

Connecting Capital Cities Incentive Model

- Connecting Capital Cities Incentive Model is designed to connect Zagreb to the unserved capital cities located in European Common Aviation Area (ECAA) member countries as well as in Georgia, Armenia, Ukraine and Moldova, which have signed a common aviation area agreement with EU.
 - Capital cities within 150 km. radius of Zagreb city are excluded from this model due to the proximity
 - Airports having more than 36 scheduled departures from ZAG in 2022 are considered served and excluded from this incentive model
- Only following airports qualify for this incentive model by the time this incentive model is published:
 - PRG (Prague)
 - TLL (Tallinn)
 - BER (Berlin)
 - BUD (Budapest)
 - RIX (Riga)
 - VNO (Vilnius)
 - LUX (Luxembourg)
 - OTP (Bucharest)
 - ARN or NYO (Stockholm)
 - TIA (Tirana)
 - PRN (Pristina)
 - KEF (Reykjavik)
 - TBS (Tbilisi)
 - IEV or KBP (Kiev) (will be available upon opening of Ukrainian air space)
 - KIV (Chisinau)
 - EVN (Yerevan)
- Flights to the destinations listed above must be operated at least 2pw for a minimum of 12 consecutive months.
- This incentive model will take effect on June 1st, 2023 and last until May 31st, 2026. Airlines shall continue to make regular payments during the incentivized period. If an airline fulfils requirements of Connecting Capital Cities Incentive Model, the airport operator (MZLZ) will calculate the incentive amount and issue a credit note within 30 days after every 12 months period (or by May 31st, 2026, if 12 months period is not fulfilled by that time). Incentives shall be provided according to the scheme below:

| No. of destinations served from the list | Incentive on PSC throughout the incentive period |
|--|--|
| 3-4 | 60% |
| 5-6 | 70% |
| 7-8 | 80% |
| 9+ | 90% |

- Airlines may revise their no. of destinations during the incentive period.
- List of airports subject to this incentive model can be expanded by MZLZ every calendar year with an announcement on its official web site, in case any other capital city becomes unserved (by having less than 36 scheduled departures in previous calendar year) during the validity of this incentive model. On the other hand, all airports listed above (and the ones to enter the list afterwards) shall stay eligible for the incentives during the validity of this incentive model, even if direct flights start and/or more than 36 scheduled departures are performed in a calendar year during the validity of this incentive model.
- In the case where additional destinations are added to the list and an airline has operated and ceased operations to the new listed destination within the time period of the incentive scheme, if the new listed destination is restarted by the same airline, it will not be applicable for this incentive model.
- Flights operated under this incentive model cannot benefit any other incentive model, except based aircraft incentives and parking discounts for based aircraft (incentive models 7 and 8 of ZAG Incentive Program).