

Fleet and Operations

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I Fleet

The Airline operates a three-type fleet, matched to route demand and the winter operating conditions of the North Caucasus.

1. **DHC-6 Twin Otter (Series 400).** A twin-engine, 19-seat aircraft for the shortest feeder routes, chosen for its short-field performance and cold-weather operating record. Being unpressurised, it flies only routes that remain on one side of the main Caucasus divide. The Airline operates the current-production Series 400 at standard gross weight. It is the one purchased type and therefore the longest-held asset in the fleet, and it is acquired new so that the four aircraft enter service as an identical fleet with manufacturer support behind them.
2. **Embraer E175.** 76 seats (8C 68Y), the core aircraft for the domestic and regional feeder tier.
3. **Embraer E195.** 112 seats (12C 100Y), the flex aircraft for the Russia trunk tier, the Turkey and Middle East tier, and any feeder rotation that falls inside its turnaround window at base. The E195 fleet operates in the Advanced Range (AR) variant, giving it the range to reach Middle East destinations with full operational margin. The E175 fleet operates a mixed Standard/Long Range (STD/LR) configuration, matched to its shorter route assignments.

E175 and E195 share enough commonality that crews move between them through differences training rather than a full type rating, keeping training and spares simple across the fleet.

I.1 Fleet Table

Registration	Type	Variant	Configuration	Max Range (nm)	Turnaround (min)
RA-08801	E195	AR	12C 100Y	2200	40
RA-08802	E195	AR	12C 100Y	2200	40
RA-08803	E175	STD / LR	8C 68Y	1650-2000	30
RA-08804	E175	STD / LR	8C 68Y	1650-2000	30
RA-08805	DHC-6	400	19Y	800	20
RA-08806	DHC-6	400	19Y	800	20
RA-08807	DHC-6	400	19Y	800	20
RA-08808	DHC-6	400	19Y	800	20

2 Acquisition and Maintenance

E175 and E195 aircraft are leased. The DHC-6 is purchased outright.

Maintenance is contracted to established third-party MRO providers with E-Jet capability at launch. DHC-6 maintenance is contracted separately to a provider approved for the type, the Airline holding no capability of its own for the one type it owns outright. In-house line maintenance is introduced as the fleet grows.

3 Operational Base

The Airline operates from a single base at Sochi, where aircraft and crew are stationed and maintenance and spares are held.

Krasnodar and Nalchik are focus cities. They hold direct routes without based crew or equipment, reached by tag routing on an existing rotation and by aircraft remaining overnight on a rotating basis. No single tail is dedicated to an away overnight, so every aircraft returns to Sochi on a regular cycle for maintenance.

All other airports are spokes, worked out and back from Sochi, with one exception.

The DHC-6 fleet stands overnight at the coastal outstations. Each coastal route holds two aircraft, one beginning the operating day at Sukhum or Krasnodar and one at Sochi, and the two exchange ends each night. Every tail therefore stands at Sochi on alternate nights and cycles through base maintenance without a positioning flight. These are standing aircraft rather than bases: no spares, no maintenance capability, no company staff on the field, and no tail dedicated to either point.

Four DHC-6 aircraft are required by block hours rather than by fleet policy. Each coastal route carries more daily block time than one aircraft can fly, so each route holds a pair.

4 Crew Complement

Every aircraft in the fleet is operated by two pilots. The DHC-6 Series 400 holds certification for single-pilot operation and the Airline does not use it. Scheduled passenger service under instrument flight rules, over water on the coastal routing and across the Western Caucasus in winter, is flown by two pilots on every type the Airline operates.

Cabin crew are carried on aircraft configured with more than 19 passenger seats, at one member for every 50 seats or part of 50. The DHC-6 is configured at 19 seats and carries none. Cabin service on that type is provided by the flight crew.

Type	Seats	Flight crew	Cabin crew	Total complement
DHC-6 Series 400	19	2	0	2
E175	76	2	2	4
E195	112	2	3	5

Pilots hold one of two type ratings, DHC-6 or the E-Jet pair, with differences training between the E175 and the E195. Cabin crew qualify on both E-Jet variants and form a single pool.

Group	Establishment
DHC-6 pilots	32
E175 and E195 pilots	53
Cabin crew	62
Total	147

5 Flight Time and Duty Limitations

The Airline establishes its own flight time, flight duty period and rest limitations and operates a fatigue risk management system against them, in accordance with Annex 6 to the Convention on International Civil Aviation. The scheme is submitted for approval to the civil aviation authority of Circassia and Abkhazia on that

authority's establishment. It governs the Airline's planning in the meantime, and no schedule is published that the scheme does not permit.

A flight duty period begins at the reporting time and ends at the release time. Reporting is 60 minutes before scheduled departure and release 30 minutes after final arrival on the E175 and E195, and 45 and 15 minutes on the DHC-6. Positioning as a passenger is duty and is not a flight duty period.

5.1 Maximum Flight Duty Period

Hours and minutes, for an acclimatised crew of two pilots, by the local time at which the flight duty period begins and the number of sectors it contains. Every point in the network observes UTC+03:00 year round, so no start time in this table carries a time zone qualification.

Start	1-2	3	4	5	6	7	8 or more
04:00 - 04:59	11:00	10:30	10:00	9:30	9:00	9:00	9:00
05:00 - 05:59	12:00	11:30	11:00	10:30	10:00	9:30	9:00
06:00 - 13:29	13:00	12:30	12:00	11:30	11:00	10:30	9:00
13:30 - 16:59	12:00	11:30	11:00	10:30	10:00	9:30	9:00
17:00 - 21:59	11:00	10:30	10:00	9:30	9:00	9:00	9:00
22:00 - 03:59	11:00	10:30	10:00	9:30	9:00	9:00	9:00

5.2 Rest

Rest at base is at least as long as the preceding flight duty period and never less than 12 hours. Rest away from base is at least as long as the preceding flight duty period and never less than 10 hours, taken in accommodation providing a full sleep opportunity, with travel between the aircraft and the accommodation additional to it.

5.3 Cumulative Limits

Limit	Value
Block hours in 7 consecutive days	60
Block hours in 28 consecutive days	110
Block hours in 12 consecutive months	900
Duty hours in 7 consecutive days	60
Duty hours in 28 consecutive days	190
Local days free of all duty, per calendar month	7

6 Standby and Reserve

The crew establishment carries a reserve loading of 12 per cent. Reserve covers sickness, training absence, a duty limitation reached in the operating day, and the crew consequences of a disrupted rotation. It does not cover the absence of a serviceable aircraft, which is a fleet matter and not a crewing one.

Reserve crews are held at Sochi and at no other point. On every day of operation the Airline holds one flight crew and one cabin crew complement on airport standby at Sochi for the E-Jet fleet, and one flight crew on home standby for the DHC-6 fleet. Standby is rostered as a duty, and a standby period counts against the flight duty period limitations published above from the time the crew is called.

Where no reserve remains and a duty cannot be crewed within the limitations, the affected rotation is cancelled. No commercial consideration displaces this.

7 Crew Basing and Layover Points

Sochi is the Airline's only crew domicile. Every crew member is based there and no other point holds a domicile.

A crew layover point is an airport at which the Airline holds accommodation so that a crew takes its rest away from base between two duties. It carries a hotel contract and nothing else. No crew is domiciled there, no aircraft is dedicated to it, and it holds no spares, no maintenance capability and no company staff. A layover point is not a base and holding one does not change an airport's role in the network.

Layover point	Crews per night	Requirement it serves
Sukhum	2	The first departure and the last arrival of the coastal operating day
Krasnodar	2, and 4 on Monday, Wednesday and Friday	The coastal operating day, and the Russia trunk rotation originating there
Nalchik	1, on Monday and Friday nights and on evening splits	The Tuesday and Saturday Istanbul rotation, and the late Nalchik return
Moscow Vnukovo	1, every night	The Russia trunk, which no single crew can fly out and back

Crew pairings are published in the Network Schedule, GOV-03A, under Crew Pairing Structure.

8 Ground Handling

Ground handling is contracted to established operators at each airport served. At Sukhum and Krasnodar the contract covers an aircraft standing overnight rather than a turnaround.