

Network Schedule

DOCUMENT	GOV-03A
REVISION	2.3
EFFECTIVE	2 October 2026
OWNER	Chief Commercial Officer
CLASSIFICATION	Controlled document. Uncontrolled when printed.

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Amendment Record

Issue	Date	Summary of amendment
2.3	2 October 2026	Initial issue.

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1 Scope

This document carries the operating detail of the network defined in Hubs and Network Planning, GOV-03. That document holds the point roles, the gateway choices, and the authoritative airport table. This one holds the route table, the weekly frequency plan, the timetable, the fleet utilisation matrix and the crew pairing structure.

Flight numbers are published as the Airline's ICAO airline designator followed by the flight number. That designator is recorded in the Charter, GOV-00, under Registered Identification.

The schedule published here operates year round. The Airline publishes no separate winter season and no frequency in this document changes between seasons. Religious charter operates outside the weekly route table and is published below.

Departure and arrival times published here are the times the Airline requests. At a coordinated airport they are held subject to slot allocation.

2 Time Standard

The schedule is held in Coordinated Universal Time and does not move between seasons. Sochi and every point in the home network, Russia, Turkey and the Middle East observe UTC+03:00 year round, so their local times never move.

Every time in this document is local time at the airport concerned. The European points observe summer and winter time. Their times are published here for the summer season, and in the winter season each European local time is one hour earlier.

3 Block Times and Turnarounds

Block times are the Airline's planning figures and are directional: the outbound sector runs longer than the return on every route beyond Turkey. Turnarounds are 40 minutes for the 737-700 and 45 for the 737-800.

4 Flight Numbering

Flight numbers are allocated in blocks of one hundred, by the geography the flight serves. Within a block each point holds an allocated range sized to the frequency it carries. Odd numbers depart Sochi (AER) and even numbers return to it, and numbers run in time order within a range. A rotation carries one series from first

departure to final arrival, so a sector between two domestic points flown as part of a Russia trunk rotation is numbered in the Russia block. The Nalchik diaspora rotations are numbered by sector instead: each international sector takes its number in the Turkey or Middle East block, and the sector returning the aircraft to Sochi takes its number in the Nalchik range.

Block	Scope	In use
10-	Domestic, all points in Circassia and Abkhazia	101 to 162
20-	Turkey	201 to 232
30-	Middle East	301 to 323
40-	Russia	401 to 422
50-	Europe	501 to 543
60-	Gulf	Reserved
70-, 80-	Unallocated	Held
90-	Charter	901 to 922
8001-	Ferry	Allocated in sequence

Within the domestic block, 101 to 112 is Sukhum, 121 to 132 Krasnodar, 141 to 150 Nalchik, 151 to 156 Mineralnye Vody, and 161 to 164 Beslan. Within the Europe block each point holds a group of ten: Frankfurt 501, Amsterdam 511, Paris Orly 521, London Stansted 531, and Pristina and Sarajevo 541. Within the Turkey block, Istanbul holds 201 from Sochi and 211 from Nalchik, and Kayseri 221 from Sochi and 231 from Nalchik. Within the Middle East block, Amman holds 301, Damascus 311, and the Nalchik, Damascus and Amman rotation 321. Within the charter block, the weekly Umrah rotation holds 901, the Hajj Jeddah programme 911 and the Hajj Medina programme 921. Scheduled and charter service never share a series. Ferry flights carry four-digit numbers from 8001, allocated in sequence under Line Operations, GOV-02B.

5 Connecting Bank

Sochi is built around two connecting banks and a midday wave. Minimum connecting time is 45 minutes for all itineraries other than a through service.

Wave	Window	Content
Bank 1 arrivals	08:55 - 09:05	Arrivals from Sukhum, Krasnodar, Nalchik and Mineralnye Vody
Bank 1 departures	09:50 - 10:20	Home network, Russia trunk, Turkey, Middle East and Europe departures
Midday	12:50 - 13:40	The Nalchik return, feeding the Amman departure
Bank 2 arrivals	18:30 - 19:50	Returns from every point served in the day
Bank 2 departures	20:15 - 20:50	Departures to Sukhum, Krasnodar, Nalchik, Mineralnye Vody and London

An aircraft stands overnight at Sukhum, Krasnodar, Nalchik and Mineralnye Vody every night, and its first sector of the day runs inbound into the first bank. On Monday, Wednesday and Friday a second aircraft positions to Krasnodar as EUS416 to hold the following morning's 06:00 Russia trunk rotation. On Friday a second aircraft positions to Nalchik as EUS145 to hold the Saturday Damascus and Amman rotation. On Monday and Thursday one aircraft stands overnight at London Stansted. Every other aircraft stands at Sochi. The overnight positions rotate between tails, so that no aircraft is dedicated to any of them.

6 Through Services

Where an aircraft continues from an intermediate stop, its inbound and onward flights are sold as one through service. A passenger travelling through is not connecting, and the minimum connecting time does not apply.

Inbound	Onward	Stop	Days
EUS141	EUS231	Nalchik	Tue
EUS232	EUS148	Nalchik	Tue
EUS212	EUS146	Nalchik	Tue Thu Sat
EUS321	EUS323	Damascus	Sat
EUS323	EUS322	Amman	Sat
EUS322	EUS150	Nalchik	Sat
EUS411	EUS412	Nalchik	Tue Thu Sat
EUS413	EUS414	Nalchik	Tue Thu Sat
EUS414	EUS415	Krasnodar	Tue Thu Sat
EUS541	EUS543	Pristina	Tue

7 Route Table

Frequencies are departures per week in each direction. Block times are shown outbound from Sochi and inbound to it, and on the Nalchik diaspora routes outbound from Nalchik and inbound to it.

Route	Tier	Distance (nm)	Aircraft	Weekly frequency	Block out	Block in
Sochi - Sukhum	Feeder	62	737	14	1:00	1:00
Sochi - Krasnodar	Feeder	101	737	14	1:00	1:00
Sochi - Nalchik	Feeder	160	737	15	1:05	1:05
Sochi - Mineralnye Vody	Feeder	143	737	14	1:10	1:10
Sochi - Beslan	Feeder	204	737	4	1:15	1:15
Sochi - Moscow Vnukovo	Russia trunk	1,206	737-800	4	3:45	3:25
Krasnodar - Nalchik - Moscow Vnukovo	Russia trunk	1,260 rotation	737-800	3	1:20 / 3:15	3:15 / 1:20
Sochi - St. Petersburg Pulkovo	Russia trunk	1,542	737-800	2	4:30	4:10
Sochi - Istanbul Sabiha Gokcen	Turkey	497	737	4	2:10	1:50
Nalchik - Istanbul Sabiha Gokcen	Turkey	655	737	3	2:35	2:35
Sochi - Kayseri	Turkey	346	737	4	1:40	1:30
Nalchik - Kayseri	Turkey	465	737	1	2:00	1:50
Sochi - Amman	Middle East	729	737-800	3	2:40	2:20
Sochi - Damascus	Middle East	624	737	2	2:30	2:10
Nalchik - Damascus - Amman	Middle East	1,592 rotation	737-700	1	2:50 / 1:05	2:40
Sochi - Frankfurt	Europe	1,456	737	2	4:15	3:40
Sochi - London Stansted	Europe	1,790	737-800	2	5:05	4:25
Sochi - Paris Orly	Europe	1,667	737	1	4:50	4:15
Sochi - Amsterdam	Europe	1,641	737	1	5:05	4:10
Sochi - Pristina - Sarajevo	Europe	1,945 rotation	737	1	2:55 / 1:10	2:45

Russia trunk distances are flown distances on the eastern corridor, not great circle distances. The Sochi to Moscow great circle is 736 nm and the corridor adds 64 per cent to it. Europe distances are flown distances south-west over the Black Sea and clear of the Crimean and Ukrainian flight information regions. Where the aircraft column reads 737, either variant operates the route.

Moscow is served seven times weekly in total, four times direct from Sochi and three times on the Krasnodar and Nalchik rotation. Istanbul is served seven times weekly in total, four from Sochi and three from Nalchik. Kayseri is served five times weekly, four from Sochi and one from Nalchik. Amman is served four times weekly, three from Sochi and one on the Nalchik rotation, and Damascus three times weekly, two from Sochi and one on the Nalchik rotation. The Nalchik rotation operates Nalchik, Damascus, Amman, Nalchik. Krasnodar carries three further weekly Sochi departures on the EUS416 positioning sector, and Nalchik one on the EUS145 positioning sector, both sold as scheduled service. Pristina and Sarajevo are served on one rotation, Sochi, Pristina, Sarajevo, Sochi.

Domodedovo is held as the declared Moscow fallback and carries no scheduled service. Jeddah and Medina are religious charter points and appear below rather than in the weekly route table.

8 Outstation Structure

Sukhum, Krasnodar, Nalchik and Mineralnye Vody each hold an aircraft overnight. It flies into the first bank in the morning, and an aircraft returns out of the second bank in the evening, so the first movement of the day at each point runs inbound to Sochi and the last runs outbound from it, which is the direction connecting demand travels.

Sukhum and Krasnodar also carry a day pair, out of Sochi at 10:00 and back into the second bank at 18:25, with the aircraft standing at the outstation between the two. Beslan is flown as a day pair only, out at 10:15 and back at 18:05, on Monday, Wednesday, Friday and Sunday. Nalchik and Mineralnye Vody carry a second rotation, Nalchik at midday and Mineralnye Vody in the afternoon into the second bank.

The overnight positions are standing aircraft, not bases. No spares, no maintenance capability and no company staff on the field.

9 Timetable - Home Network

Flight	Route	Days	Depart	Arrive	Aircraft
EUS142	Nalchik - Sochi	Mon Wed Fri Sun	07:50	08:55	737-700
EUS152	Mineralnye Vody - Sochi	Daily	07:55	09:05	737-700
EUS122	Krasnodar - Sochi	Daily	08:05	09:05	737-700
EUS102	Sukhum - Sochi	Daily	08:05	09:05	737-700
EUS121	Sochi - Krasnodar	Daily	10:00	11:00	737-700 / 737-800
EUS141	Sochi - Nalchik	Daily	10:00	11:05	737-700 / 737-800
EUS101	Sochi - Sukhum	Daily	10:00	11:00	737-700 / 737-800
EUS161	Sochi - Beslan	Mon Wed Fri Sun	10:15	11:30	737-700 / 737-800
EUS144	Nalchik - Sochi	Mon Wed Thu Fri Sat Sun	11:45	12:50	737-700 / 737-800
EUS151	Sochi - Mineralnye Vody	Daily	16:25	17:35	737-700 / 737-800
EUS146	Nalchik - Sochi	Tue Thu Sat	16:30	17:35	737-700 / 737-800
EUS148	Nalchik - Sochi	Tue	17:05	18:10	737-700
EUS162	Beslan - Sochi	Mon Wed Fri Sun	18:05	19:20	737-700 / 737-800
EUS154	Mineralnye Vody - Sochi	Daily	18:15	19:25	737-700 / 737-800
EUS150	Nalchik - Sochi	Sat	18:15	19:20	737-700
EUS124	Krasnodar - Sochi	Daily	18:25	19:25	737-700 / 737-800
EUS104	Sukhum - Sochi	Daily	18:25	19:25	737-700 / 737-800
EUS123	Sochi - Krasnodar	Daily	20:15	21:15	737-700
EUS103	Sochi - Sukhum	Daily	20:30	21:30	737-700
EUS143	Sochi - Nalchik	Daily	20:35	21:40	737-700
EUS153	Sochi - Mineralnye Vody	Daily	20:40	21:50	737-700
EUS145	Sochi - Nalchik	Fri	20:50	21:55	737-800

EUS102, EUS122, EUS142 and EUS152 are timed into the first bank. EUS144 feeds the Amman departure. EUS104, EUS124, EUS150, EUS154 and EUS162 are timed into the second bank, and EUS103, EUS123, EUS143 and EUS153 distribute off it and terminate the operating day at the outstations.

On Tuesday, Thursday and Saturday the aircraft standing at Nalchik operates the Nalchik to Istanbul service in place of the morning Sochi departure, and returns to Sochi as EUS146. Nalchik holds its own direct Moscow departure on those days, so the point loses no connectivity.

On Tuesday the aircraft operating EUS141 continues from Nalchik to Kayseri in place of the midday return, and returns to Sochi as EUS148. On Saturday the aircraft positioned by EUS145 operates the Nalchik, Damascus and Amman rotation and returns to Sochi as EUS150.

10 Timetable - Turkey and Middle East

Flight	Route	Days	Depart	Arrive	Aircraft
EUS321	Nalchik - Damascus	Sat	09:40	12:30	737-700
EUS211	Nalchik - Istanbul Sabiha Gokcen	Tue Thu Sat	10:00	12:35	737-700 / 737-800
EUS201	Sochi - Istanbul Sabiha Gokcen	Mon Wed Sat Sun	10:10	12:20	737-700 / 737-800
EUS221	Sochi - Kayseri	Mon Wed Fri Sat	10:15	11:55	737-800
EUS311	Sochi - Damascus	Thu Sun	10:20	12:50	737-700 / 737-800
EUS231	Nalchik - Kayseri	Tue	11:50	13:50	737-700
EUS222	Kayseri - Sochi	Mon Wed Fri Sat	12:35	14:05	737-800
EUS202	Istanbul Sabiha Gokcen - Sochi	Mon Wed Sat Sun	13:05	14:55	737-700 / 737-800
EUS323	Damascus - Amman	Sat	13:10	14:15	737-700
EUS212	Istanbul Sabiha Gokcen - Nalchik	Tue Thu Sat	13:15	15:50	737-700 / 737-800
EUS312	Damascus - Sochi	Thu Sun	13:30	15:40	737-700 / 737-800
EUS301	Sochi - Amman	Thu Fri Sun	13:40	16:20	737-800
EUS232	Kayseri - Nalchik	Tue	14:30	16:20	737-700
EUS322	Amman - Nalchik	Sat	14:55	17:35	737-700
EUS302	Amman - Sochi	Thu Fri Sun	17:05	19:25	737-800

Damascus is scheduled and sold as a full member of the network, and its capacity is sized so that a suspension of Syrian air access withdraws the smallest block of capacity in the international network. Where that access is suspended, the Nalchik rotation operates Nalchik, Amman, Nalchik direct. Amman departs Sochi at 13:40 on all three days, fed by the midday wave and returning into the second bank. The Nalchik, Damascus and Amman rotation is operated by the 737-700. Kayseri operates five times weekly, reaching the Uzunayla diaspora settlement in Central Anatolia.

II Timetable - Russia Trunk

Flight	Route	Days	Depart	Arrive	Aircraft
EUS411	Krasnodar - Nalchik	Tue Thu Sat	06:00	07:20	737-800
EUS412	Nalchik - Moscow Vnukovo	Tue Thu Sat	08:05	11:20	737-800
EUS401	Sochi - Moscow Vnukovo	Mon Wed Fri Sun	10:05	13:50	737-800
EUS421	Sochi - St. Petersburg	Wed Sun	10:05	14:35	737-800
EUS413	Moscow Vnukovo - Nalchik	Tue Thu Sat	12:05	15:20	737-800
EUS422	St. Petersburg - Sochi	Wed Sun	15:15	19:25	737-800
EUS402	Moscow Vnukovo - Sochi	Mon Wed Fri Sun	15:30	18:55	737-800
EUS414	Nalchik - Krasnodar	Tue Thu Sat	16:05	17:25	737-800
EUS415	Krasnodar - Sochi	Tue Thu Sat	18:10	19:10	737-800
EUS416	Sochi - Krasnodar	Mon Wed Fri	20:20	21:20	737-800

EUS416 places the aircraft at Krasnodar for the following morning's rotation. It is sold as scheduled service and is the last Krasnodar departure of the day on those evenings.

The Krasnodar to Nalchik to Moscow rotation consumes 10 hours 10 minutes of block time in a single operating day. It is the longest rotation in the network and it is a direct product of the eastern corridor routing.

12 Timetable - Europe

Flight	Route	Days	Depart	Arrive	Aircraft
EUS521	Sochi - Paris Orly	Thu	09:50	13:40	737-700
EUS511	Sochi - Amsterdam	Fri	09:50	13:55	737-700
EUS501	Sochi - Frankfurt	Mon Thu	10:05	13:20	737-700
EUS541	Sochi - Pristina	Tue	10:10	12:05	737-800
EUS543	Pristina - Sarajevo	Tue	12:50	14:00	737-800
EUS532	London Stansted - Sochi	Tue Fri	12:25	18:50	737-800
EUS502	Frankfurt - Sochi	Mon Thu	14:05	18:45	737-700
EUS522	Paris Orly - Sochi	Thu	14:25	19:40	737-700
EUS512	Amsterdam - Sochi	Fri	14:40	19:50	737-700
EUS542	Sarajevo - Sochi	Tue	14:45	18:30	737-800
EUS531	Sochi - London Stansted	Mon Thu	20:15	23:20	737-800

Frankfurt, Paris Orly, Amsterdam and the Pristina and Sarajevo rotation are day returns, departing in the first bank and returning into the second. London Stansted departs in the second bank, the aircraft and crew stand overnight at Stansted, and the return lands into the following day's second bank.

13 Religious Charter

One Umrah rotation to Jeddah operates every week outside the Hajj season. During the Hajj season the Umrah rotation is suspended and the Hajj programme operates Jeddah and Medina every night, for the length of the season set by the pilgrim quota designated to the Airline. Both fly at night, after the second bank and before the first, and move no scheduled flight.

Flight	Route	Days	Depart	Arrive	Aircraft
EUS901	Sochi - Jeddah	Thu	21:30	01:35	737-800
EUS902	Jeddah - Sochi	Fri	02:20	05:50	737-800

Flight	Route	Days	Depart	Arrive	Aircraft
EUS911	Sochi - Jeddah	Daily in season	21:30	01:35	737
EUS912	Jeddah - Sochi	Daily in season	02:20	05:50	737
EUS921	Sochi - Medina	Daily in season	21:40	01:05	737
EUS922	Medina - Sochi	Daily in season	01:50	04:55	737

Route	Distance (nm)	Block out	Block in
Sochi - Jeddah	1,308	4:05	3:30
Sochi - Medina	1,135	3:25	3:05

Both 737 variants reach Jeddah and Medina with margin, so no tail-level capability restriction applies to the charter programme.

14 Fleet Utilisation Matrix

Daily block hours by operating line, for the normal week including the Umrah rotation. Utilisation is measured against 10:30 of daily block time. Aircraft rotate through the lines rather than being fixed to them.

Line	Type	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly	Utilisation
Line 1	737-800	7:10	6:50	7:10	7:05	5:25	10:10	7:10	51:00	69%
Line 2	737-800	4:00	2:20	8:40	7:10	7:10	4:00	7:10	40:30	55%
Line 3	737-800	7:35	4:25	3:30	10:10	7:10	3:10	8:40	44:40	61%
Line 4	737-800	4:10	10:10	3:10	9:35	6:35	6:15	4:40	44:35	61%
Line 5	737-700	4:00	4:00	4:00	11:15	4:45	8:50	4:45	41:35	57%
Line 6	737-700	10:15	4:10	6:40	9:10	11:25	4:10	4:00	49:50	68%
Line 7	737-700	4:05	8:10	6:15	7:15	4:00	4:00	4:00	37:45	51%
Line 8	737-700	6:35	7:20	4:05	10:00	4:05	6:35	8:35	47:15	64%

Network total is 357 hours 10 minutes of block time each week across eight aircraft.

Sub-fleet	Weekly block	Per aircraft per day	Utilisation
737-800	180:45	6:27	61%
737-700	176:25	6:18	60%
Jet fleet	357:10	6:23	61%

No aircraft flies more than 11:30 of block in an operating day. The fleet is sized by the first bank rather than by hours: at 10:00 the Sukhum and Krasnodar day pairs depart alongside every other first-bank departure, and that peak sets the number of aircraft.

The fleet carries no dedicated spare aircraft and every line flies every day. An aircraft on ground removes a line from the schedule rather than being absorbed by it.

15 Crew Pairing Structure

The pairings below are built against the flight time and duty limitations in Fleet and Operations, GOV-02, under Flight Time and Duty Limitations. Every duty sits at least 45 minutes inside the maximum flight duty period for its start time and sector count, and every rest period meets the minimum for its location. The timetable published above requires no change to be crewable.

Crews and aircraft do not share a line. A crew stays with its aircraft until the duty limit less 30 minutes, a sit of more than 90 minutes at Sochi, or an overnight stop requires a change. The network runs about 17 crew duties a day.

15.1 Outstations

A crew arriving on the second bank is released too late to fly the next morning's first-bank departure within the rest minimum away from base. Each outstation therefore holds two crews overnight. The crew that operates the day's first out-and-back from Sochi changes at the outstation, takes its rest there, and operates the next morning's departure into the first bank. The crew released there the previous evening operates the day's return. On Tuesday the crew operating EUS141 changes at Nalchik in the same way, and the crew released there the previous evening operates the Kayseri rotation and EUS148.

Beslan is flown as a day pair by one crew in one duty, and holds no crew overnight.

15.2 Russia Trunk

Every crew operating to Moscow changes at Vnukovo. Arrivals and departures alternate so that exactly one crew takes its rest there each night.

Days	Crew arrives Moscow	Crew departs Moscow
Mon Wed Fri Sun	EUS401, release 14:20, duty 5:15	EUS402, report 14:30, duty 4:55
Tue Thu Sat	EUS411, EUS412, release 11:50, duty 6:50	EUS413, EUS414, EUS415, report 11:05, duty 8:35

The crew operating EUS411 out of Krasnodar positions there the preceding day as passengers on EUS121, the 10:00 Krasnodar service, for a full rest before a 05:00 report. EUS416 cannot carry that crew. It arrives at 21:20, which leaves 7 hours 10 minutes from release to report.

15.3 London

The crew operating EUS531 takes its rest at London Stansted and operates EUS532 the following day.

15.4 Crew Rest Away from Base

The Airline holds accommodation at six points. Sukhum, Krasnodar, Nalchik and Mineralnye Vody carry two crews each night, Krasnodar three on Monday, Wednesday and Friday, and Nalchik three on Friday. Moscow carries one every night, and London Stansted one on Monday and Thursday nights. None of them is a base and none of them changes an airport's role in the network. The policy is in Fleet and Operations, GOV-02, under Crew Basing and Layover Points.