

Network Schedule



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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, and the fleet utilisation matrix.

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. Seasonal 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

Every airport in the network observes UTC+03:00 year round. All times in this document are local times, and local time is the same at every point served. No schedule in this document requires a time zone conversion.

3 Block Times and Turnarounds

Every block time in this document is a measured figure. Block times are directional: the outbound sector runs longer than the return on every route beyond Turkey. Turnarounds are 20 minutes for the DHC-6, 30 for the E175 and 40 for the E195.

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.

Block	Scope	In use
10-	Domestic, all points in Circassia and Abkhazia	101 to 164
20-	Turkey	201 to 222
30-	Middle East	301 to 312
40-	Russia	401 to 422
50-	Europe	Reserved
60-	Gulf	Reserved
70-, 80-	Unallocated	Held
90-	Charter	Reserved

Within the domestic block, 101 to 112 is Sukhum, 121 to 132 Krasnodar, 141 to 146 Nalchik, 151 to 156 Mineralnye Vody, and 161 to 164 Beslan. The two coastal shuttle points hold twelve numbers each because they are flown at shuttle frequency. Seasonal religious charter operates in the 90- block and is not numbered against the Middle East block, so scheduled and charter service never share a series.

5 Connecting Bank

Sochi is built around three connecting waves. Minimum connecting time is 45 minutes for all itineraries.

Wave	Window	Content
Bank 1 arrivals	08:50 - 09:20	Feeder arrivals from Sukhum, Krasnodar, Nalchik, Mineralnye Vody and Beslan
Bank 1 departures	10:05 - 10:20	Russia trunk, Turkey and Middle East departures
Midday arrivals	11:30 - 13:30	Sukhum, Krasnodar and Nalchik returns
Midday departure	13:45	Amman, Friday only
Bank 2 arrivals	18:50 - 19:25	Russia trunk and Middle East arrivals
Bank 2 departures	20:15 - 20:45	Feeder departures distributing to every spoke and focus city

The midday wave carries no additional block hours. It is built from feeder rotations that already fly, timed to cluster ahead of the afternoon Amman departure rather than spread across the day at random.

Every jet returns to Sochi at the end of its operating day, with one exception. On Monday, Wednesday and Friday evenings one Embraer E195 positions to Krasnodar as EUS416 to hold the following morning's 06:00 departure on the Krasnodar to Nalchik to Moscow rotation. That overnight rotates between tails so that no aircraft is dedicated to it.

The DHC-6 fleet does not return to Sochi at the end of the day. One aircraft stands overnight at Sukhum and one at Krasnodar, and the two aircraft on each route exchange ends every night. See Coastal Shuttle Structure below.

6 Route Table

Frequencies are departures per week in each direction. Block times are shown outbound from Sochi and inbound to it.

Route	Tier	Distance (nm)	Aircraft	Weekly frequency	Block out	Block in
Sochi - Sukhum	Feeder	62	DHC-6	35	1:00	1:00
Sochi - Krasnodar	Feeder	101	DHC-6	35	1:15	1:15
Sochi - Nalchik	Feeder	160	E175 / E195	19	1:05	1:05
Sochi - Mineralnye Vody	Feeder	143	E175	21	1:10	1:10
Sochi - Beslan	Feeder	204	E175	6	1:15	1:15
Sochi - Moscow Vnukovo	Russia trunk	1,206	E195	4	3:45	3:25
Krasnodar - Nalchik - Moscow Vnukovo	Russia trunk	1,260 rotation	E195	3	1:20 / 3:15	3:15 / 1:20
Sochi - St. Petersburg Pulkovo	Russia trunk	1,542	E195	2	4:30	4:10
Sochi - Istanbul Sabiha Gokcen	Turkey	497	E195	4	2:10	1:50
Nalchik - Istanbul Sabiha Gokcen	Turkey	655	E175	2	2:35	2:35
Sochi - Kayseri	Turkey	346	E175	4	1:40	1:30
Sochi - Amman	Middle East	729	E195	3	2:40	2:20
Sochi - Damascus	Middle East	624	E175	2	2:30	2:10

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.

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 six times weekly in total, four from Sochi and two from Nalchik, and is reachable from Sochi on every day of the week. Krasnodar carries three further weekly Sochi departures on the E195 positioning sector, sold as scheduled service.

Nalchik is operated by the E195 on the four days the Moscow trunk aircraft is available at Sochi either side of its rotation, and by the E175 on the remaining three. Beslan is operated by the E175 on all its days.

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

7 Coastal Shuttle Structure

The DHC-6 fleet operates as two pairs, one on each coastal route. On each route one aircraft begins the operating day at the outstation and one at Sochi, and each flies an odd number of sectors, so the two exchange ends every night. Every tail stands at Sochi on alternate nights and cycles through base maintenance without a positioning flight.

This exists so that the first movement of the day on each route runs inbound to Sochi and the last runs outbound from it, which is the direction commuter demand actually travels. Worked out and back from Sochi, the same schedule flies its first sector outbound before anything has arrived to fill it, and its last sector inbound after everything has departed.

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

8 Timetable - Coastal Shuttle

Flight	Route	Days	Depart	Arrive	Aircraft
EUS122	Krasnodar - Sochi	Daily	06:00	07:15	DHC-6
EUS101	Sochi - Sukhum	Daily	06:15	07:15	DHC-6
EUS102	Sukhum - Sochi	Daily	06:20	07:20	DHC-6
EUS121	Sochi - Krasnodar	Daily	06:30	07:45	DHC-6
EUS104	Sukhum - Sochi	Daily	07:50	08:50	DHC-6
EUS124	Krasnodar - Sochi	Daily	08:05	09:20	DHC-6
EUS103	Sochi - Sukhum	Daily	09:10	10:10	DHC-6
EUS123	Sochi - Krasnodar	Daily	09:30	10:45	DHC-6
EUS106	Sukhum - Sochi	Daily	10:30	11:30	DHC-6
EUS126	Krasnodar - Sochi	Daily	11:05	12:20	DHC-6
EUS105	Sochi - Sukhum	Daily	11:50	12:50	DHC-6
EUS125	Sochi - Krasnodar	Daily	12:40	13:55	DHC-6
EUS108	Sukhum - Sochi	Daily	13:10	14:10	DHC-6
EUS128	Krasnodar - Sochi	Daily	14:15	15:30	DHC-6
EUS107	Sochi - Sukhum	Daily	15:00	16:00	DHC-6
EUS127	Sochi - Krasnodar	Daily	16:00	17:15	DHC-6
EUS110	Sukhum - Sochi	Daily	16:20	17:20	DHC-6
EUS130	Krasnodar - Sochi	Daily	17:35	18:50	DHC-6
EUS109	Sochi - Sukhum	Daily	20:15	21:15	DHC-6
EUS129	Sochi - Krasnodar	Daily	20:20	21:35	DHC-6

EUS104 and EUS124 are timed into the first bank. EUS126, EUS108 and EUS128 carry connecting passengers into the midday wave. EUS109 and EUS129 distribute off the second bank and terminate the operating day at the outstations. The remaining rotations serve point-to-point demand.

The DHC-6 operates only routes that remain on one side of the main Caucasus divide. Sochi to Sukhum runs the Black Sea coast. Sochi to Krasnodar crosses the Western Caucasus through the Tuapse corridor, clear of the main divide and below the altitude at which an unpressurised aircraft requires supplemental oxygen. No feeder route to Nalchik, Mineralnye Vody or Beslan is available to this type.

9 Timetable - Domestic Feeder

Flight	Route	Days	Depart	Arrive	Aircraft
EUS161	Sochi - Beslan	Mon Wed Fri	06:00	07:15	E175
EUS141	Sochi - Nalchik	Mon Wed Fri Sun	06:05	07:10	E195
EUS141	Sochi - Nalchik	Tue Thu Sat	06:10	07:15	E175
EUS151	Sochi - Mineralnye Vody	Daily	06:15	07:25	E175
EUS142	Nalchik - Sochi	Thu	07:45	08:50	E175
EUS162	Beslan - Sochi	Mon Wed Fri	07:45	09:00	E175
EUS142	Nalchik - Sochi	Mon Wed Fri Sun	07:50	08:55	E195
EUS152	Mineralnye Vody - Sochi	Daily	07:55	09:05	E175
EUS143	Sochi - Nalchik	Mon Wed Thu Fri Sun	10:50	11:55	E175
EUS144	Nalchik - Sochi	Mon Wed Thu Fri Sun	12:25	13:30	E175
EUS144	Nalchik - Sochi	Tue Sat	16:10	17:15	E175
EUS153	Sochi - Mineralnye Vody	Daily	14:30	15:40	E175
EUS154	Mineralnye Vody - Sochi	Daily	16:10	17:20	E175
EUS145	Sochi - Nalchik	Daily	20:35	21:40	E175 / E195
EUS155	Sochi - Mineralnye Vody	Daily	20:40	21:50	E175
EUS163	Sochi - Beslan	Mon Wed Fri	20:45	22:00	E175
EUS146	Nalchik - Sochi	Tue Thu Sat Sun	22:10	23:15	E175
EUS146	Nalchik - Sochi	Mon Wed Fri	22:20	23:25	E195
EUS156	Mineralnye Vody - Sochi	Daily	22:20	23:30	E175
EUS164	Beslan - Sochi	Mon Wed Fri	22:30	23:45	E175

Nalchik is drawn by the 112-seat E195 on Monday, Wednesday, Friday and Sunday mornings and on Monday, Wednesday and Friday evenings, which are the windows in which the Moscow trunk aircraft is on the ground at Sochi. It is drawn by the 76-seat E175 at all other times. Beslan is drawn by the E175 throughout.

On Tuesday and Saturday the morning Nalchik rotation terminates at Nalchik and the aircraft operates the Nalchik to Istanbul service, returning to Sochi as EUS144 at 16:10. Nalchik holds its own direct Moscow departure on those days, so the point loses no connectivity.

Beslan operates three days a week, with a morning rotation into the first bank and an evening rotation off the second.

10 Timetable - Turkey and Middle East

Flight	Route	Days	Depart	Arrive	Aircraft
EUS211	Nalchik - Istanbul Sabiha Gokcen	Tue Sat	10:00	12:35	E175
EUS201	Sochi - Istanbul Sabiha Gokcen	Mon Wed Thu Sun	10:10	12:20	E195
EUS221	Sochi - Kayseri	Mon Wed Fri Sat	10:15	11:55	E175
EUS311	Sochi - Damascus	Thu Sun	10:20	12:50	E175
EUS222	Kayseri - Sochi	Mon Wed Fri Sat	12:25	13:55	E175
EUS202	Istanbul Sabiha Gokcen - Sochi	Mon Wed Thu Sun	13:00	14:50	E195
EUS212	Istanbul Sabiha Gokcen - Nalchik	Tue Sat	13:05	15:40	E175
EUS312	Damascus - Sochi	Thu Sun	13:20	15:30	E175
EUS301	Sochi - Amman	Fri	13:45	16:25	E195
EUS301	Sochi - Amman	Thu Sun	15:40	18:20	E195
EUS302	Amman - Sochi	Fri	17:05	19:25	E195
EUS302	Amman - Sochi	Thu Sun	19:00	21:20	E195

Damascus is operated on the 76-seat aircraft. The route 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.

Amman departs Sochi in the early afternoon on Friday, fed by the midday wave and returning into the second bank. On Thursday and Sunday it departs later, because the Istanbul rotation occupies the same aircraft until mid-afternoon on those two days. Kayseri operates four times weekly, reaching the Uzunyayla 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	E195
EUS412	Nalchik - Moscow Vnukovo	Tue Thu Sat	08:00	11:15	E195
EUS401	Sochi - Moscow Vnukovo	Mon Wed Fri Sun	10:05	13:50	E195
EUS421	Sochi - St. Petersburg	Tue Sat	10:05	14:35	E195
EUS413	Moscow Vnukovo - Nalchik	Tue Thu Sat	11:55	15:10	E195
EUS422	St. Petersburg - Sochi	Tue Sat	15:15	19:25	E195
EUS402	Moscow Vnukovo - Sochi	Mon Wed Fri Sun	15:30	18:55	E195
EUS414	Nalchik - Krasnodar	Tue Thu Sat	15:50	17:10	E195
EUS415	Krasnodar - Sochi	Tue Thu Sat	17:50	18:50	E195
EUS416	Sochi - Krasnodar	Mon Wed Fri	20:15	21:15	E195

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 heaviest duty in the network and it is a direct product of the eastern corridor routing.

12 Seasonal Religious Charter

Hajj and Umrah charter service to Jeddah and Medina operates outside the weekly route table, at frequencies set each season against the pilgrim quota designated to the Airline.

Route	Distance (nm)	Aircraft	Block time
Sochi - Jeddah	1,308	E195 AR	3:50
Sochi - Medina	1,135	E195 AR	3:25

Charter service is flown by E195 AR tails. Where an E175 is assigned, it must be an LR or AR specification tail. No E175 route in the scheduled network exceeds 655 nm, so tail-level capability tracking is a requirement of the charter programme alone and places no constraint on the scheduled timetable.

13 Fleet Utilisation Matrix

Daily block hours by operating line. Utilisation is measured against 10:30 of daily block time for the jet fleet and 8:00 for the DHC-6. Aircraft rotate through the lines rather than being fixed to them.

Line	Type	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly	Utilisation
Jet line 1	E195	8:10	10:10	8:10	10:10	8:10	10:10	9:20	64:20	87%
Jet line 2	E195	8:20	8:40	8:20	9:00	9:20	8:40	9:00	61:20	83%
Jet line 3	E175	9:10	9:30	9:10	9:00	9:10	9:30	6:50	62:20	84%
Jet line 4	E175	8:10	7:00	8:10	9:10	8:10	10:10	9:10	60:00	81%
Sukhum line A	DHC-6	5:00	5:00	5:00	5:00	5:00	5:00	5:00	35:00	62%
Sukhum line B	DHC-6	5:00	5:00	5:00	5:00	5:00	5:00	5:00	35:00	62%
Krasnodar line A	DHC-6	6:15	6:15	6:15	6:15	6:15	6:15	6:15	43:45	78%
Krasnodar line B	DHC-6	6:15	6:15	6:15	6:15	6:15	6:15	6:15	43:45	78%

Network total is 405 hours 30 minutes of block time each week across eight aircraft.

Sub-fleet	Weekly block	Per aircraft per day	Utilisation
E195	125:40	8:59	85%
E175	122:20	8:44	83%
Jet fleet	248:00	8:51	84%
DHC-6	157:30	5:38	70%

The four DHC-6 aircraft alternate between the two lines on their route, so each Sukhum aircraft averages 5 hours of block a day and each Krasnodar aircraft 6 hours 15 minutes.

Every jet line runs above 80 per cent. Jet line 1 carries the Krasnodar to Nalchik to Moscow rotation on three days and reaches 10 hours 10 minutes of block on each of them, against 10 hours 30 minutes available. That line has no slack on those days and any delay to it propagates through the whole operating day.

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

14 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 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. An aircraft line spans the operating day from 06:00 to 23:45 and carries between eight and ten hours of block. A crew does not. Each jet line is worked by three crew duties and each coastal route by four. The network runs 21 crew duties a day, 13 on the jet fleet and 8 on the DHC-6.

14.1 Jet Crew Waves

Wave	Report	Release	Content
Morning	05:00 - 05:45	09:00 - 10:00	Feeder rotations into the first bank
Midday	09:00 - 11:00	15:00 - 19:30	Russia trunk, Turkey and Middle East departures, and the midday feeders
Evening	19:15 - 21:15	23:30 - 00:00	The second bank and the late feeder returns

The gap between the midday returns and the second bank is shorter than the minimum rest at base, so no crew works two waves in one day.

14.2 Russia Trunk

No crew flies the Krasnodar to Nalchik to Moscow rotation and returns on it. The rotation is five sectors and 10 hours 10 of block, a flight duty period of 14 hours 20 against a maximum of 11 hours 30 at five sectors, and no departure time alters that. It is crewed at Moscow instead. 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	EUS412, release 11:45, duty 6:45	EUS413, EUS414, EUS415, report 10:55, duty 8:25

The crew operating EUS411 out of Krasnodar positions there the preceding evening as passengers on EUS127, the 16:00 coastal service, ending duty at 17:30 for 11 hours 30 of rest before a 05:00 report. EUS416 cannot carry that crew. It arrives at 21:15 and leaves 7 hours 30.

14.3 Coastal Shuttle

The first departure from Sukhum is at 06:20 and the last arrival is at 21:15, 8 hours 5 apart measured from release to report. No crew covers both. Each coastal route is worked by four crew duties against two aircraft, with two crews taking their rest at the outstation each night. A crew flies the first duty of a pair, rests at the outstation, and flies the second.

Route	Duty	Flights	Report	Release	Duty
Sukhum	A1	EUS107, EUS110, EUS109	14:15 Sochi	21:30 Sukhum	7:15
Sukhum	A2	EUS106, EUS105, EUS108	09:45 Sukhum	14:25 Sochi	4:40
Sukhum	B1	EUS101, EUS104, EUS103	05:30 Sochi	10:25 Sukhum	4:55
Sukhum	B2	EUS102	05:35 Sukhum	07:35 Sochi	2:00
Krasnodar	A1	EUS127, EUS130, EUS129	15:15 Sochi	21:50 Krasnodar	6:35
Krasnodar	A2	EUS126, EUS125, EUS128	10:20 Krasnodar	15:45 Sochi	5:25
Krasnodar	B1	EUS121, EUS124, EUS123	05:45 Sochi	11:00 Krasnodar	5:15
Krasnodar	B2	EUS122	05:15 Krasnodar	07:30 Sochi	2:15

Krasnodar carries 19 hours 30 of crew duty against 12 hours 30 of block, and Sukhum 18 hours 50 against 10 hours. Sukhum is the less efficient of the two because its sectors are shorter against the same fixed duty overheads.

14.4 Nalchik

On Tuesday and Saturday EUS141, EUS211 and EUS212 form a single duty reporting at 05:10 and releasing at Nalchik at 15:55, 10 hours 45 against a maximum of 11 hours 30 at three sectors. That crew takes its rest at Nalchik and flies EUS142 home the following morning.

EUS144 at 16:10 on those days is flown by a crew that rested at Nalchik overnight, having operated the Monday or Friday EUS145. EUS146 on those two evenings is flown by a crew positioning to Nalchik as passengers on the same EUS145.

14.5 Crew Rest Away from Base

The Airline holds accommodation at four points. Sukhum and Krasnodar carry two crews each night, Krasnodar four on Monday, Wednesday and Friday. Nalchik carries one on Monday and Friday nights. Moscow carries one every night. 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.