

# INCENTIVE PROGRAMMES OF VIENNA AIRPORT

2021



# CONTENT AND INFORMATION

<b>1</b>	<b>Introduction</b>	<b>2</b>
1.1	<i>Objectives and Types of Incentives</i>	2
1.2	<i>Agreement</i>	2
<b>2</b>	<b>Growth Incentive</b>	<b>3</b>
2.1	<i>Conditions of Eligibility for the Destination Incentive, Frequency Incentive and for the High Frequency Incentive</i>	3
2.1.1	Destination Incentive	4
2.1.2	Frequency Incentive	5
2.1.3	High Frequency Incentive	5
<b>3</b>	<b>Transfer Incentive</b>	<b>6</b>
3.1	<i>Conditions of Eligibility for the Transfer Incentive</i>	6
3.2	<i>Services provided by FWAG</i>	6
<b>4</b>	<b>Volume Incentive</b>	<b>6</b>
4.1	<i>Conditions of Eligibility for the Volume Incentive</i>	7
4.2	<i>Amount of the Volume Incentive</i>	7
<b>5</b>	<b>Landing Fee Incentive 2020</b>	<b>7</b>
5.1	<i>Conditions of Eligibility for the Landing Fee Incentive</i>	7
<b>6</b>	<b>Ramp-Up Incentive 2021</b>	<b>8</b>
6.1	<i>Conditions of Eligibility for the Ramp-Up Incentive</i>	8
6.2	<i>Amount of Ramp-Up Incentive</i>	8
<b>ANNEX</b>		<b>9</b>

## TRANSLATION ONLY, THE GERMAN TEXT SHALL PREVAIL

Published by

Flughafen Wien Aktiengesellschaft, Vienna Airport, P.O. Box 1, A-1300 Wien-Flughafen, Austria

Corporate seat in Schwechat and registered with the companies' register at

Landesgericht Korneuburg under FN 42984 m

(hereinafter referred to as "FWAG")

as approved by

Austrian Federal Ministry of Climate Action, Environment, Energy, Mobility, Innovation and Technology  
as per decree GZ: 2020-0.392.631 dated 23.10.2020 and GZ 2020-0.594.760 dated 16.12.2020

In case of further inquiries please contact:

Vienna Airport, Aviation Development, P.O. Box 1, A-1300 Wien-Flughafen, Austria

Phone: + 43-1-7007-23380 or 28317 (extension) or 23715 (extension)

Email: [s.ehrenguber@viennaairport.com](mailto:s.ehrenguber@viennaairport.com); [a.donis@viennaairport.com](mailto:a.donis@viennaairport.com); [p.janko@viennaairport.com](mailto:p.janko@viennaairport.com)  
[airportcharges@viennaairport.com](mailto:airportcharges@viennaairport.com)

# 1 Introduction

## 1.1 Objectives and Types of Incentives

FWAG informs herewith all airlines about a fair, transparent and non-discriminatory incentive programme designed to increase the number of scheduled frequencies or routes and to strengthen the hub function of Vienna Airport by airlines - also in the wake of crisis and the ensuing consequences for the aviation industry.

There are following types of incentives:

- the **Growth Incentives**, such as:
  - Destination Incentive for new destinations;
  - Frequency Incentive for new or additional frequencies and
  - High Frequency Incentive for a certain number of frequencies per week.

and as a **PICK & CHOOSE** - Option

- the **Transfer Incentive** for transfer passengers or
- the **Volume Incentive** for generated passenger volume for based airlines at Vienna Airport.

Due to the COVID-19 pandemic in 2020, resulting in a dramatic decrease of passengers, airlines are offered the **Landing Fee Incentive** in 2020 and the **Ramp-Up Incentive** in 2021 to support in re-establishing capacities to and from Vienna Airport.

Above mentioned incentives are designed to promote both the portfolio of offered routes as well as to develop the number of connections and to sustain generated passenger volume.

## 1.2 Agreement

- In order to benefit from a certain incentive, an airline fulfilling the criteria of a certain incentive can conclude an agreement with FWAG. In this agreement the conditions for the refund of a certain incentive are defined.
- The final settlement shall be made according to an agreement with the airline.
- With regard to code-sharing flights, only the operating carrier is eligible. The decisive factor therefore will be the flight number (no marketing carrier).
- FWAG reserves the right to apply changes at any time and without justification this Incentive Programme or parts thereof.
- Furthermore FWAG reserves the right to revoke this Incentive Programme or parts thereof forthwith for important reasons. In particular an important reason applies:

- a) a significant decrease in traffic (passengers and / or movements) of more than 20% over a period of at least 3 months or if the circumstances indicate that such a decrease in traffic will undoubtedly continue for more than 3 months;
- b) a material change of the level of charges of FWAG as a result of a change of the statutory bases for regulating charges (in particular regarding price cap, escape clause, etc.) as defined in the Annex to the Austrian Airport Charges Act (Flughafenentgeltgesetz/FEG);
- c) others than those stated in a) and b) which were caused by statutory, official, judicial or similar requirements render it objectively unreasonable for FWAG to continue the Incentive programme.

## **2 Growth Incentive**

### **2.1 Conditions of Eligibility for the Destination Incentive, Frequency Incentive and for the High Frequency Incentive**

- The incentive scheme applies to taking up scheduled services to new destinations or introducing additional scheduled frequencies on the basis of a city pair or – in case of intercontinental services – on the basis of an airport pair.
- Flights operating intercontinental sectors after transiting through a European airport shall be considered long haul services provided that both the aircraft employed (registration) and flight number remain unchanged.
- Flights
  - using Vienna Airport as transit point and
  - continuing to an intercontinental final destination and
  - not changing both the aircraft employed (registration) as well as the flight number
 shall receive the applicable growth incentive of the intercontinental final destination.
- 80% of the calculated scheduled frequencies must be actually operated.
- All types of incentives apply exclusively to new routes or additional frequencies in certain traffic regions. A definition of these regions shall be found in the incentive description and in the annex.
- The respective services shall be during the entire term of contract:
  - In case of passenger flights published and bookable in the worldwide computer reservation systems or on the airline's website.
  - In case of cargo flights published and bookable via the airline's cargo reservation systems or via a cargo forwarding agency.

- The incentive amount shall be a percentage of the landing fee (variable and fixed part) of the frequencies eligible for the incentive scheme charged by FWAG according to the current airport charging regulations.

### 2.1.1 Destination Incentive

- The Destination Incentive has been designed to support operations to new destinations.
- The Destination Incentive applies to all flights in all regions.
- A new destination is per definition a city or – in case of an intercontinental flight – an airport, which has not been served from Vienna Airport for the past two flight schedule periods or for at least 12 months by a direct flight (non-stop or via intermediate points) by any airline. For clarification: In case a destination is discontinued by an airline, the Destination Incentive can be requested by any airline no earlier than after a 12 month period. In that case summer schedule is compared with summer schedule of the previous year, winter schedule with the winter schedule of the previous year.
- ATTENTION: Due to the COVID-19 pandemic the summer schedule 2021 is compared with the summer schedule 2019 and the winter schedule 2021/2022 is compared with the winter schedule 2019/2020.
- Furthermore - the first airline to publish and open reservations for the respective flight to the new destination in the worldwide computer reservation systems or on the airline’s website (or the airline’s cargo reservation systems or via a cargo forwarding agency) is eligible.
- Extensions of existing routes beyond existing destinations (that means an existing destination becomes an intermediate point) shall not be considered a new destination (route). It can only be considered an additional frequency to the destination which has previously been served by a direct flight.
- Changes in routing in the course of which an existing destination stays included shall not be considered a new destination (route).
- The Destination Incentive in general ends after a period of 4 years.
- The Incentive shall be applied for flights to new destinations.

#### Refund of the landing fee:

	all flights
first year	100%
second year	80%
third year	60%
fourth year	40%

### 2.1.2 Frequency Incentive

- The Frequency Incentive is designed to promote additional flight frequencies.
- The Frequency Incentive applies to all flights to the regions Eastern Europe and Intercontinental.
- If an airline introduces a new route that has already been served by another airline from Vienna Airport or increases the number of frequencies to a destination served by this airline this shall be considered an additional frequency. The regular/scheduled frequencies to this destination are compared with the respective flight schedule periods of the previous year.
- In principle a new frequency shall be calculated based on comparing regular/scheduled frequencies to this destination with the respective flight schedule periods of the previous year (i.e. summer schedule with summer schedule, winter schedule with winter schedule). The Frequency Incentive applies exclusively to additional frequencies that are served in addition to the number of frequencies currently served.
- **ATTENTION:** Due to the COVID-19 pandemic the summer schedule 2021 is compared with the summer schedule 2019 and the winter schedule 2021/2022 is compared with the winter schedule 2019/2020.
- Should the operating carrier change in case of cooperation flights without increasing the actual number of frequencies, this shall not be considered an additional frequency.
- The Frequency Incentive ends 2 years after the increase of the number of frequencies to the respective destination, in case of a new carrier on a long haul route after 3 years.

#### Refund of the landing fee:

Frequency Incentive	all flights Eastern Europe & intercontinental	New Carriers intercontinental
first year	60%	80%
second year	40%	60%
third year	n.a.	40%

### 2.1.3 High Frequency Incentive

- The High Frequency Incentive applies to the development of frequencies when exceeding a defined number of frequencies all frequencies of a flight operation to a certain destination are eligible for the incentive.
- The High Frequency Incentive is defined exclusively as:
  - High Frequency Incentive Eastern Europe (passenger flights only)
  - High Frequency Incentive Intercontinental (passenger and cargo flights)
- The number of flights under consideration is defined as a defined number of scheduled/regular flights per week during a defined flight schedule period.
- Only the respective part of the landing fee which is not part of the Destination- or Frequency Incentive is eligible for the High Frequency Incentive.

## Refund of the Landing Fee:

	all flights Intercontinental	Pax flights Eastern Europe
as of 3 frequencies/ week	20%	n.a.
as of 5 frequencies/ week	30%	n.a.
as of 7 frequencies/ week	40%	20%
as of 10 frequencies/ week	45%	20%
as of 14 frequencies/ week	50%	30%
as of 21 frequencies/ week	50%	40%
as of 28 frequencies/ week	50%	50%

## 3 Transfer Incentive

- **Pick & Choose** → ex ante possibility to choose between transfer incentive and volume incentive (Point 4) according to strategic focus of the airline (hub function vs development of total traffic).

### 3.1 Conditions of Eligibility for the Transfer Incentive

- The Transfer Incentive applies to the development of transfer traffic.
- When calculating the Transfer Incentive only the departing transfer passengers are counted, for which an airline has paid the passenger service charge according to the currently valid Airport Charges Regulations of FWAG.
- A transfer passenger is a traveller who, travelling in a logical direction on board of scheduled flights, changes at Vienna Airport
  - from one aircraft to another aircraft of the same airline with a different flight number or
  - from one aircraft of an airline to another aircraft of a different airline.
- The transfer must take place within a period ranging from the Minimum Connecting Time to a maximum of 24 hours after the scheduled arrival of the inbound flight. Return Check-Ins are excluded from the Incentive.

### 3.2 Services provided by FWAG

The Transfer Incentive per 100 departing transfer passenger amounts to € 1.250,--.

## 4 Volume Incentive

- **Pick & Choose** → ex ante possibility to choose between transfer incentive (Point 3) and volume incentive according to strategic focus of the airline (hub function vs development of total traffic).

## 4.1 Conditions of Eligibility for the Volume Incentive

- Objective is the promotion of generated passenger volume of airlines based at Vienna Airport, to sustain this volume in the long term.
- Precondition is a base at Vienna Airport or the confirmation in writing to base aircraft at Vienna Airport in the near future.
- “Base” means at least 3 aircraft based at Vienna Airport.
- Compensation traffic shall be basically excluded from this incentive. Compensation traffic refers to any traffic of an existing route and/or capacity that is transferred partly or in total from one airline to another airline, even within a corporate group or alliance. For the avoidance of doubt: Vienna Airport basically incentivises only the net passenger volume.

## 4.2 Amount of the Volume Incentive

- Application according to threshold of minimum 0,75 million departing passengers.
- Scaling and classification of the incentive amount according to generated passenger volume of the actual year.
- refund per 100 departing passengers (without transit)

Pax departing/year	Amount per 100 Pax departing
0	- €
750.000	540,--
1.000.000	620,--
1.250.000	700,--
1.500.000	780,--
1.750.000	860,--

## 5 Landing Fee Incentive 2020

- Objective is the restart of scheduled passenger flights to and from Vienna due to the Covid-19 pandemic.
- The Landing Fee for scheduled passenger flights according to 2.1.2. of the Airport Charges Regulations 2020 of Vienna Airport for the period 29 March 2020 until 31 December 2020 (= incentive period) is refunded to the airline.

### 5.1 Conditions of Eligibility for the Landing Fee Incentive

- Only the respective landing fee during the incentive period is refunded. Noise charges or parking charges connected to the landing fee are not refunded or decreased.



- The incentive ends on 31 December 2020 and is refunded to the airline after conclusion of a respective incentive agreement latest until 31 May 2021.
- Airlines can apply for a conclusion of an agreement for the refund of the landing fee latest until 30 November 2020.
- A simultaneous utilisation of the Landing Fee Incentive 2020 and the Frequency Incentive, Destinations Incentive or High Frequency Incentive is not possible during 29 March 2020 and 31 December 2020. Claiming the Landing Fee Incentive 2020 does not prolong the terms of possible Frequency Incentives, Destination Incentives or High Frequency Incentives.

## 6 Ramp-Up Incentive 2021

- To rebuild capacity and to secure regained traffic after the Covid-19 pandemic sustainably, an amount per departing passenger will be refunded for 2021 (incentive period) to scheduled airlines.

### 6.1 Conditions of Eligibility for the Ramp-Up Incentive

- Basis is the number of seats which were requested by the airline in 2020 before the Covid-19 pandemic at the SCA (Schedule Coordination Austria) minus 5% cancellation rate (=100%).
- This capacity of seats for 2020 is determined as follows: The winter schedule 2019/2020 and the summer schedule 2021 base on actual requested seats of the airline at the SCA (valuation date for the winter schedule 2019/2020 is 10 October 2019 and for the summer schedule 2020 is 12 February 2020), the winter schedule 2020/2021 is based on the winter schedule 2019/2020.
- As a condition for the Ramp-Up Incentive, the airlines has to offer at least 65% (=threshold limit) of the seat determined in that way in 2021.
- There is no refund if the airline offers less than 65% of the determined number of seats for 2020.

### 6.2 Amount of Ramp-Up Incentive

- When offering at least 65% of the seats, which were requested at the SCA in 2020 before the Covid-19 pandemic according to 6.1.,
- a refund of:
  - € 2,00 per departing short-haul passenger (direct flight)
  - € 3,00 per departing medium-haul passenger (direct flight)
  - € 4,00 per departing long-haul passenger (direct flight, transit passengers are not taken into account)

will be granted in 2021 until reaching the number of passengers being equal to the number of requested seats in 2020 before the Covid-19 pandemic at the SCA according point 6.1.

- The incentive is refunded to the airline after conclusion of a respective incentive agreement latest until 31 May 2022.
- Airlines can apply for a conclusion of an agreement for the Ramp Up Incentive 2021 latest until 30 November 2020.

## ANNEX

### Definition of eligible Traffic Areas (for Destination-, Frequency- and High Frequency Incentive)

- Cities in the following countries shall be considered **Eastern European destinations**:
  - Albania, Armenia, Azerbaijan, Belarus, Bosnia and Herzegovina , Bulgaria, Croatia, Czech Republic, Estonia, Georgia, Hungary, Kosovo, Latvia, Lithuania, North Macedonia, Moldova, Montenegro, Poland, Romania, European Russia, Serbia, Slovakia, Slovenia, Ukraine
  
- **Long-haul (intercontinental) destinations** are all destinations outside of Europe (in geographical terms) with the exception of (i) overseas destinations forming part of European countries and (ii) within a range of 4.000 km from Vienna Airport. These destinations are considered as European destinations (e.g. the Canary Islands are classified as a Western European destination).
  
- **Western European destinations** are all destinations within European countries which are not defined as Eastern European countries.
  
- The assignment of countries per region is based on the IATA classification.

## Definition of short, medium and long haul (for Ramp-Up-Incentive 2021)

Region	Country	Distance	Region	Country	Distance	Region	Country	Distance
Far East	Afghanistan	Long Haul	Western Europe	Greece	Short Haul	Western Europe	Norway	Short Haul
Eastern Europe	Albania	Short Haul	Western Europe	Greenland	Short Haul	Middle East	Oman	Medium Haul
Africa	Algeria	Medium Haul	Latinamerica	Grenada	Long Haul	Far East	Pakistan	Long Haul
Far East	American Samoa	Long Haul	Latinamerica	Guadeloupe	Long Haul	Far East	Palau	Long Haul
Western Europe	Andorra	Short Haul	Far East	Guam	Long Haul	Middle East	Palestine	Medium Haul
Africa	Angola	Long Haul	Latinamerica	Guatemala	Long Haul	Latinamerica	Panama	Long Haul
Latinamerica	Anguilla	Long Haul	Far East	Guinea	Long Haul	Far East	Papua New Guinea	Long Haul
Latinamerica	Antigua & Barbuda	Long Haul	Africa	Guinea-Bissau	Long Haul	Latinamerica	Paraguay	Long Haul
Latinamerica	Argentina	Long Haul	Latinamerica	Guyana	Long Haul	Latinamerica	Peru	Long Haul
Eastern Europe	Armenia	Short Haul	Latinamerica	Haiti	Long Haul	Far East	Philippines	Long Haul
Latinamerica	Aruba	Long Haul	Latinamerica	Honduras	Long Haul	Eastern Europe	Poland	Short Haul
Far East	Australia	Long Haul	Far East	Hong Kong	Long Haul	Western Europe	Portugal	Short Haul
Western Europe	Austria	Short Haul	Eastern Europe	Hungary	Short Haul	Western Europe	Portugal Azores	Short Haul
Eastern Europe	Azerbaijan	Short Haul	Western Europe	Iceland	Short Haul	Western Europe	Portugal Madeira	Short Haul
Latinamerica	Bahamas	Long Haul	Far East	India	Long Haul	Latinamerica	Puerto Rico	Long Haul
Middle East	Bahrain	Medium Haul	Far East	Indonesia	Long Haul	Middle East	Qatar	Medium Haul
Far East	Bangladesh	Long Haul	Middle East	Iran	Medium Haul	Africa	Reunion	Long Haul
Latinamerica	Barbados	Long Haul	Middle East	Iraq	Medium Haul	Eastern Europe	Romania	Short Haul
Eastern Europe	Belarus	Short Haul	Western Europe	Ireland	Short Haul	Africa	Ruanda	Long Haul
Western Europe	Belgium	Short Haul	Middle East	Israel	Medium Haul	Eastern Europe	Russia before Ural	Short Haul
Latinamerica	Belize	Long Haul	Western Europe	Italy	Short Haul	Far East	Russia behind Ural	Long Haul
Africa	Benin	Long Haul	Africa	Ivory Coast	Long Haul	Latinamerica	Saint Martin	Long Haul
Latinamerica	Bermuda	Long Haul	Latinamerica	Jamaica	Long Haul	Northamerica	Saint-Pierre and Miquelon	Long Haul
Far East	Bhutan	Long Haul	Far East	Japan	Long Haul	Far East	Salomon Islands	Long Haul
Latinamerica	Bolivia	Long Haul	Middle East	Jordan	Medium Haul	Far East	Samoa	Long Haul
Eastern Europe	Bosnia and Herzegovina	Short Haul	Far East	Kazakhstan	Long Haul	Latinamerica	Santa Lucia	Long Haul
Africa	Botswana	Long Haul	Africa	Kenya	Long Haul	Africa	Sao Tome & Principe	Long Haul
Latinamerica	Brazil	Long Haul	Far East	Kiribati	Long Haul	Middle East	Saudi Arabia	Medium Haul
Latinamerica	British Virgin Islands	Long Haul	Far East	Korea dem. People's Rep.	Long Haul	Africa	Senegal	Long Haul
Far East	Brunei	Long Haul	Far East	Korea Rep.	Long Haul	Eastern Europe	Serbia	Short Haul
Eastern Europe	Bulgaria	Short Haul	Eastern Europe	Kosovo	Short Haul	Africa	Seychelles	Long Haul
Africa	Burkina Faso	Long Haul	Middle East	Kuwait	Medium Haul	Africa	Sierra Leone	Long Haul
Africa	Burundi	Long Haul	Far East	Kyrgystan	Long Haul	Far East	Singapore	Long Haul
Far East	Cambodia	Long Haul	Far East	Laos dem. People's-Rep.	Long Haul	Eastern Europe	Slovakia	Short Haul
Africa	Cameroon	Long Haul	Eastern Europe	Latvia	Short Haul	Eastern Europe	Slovenia	Short Haul
Northamerica	Canada	Long Haul	Africa	Lesotho	Long Haul	Africa	Somalia	Long Haul
Africa	Cape Verde Islands	Long Haul	Middle East	Libanon	Medium Haul	Africa	South Africa	Long Haul
Latinamerica	Cayman Islands	Long Haul	Africa	Liberia	Long Haul	Africa	South Sudan	Medium Haul
Africa	Central Africa Rep.	Long Haul	Africa	Libya	Medium Haul	Western Europe	Spain	Short Haul
Latinamerica	Chile	Long Haul	Western Europe	Liechtenstein	Short Haul	Western Europe	Spain Canary Islands	Short Haul
Far East	China People's Rep.	Long Haul	Eastern Europe	Lithuania	Short Haul	Far East	Sri Lanka	Long Haul
Far East	Christmas Island	Long Haul	Western Europe	Luxembourg	Short Haul	Africa	St. Helena	Long Haul
Far East	Cocos Island	Long Haul	Far East	Macau	Long Haul	Latinamerica	St. Kitts & Nevis	Long Haul
Latinamerica	Colombia	Long Haul	Africa	Madagascar	Long Haul	Latinamerica	St. Vincent & Gren.	Long Haul
Africa	Comoros	Long Haul	Africa	Malawi	Long Haul	Africa	Sudan	Medium Haul
Africa	Congo	Long Haul	Far East	Malaysia	Long Haul	Latinamerica	Suriname	Long Haul
Africa	Congo dem. Rep.	Long Haul	Far East	Maldives	Long Haul	Africa	Swaziland	Long Haul
Far East	Cook Island	Long Haul	Africa	Mali	Long Haul	Western Europe	Sweden	Short Haul
Latinamerica	Costa Rica	Long Haul	Western Europe	Malta	Short Haul	Western Europe	Switzerland	Short Haul
Eastern Europe	Croatia	Short Haul	Far East	Mariana Islands	Long Haul	Middle East	Syria Arab Rep.	Medium Haul
Latinamerica	Cuba	Long Haul	Far East	Marshall Islands	Long Haul	Far East	Tahiti	Long Haul
Latinamerica	Curacao	Long Haul	Latinamerica	Martinique	Long Haul	Far East	Taiwan	Long Haul
Western Europe	Cyprus	Short Haul	Africa	Mauritania	Long Haul	Far East	Tajikistan	Long Haul
Western Europe	Cyprus (TR)	Short Haul	Africa	Mauritius	Long Haul	Africa	Tanzania	Long Haul
Eastern Europe	Czech Republic	Short Haul	Africa	Mayotte	Long Haul	Far East	Thailand	Long Haul
Western Europe	Denmark	Short Haul	Latinamerica	Mexico	Long Haul	Africa	Togo	Long Haul
Africa	Djibouti	Long Haul	Far East	Micronesia	Long Haul	Far East	Tonga	Long Haul
Latinamerica	Dom. Rep.	Long Haul	Eastern Europe	Moldova	Short Haul	Latinamerica	Trinidad and Tobago	Long Haul
Latinamerica	Dominica	Long Haul	Western Europe	Monaco	Short Haul	Africa	Tschad	Long Haul
Far East	East Timor	Long Haul	Far East	Mongolia	Long Haul	Africa	Tunisia	Medium Haul
Latinamerica	Ecuador	Long Haul	Eastern Europe	Montenegro	Short Haul	Western Europe	Turkey	Short Haul
Africa	Egypt	Medium Haul	Latinamerica	Montserrat	Long Haul	Far East	Turkmenistan	Long Haul
Latinamerica	El Salvador	Long Haul	Africa	Morocco	Medium Haul	Latinamerica	Turks & Caicos Islands	Long Haul
Africa	Eritrea	Long Haul	Africa	Mozambique	Long Haul	Far East	Tuvalu	Long Haul
Eastern Europe	Estonia	Short Haul	Far East	Myanmar	Long Haul	Africa	Uganda	Long Haul
Africa	Ethiopia	Long Haul	Africa	Namibia	Long Haul	Western Europe	UK	Short Haul
Latinamerica	Falkland Islands	Long Haul	Far East	Nauru	Long Haul	Eastern Europe	Ukraine	Short Haul
Western Europe	Faroe Islands	Short Haul	Far East	Nepal	Long Haul	Middle East	United Arab Emirates	Medium Haul
Far East	Fidschi	Long Haul	Latinamerica	Netherl. Antilles	Long Haul	Latinamerica	Uruguay	Long Haul
Western Europe	Finland	Short Haul	Western Europe	Netherlands	Short Haul	Northamerica	USA	Long Haul
Western Europe	France	Short Haul	Far East	New Caledonia	Long Haul	Far East	Uzbekistan	Long Haul
Far East	French Polynesia	Long Haul	Far East	New Zealand	Long Haul	Far East	Vanuatu	Long Haul
Africa	Gabun	Long Haul	Latinamerica	Nicaragua	Long Haul	Latinamerica	Venezuela	Long Haul
Africa	Gambia	Long Haul	Africa	Niger	Long Haul	Far East	Vietnam	Long Haul
Eastern Europe	Georgia	Short Haul	Africa	Nigeria	Long Haul	Latinamerica	Virgin Islands U.S.	Long Haul
Western Europe	Germany	Short Haul	Far East	Niue	Long Haul	Far East	Wallis and Futuna	Long Haul
Africa	Ghana	Long Haul	Far East	Norfolk Island	Long Haul	Middle East	Yemen Arab. Rep.	Medium Haul
Western Europe	Gibraltar	Short Haul	Eastern Europe	North Macedonia	Short Haul	Africa	Zambia	Long Haul
						Africa	Zimbabwe	Long Haul