

[(name of carrier) and certain other] carriers parties to such special contracts for death of or personal injury to passengers is limited in most cases to proven damages not to exceed US \$75,000 per passenger, and that this liability up to such limit shall not depend on negligence on the part of the carrier. For such passengers traveling by a carrier not a party to such special contracts or on a journey not to, from, or having an agreed stopping place in the United States of America, liability of the carrier for death or personal injury to passengers is limited in most cases to approximately US \$10,000 or US \$20,000.

The names of Carriers parties to such special contracts are available at all ticket offices of such carriers and may be examined on request.

Additional protection can usually be obtained by purchasing insurance from a private company. Such insurance is not affected by any limitation of the carrier's liability under the Warsaw Convention or such special contracts of carriage. For further information please consult your airline or insurance company representative."

3. [This Agreement was filed with the Civil Aeronautics Board of the United States. The Board approved it by Order E-23680, adopted May 13, 1966. The Agreement (Agreement 18900) became effective May 16, 1966. On January 1, 1985, this Agreement became the responsibility of the Department of Transportation (DOT) by operation of law.]

4. This Agreement may be signed in any number of counterparts, all of which shall constitute one Agreement. Any Carrier may become a party to this Agreement by signing a counterpart hereof and depositing it with DOT.

5. Any Carrier party hereto may withdraw from this Agreement by giving twelve (12) months' written notice of withdrawal to DOT and the other Carriers parties to the Agreement.

*Either alternative may be used.

(Signature and Date)

(Printed Name and Title)

(Name and Address of Carrier)

Yuri Stogniy / General Director

AZUR air LLC

Vzletnaya street, 57, Krasnoyarsk, Russia, 660135



Exhibit K

AZUR air Limited Liability Company
tel.+7(495) 909-02-82

e-mail: info.ru@azurair.ru , web: www.azurair.com
PSRN 1022401744342, OKPO 41056544
ITN 2459007621, IEC 246501001

24.08.2020 № 01395/20

to № _____ dated _____

VERIFICATION

Dated August 24, 2020

Pursuant to Title 18 United States Code Section 1001 I, Yuriy Stogniy, General Director of AZUR air LLC, in my individual capacity and as the authorized representative of the applicant, have not in any manner knowingly and willfully falsified, concealed, or failed to disclose any material fact or made any false, fictitious, or fraudulent statement or knowingly used any document which contains such statements in connection with the preparation, filing, or prosecution of this response. I understand that an individual who is found to have violated the provisions of 18 U.S.C. Section 1001 shall be fined or imprisoned not more than five years, or both.

General Director

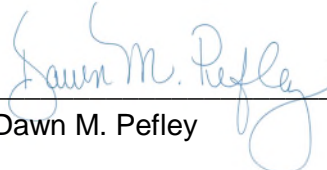


Yuriy Stogniy

CERTIFICATE OF SERVICE

I hereby certify that I have this date served a copy of the foregoing Application of Azur Air, S.A. for a Foreign Air Carrier Permit and Exemption by electronic mail upon the following:

ABX Air/Air Transport Int'l:	rsilverberg@sbgdc.com jjohnson@sbgdc.com
American Airlines:	robert.wirick@aa.com john.b.williams@aa.com
Amerijet Int'l:	jcanny@amerijet.com
Atlas Air/Southern Air:	rpommer@atlasair.com
Centurion/Skylease:	john@mietuslaw.com
Delta Air Lines:	alex.krulic@delta.com chris.walker@delta.com steven.seiden@delta.com
Federal Express:	ssprosse@fedex.com cefelts@fedex.com sllunsford@fedex.com sharon.pasley@fedex.com
Kalitta Air:	psanderlin@kalittaair.com nwallace@wallaceair.com
Polar Air Cargo:	kevin.montgomery@polaraircargo.com
United Airlines:	abried@jenner.com dan.weiss@united.com steve.morrissey@united.com
UPS:	anita.mosner@hklaw.com jennifer.nowak@hklaw.com
FAA:	john.s.duncan@faa.gov



Dawn M. Pefley

Dated: August 27, 2020