

to formulate recommendations on specific aspects of the development of cultural cooperation. Matters relating to this will be coordinated through diplomatic channels.

12. In matters pertaining to cooperation in the fields of culture, the humanities, the social sciences, education, and the mass media, the Participants intend to be guided by this Memorandum in accordance with the laws and regulations of the United States of America and the Russian Federation and in accordance with the principles and norms of international law, beginning on the date of its signature and until such time as either Participant informs the other in writing to the contrary.

The provisions of this Memorandum do not affect other active projects or programs.

Signed at Moscow, this second day of September, 1998, in duplicate, each in the English and Russian languages.

For the Government of
the
United States of America:

William J. Clinton

For the Government of
the
Russian Federation:

Boris Yeltsin

NOTE: An original was not available for verification of the content of this memorandum.

Agreement Between the United States of America and the Russian Federation for Promotion of Aviation Safety

September 2, 1998

The Government of the United States of America and the Government of the Russian Federation, hereinafter referred to as the Contracting Parties,

Desiring to promote civil aviation safety and environmental quality,

Noting common concerns for the safe operation of civil aircraft,

Recognizing the emerging trend toward multinational design, production, and interchange of civil aeronautical products,

Desiring to enhance cooperation and increase efficiency in matters relating to civil aviation safety,

Considering the possible reduction of the economic burden imposed on the aviation industry and operators by redundant technical inspections, evaluations, and testing,

Recognizing the mutual benefit of improved procedures for the reciprocal acceptance of airworthiness approvals, environmental testing, and development of reciprocal recognition procedures for approval and monitoring of flight simulators, aircraft maintenance facilities, maintenance personnel, airmen, and flight operations,

Have agreed as follows:

Article I

A. To facilitate acceptance by each Contracting Party of the other Contracting Party's

(a) airworthiness approvals and environmental testing and approval of civil aeronautical products, and (b) qualification evaluations of flight simulators.

B. To facilitate acceptance by each Contracting Party of the approvals and monitoring of maintenance facilities and alteration or modification facilities, maintenance personnel, airmen, aviation training establishments, and flight operations of the other Contracting Party.

C. To provide for cooperation in sustaining an equivalent level of safety and environmental objectives with respect to aviation safety.

D. Each Contracting Party shall designate the appropriate authorities as its executive agent(s) to implement this Agreement.

For the Government of the United States of America, the executive agent shall be the Federal Aviation Administration (FAA) of the Department of Transportation.

For the Government of the Russian Federation, the executive agent shall be the Interstate Aviation Committee (IAC) for type design approval, initial airworthiness approvals, environmental approval, and environmental testing of civil aeronautical products; and the Federal Aviation Authority of Russia (FAAR) for approval of maintenance facilities, maintenance

personnel, and airmen; approval of flight operations; qualification evaluation of flight simulators; approval of aviation training establishments; and continuing in-service airworthiness issues related to civil aeronautical products. For the purpose of carrying out the provisions of this Agreement, the IAC shall act under the authority and on behalf of the Government of the Russian Federation.

Article II

For the purposes of this Agreement, the terms below have the following meaning:

A. "Airworthiness approval" means a finding that the type design or change to a type design of a civil aeronautical product meets standards agreed between the Contracting Parties or that a product conforms to a type design that has been found to meet those standards, and is in a condition for safe operation.

B. "Alterations or modifications" means making a change to the construction, configuration, performance, environmental characteristics, or operating limitations of the affected civil aeronautical product.

C. "Approval of flight operations" means the technical inspections and evaluations conducted by a Contracting Party, using standards agreed between the Contracting Parties, of an entity providing commercial air transportation of passengers or cargo, or the finding that the entity complies with those standards.

D. "Civil aeronautical product" means any civil aircraft, aircraft engine, or propeller or sub-assembly, appliance, material, part, or component to be installed thereon.

E. "Environmental approval" means a finding that a civil aeronautical product complies with standards agreed between the Contracting Parties concerning noise and/or exhaust emissions.

"Environmental testing" means a process by which a civil aeronautical product is evaluated for compliance with those standards, using procedures agreed between the Contracting Parties.

F. "Flight simulator qualification evaluations" means the process by which a flight simulator is assessed by comparison to the aircraft it simulates, in accordance with standards agreed between the Contracting Parties, or the finding that it complies with those standards.

G. "Maintenance" means the performance of inspection, overhaul, repair, preservation, and the replacement of parts, materials, appliances, or components of a product to assure the con-

tinued airworthiness of that product, but excludes alterations of modifications.

H. "Monitoring" means the periodic surveillance by a Contracting Party's appropriate executive agent to determine continuing compliance with the appropriate standards.

Article III

A. The Contracting Parties' appropriate executive agents shall conduct technical assessments and work cooperatively to develop an understanding of each other's standards and systems in the following areas:

1. Airworthiness approvals of civil aeronautical products;
2. Environmental approval and environmental testing;
3. Approval of maintenance facilities, alteration or modification facilities, maintenance personnel, and airmen;
4. Approval of flight operations;
5. Qualification evaluation of flight simulators; and
6. Approval of aviation training establishments.

B. When the appropriate executive agents of the Contracting Parties agree that the standards, rules, practices, procedures, and systems of both Contracting Parties in one of the technical specialties listed above are sufficiently equivalent or compatible to permit acceptance of findings of compliance made by one Contracting Party for the other Contracting Party to the agreed-upon standards, the appropriate executive agents shall execute written Implementation Procedures describing the methods by which such reciprocal acceptance shall be made with respect to that technical specialty.

C. The Implementation Procedures shall include at a minimum:

1. Definitions;
2. A description of the particular area of civil aviation to be addressed;
3. Provisions for reciprocal acceptance of appropriate executive agent actions such as test witnessing, inspections, qualifications, approvals, and certifications;
4. Accountability of executive agents;
5. Provisions for mutual cooperation and technical assistance;
6. Provisions for periodic evaluations; and
7. Provisions for amendments to or termination of the Implementation Procedures.

Article IV

Any disagreement regarding the interpretation or application of this Agreement or its Implementation Procedures shall be resolved by consultation between the Contracting Parties or their appropriate executive agents, respectively.

Article V

This Agreement shall enter into force upon signature and shall remain in force until terminated by sixty (60) days' written notice from one Contracting Party to the other Contracting Party. Such termination shall also act to terminate all existing Implementation Procedures executed in accordance with this Agreement. This Agreement may be amended by the written agreement of the Contracting Parties. Individual

Implementation Procedures may be terminated or amended by the appropriate executive agents.

In Witness Whereof, the undersigned, being duly authorized by their respective Governments, have signed this Agreement.

Done at Moscow, this second day of September, 1998, in duplicate, in the English and Russian languages, each text being equally authentic.

For the Government of
the
United States of America:

William J. Clinton

For the Government of
the
Russian Federation:

Boris Yeltsin

NOTE: An original was not available for verification of the content of this agreement.

Remarks at a Meeting With Duma and Regional Leaders in Moscow
September 2, 1998

Thank you very much, Mr. Ambassador. I'd like to thank all of you who have come here today to Spaso House. I have met with several of you before here, and as always, I attempt to come to Russia with the view of listening to a wide variety of views and meeting everyone I can who is involved in the activities of the day.

I am pleased to be joined by the Secretary of State, Madeleine Albright; our Secretary of Commerce, Bill Daley; and the Secretary of Energy, Bill Richardson; and with some distinguished Members of Congress. I see Senator Bingaman and Congressman King. I don't know if Senator Domenici and Congressman Hoyer are here or not. But we all want to get to know all of you.

I am proud of what America and Russia have achieved together in reducing the threat of nuclear war and in cooperating in areas like Bosnia. Today we announced two other steps to cooperate: First, in the sharing of early warning information on missile firings; and second, in a commitment to dramatically reduce our stocks of plutonium, a move that might also be of benefit to the Russian economy.

I'd like to, before I go out and start to visit with you individually, make just a couple of observations about the economic challenges facing

Russia today. First of all, I recognize that around this room there are many different points of view represented, and I think that is a good thing for the strength of Russian democracy. Second, I think it's important to point out that all over the world there are many countries that have democratically-elected leaders and successful economies and rather dramatically different social systems, different approaches to achieving success economically with elected leadership. So Russia must have its own approaches that keep the nation strong, that care for the people who are in need, that prepare for the future of your children. And no other country can define that approach, and no other country's approach would be exactly right for Russia. But I do not believe you can find one country in the world that is economically successful that has completely ignored the ground rules of the global economy.

For all their differences, all the countries that are succeeding have some things in common. They have tax systems that are fair and bring in revenues adequate to meet their spending requirements. They have marketing systems that regulate and provide for effective banking and trading in the country. They have a rule of law