

OUR AIRCRAFT FLEET

WE ARE ALWAYS STRIVING TO GET BETTER

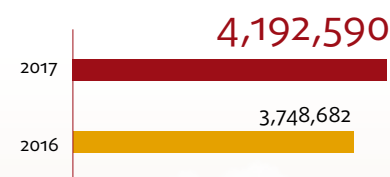
Number of aircraft



Number of routes



Number of passengers carried



Boeing 767-300ER

Wide-body, extended-range

Payload, kg 37,500 kg

Passenger cabin:

Economy class, seats 193
Business class, seats 30

Range, km 11,000
Age, years 3.99

CO₂ equivalent emissions

Limit 63.3
Average 55.51

Noise level (EPNdB) ¹

Lateral 96.1
Approach 97.3
Flyover 88.0

Boeing 757-200

Narrow-body, medium-haul

Payload, kg 23,000 kg

Passenger cabin:

Economy class, seats 150
Business class, seats 16

Range, km 7,250
Age, years 20

CO₂ equivalent emissions

Limit 32.6
Average 28.6

Noise level (EPNdB) ¹

Lateral 93.4
Approach 95.0
Flyover 82.9

Airbus A321

Narrow-body, stretched fuselage,
short- to medium-haul

Payload, kg 23,000 kg

Passenger cabin:

Economy class, seats 151
Business class, seats 28

Range, km 5,950
Age, years 11.58

CO₂ equivalent emissions

Limit 20.7
Average 18.2

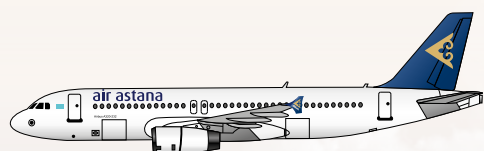
Noise level (EPNdB) ¹

Lateral 95.0
Approach 86.6
Flyover 95.6

¹ ICAO Noise Standards Chapter 14 - min (MTOM 1 tonnes) – 245 EPNdB

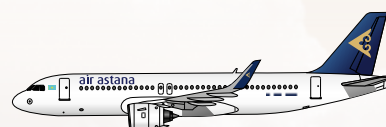
Embraer E190-E2s

The E2 will be a logical replacement for the E190, which we have been operating since 2011. The E190 enabled us to open up smaller markets in southern Russia, the Caucasus and Central Asia and smaller domestic routes. As domestic and regional competition grows, we estimate that the E2 will deliver up to 15% seat cost savings, which will enable us to increase capacity and market share on these routes and maintain our position as the region's leading airline.



A320 NEO Family²

The delivery of the new generation of A320 NEO Family aircraft will allow for an overall increase in capacity by up to 40 per cent over the next three years. The A320 NEO and A321 NEO will operate on domestic and medium-haul destinations, while the A321 NEO LR has the ability to operate long-haul services from Almaty and Astana to destinations in Asia and Europe. In addition to increasing frequencies on existing routes, the aircraft will also be deployed on new services to CIS countries and South Asia.



Airbus A320

Narrow-body, short- to medium-haul

Payload, kg16,400 kg

Passenger cabin:

Economy class, seats132
Business class, seats16

Range, km6,100
Age, years5.49

CO₂ equivalent emissions

Limit30.6
Average24.9

Noise level (EPNdB) ¹

Lateral91.3
Approach84.6
Flyover94.4

Embraer 190

Narrow-body, medium-haul

Payload, kg11,500 kg

Passenger cabin:

Economy class, seats88
Business class, seats9

Range, km4,500
Age, years5.49

CO₂ equivalent emissions

Limit107.9
Average87.89

Noise level (EPNdB) ¹

Lateral91.8
Approach85.5
Flyover92.4

Airbus 320/321 NEO

Narrow-body, short- to medium-haul

Payload, kg18,400/20,500

Passenger cabin:

Economy class, seats132/151
Business class, seats16/28

Range, km6,850/6,500
Age, years1,14/0,24

CO₂ equivalent emissions

Limit35.1
Average32.43

Noise level (EPNdB) ¹

Lateral86.9
Approach85.0
Flyover92.4

²15% improved fuel efficiency, 8% lower operating costs, at least 10% lower emissions, and lower noise footprint