

| Jahr | Strecke                 | E/R | Start | km     | h     |
|------|-------------------------|-----|-------|--------|-------|
| 1963 | BCN-PMI                 | E   | 1     | 260    | 0.75  |
| 1974 | ZRH-PMI                 | R   | 0     | 0      | 0.00  |
| 1974 | HAI-BER                 | R   | 2     | 600    | 1.50  |
| 1976 | ZRH-PMI                 | R   | 2     | 1'990  | 3.50  |
| 1977 | ZRH-PMI                 | R   | 2     | 1'990  | 3.50  |
| 1978 | LUX-NYC                 | E   | 2     | 6'000  | 9.00  |
| 1978 | JFK-MIA                 | E   | 1     | 2'100  | 3.00  |
| 1978 | MIA-NAS                 | E   | 1     | 400    | 1.25  |
| 1978 | NAS-LUX                 | E   | 1     | 8'000  | 11.00 |
| 1982 | ZRH-SAO                 | E   | 3     | 9'740  | 12.50 |
| 1982 | SAO-RIO                 | E   | 1     | 380    | 0.75  |
| 1982 | RIO-CWB-IGU-CWB-SAO-RIO | R   | 5     | 2'400  | 5.75  |
| 1982 | RIO-BSB                 | R   | 2     | 1'850  | 3.00  |
| 1982 | RIO-BEL                 | E   | 1     | 2'460  | 3.00  |
| 1982 | BEL-SSA                 | E   | 4     | 2'160  | 5.00  |
| 1982 | SSA-RIO                 | E   | 2     | 1'220  | 2.00  |
| 1982 | RIO-ZRH                 | E   | 1     | 9'380  | 11.00 |
| 1985 | ATH-SMI                 | E   | 1     | 250    | 0.50  |
| 1986 | ATH-CHQ                 | E   | 1     | 280    | 0.75  |
| 1987 | ZRH-LHR                 | R   | 2     | 1'580  | 4.00  |
| 1988 | BCN-AGP                 | E   | 1     | 700    | 1.50  |
| 1988 | ZRH-FRA-BER-STR-ZRH     | R   | 4     | 1'500  | 4.75  |
| 1992 | ZRH-LPA                 | R   | 0     | 0      | 0.00  |
| 1992 | ZRH-TCI                 | R   | 3     | 6'120  | 9.00  |
| 1993 | ZRH-LPA                 | R   | 0     | 0      | 0.00  |
| 1993 | ZRH-TCI                 | R   | 3     | 6'120  | 9.00  |
| 1994 | ZRH-POP                 | R   | 2     | 16'000 | 19.75 |
| 1996 | ZRH-IAD                 | R   | 2     | 13'000 | 19.00 |
| 1996 | IAD-MIA                 | R   | 2     | 3'100  | 5.00  |
| 1997 | ZRH-SIN-HKG             | E   | 2     | 13'579 | 15.50 |
| 1997 | HKG-DPS                 | E   | 1     | 3'604  | 4.50  |
| 1997 | DPS-SIN-ZRH             | E   | 2     | 12'493 | 14.50 |
| 1998 | ZRH-RHO                 | R   | 2     | 4'450  | 5.50  |
| 1999 | ZRH-MUC-SFO             | E   | 2     | 9'700  | 12.50 |
| 1999 | SFO-DEN-MEM             | E   | 2     | 2'950  | 4.25  |
| 1999 | MIA-FRA-ZRH             | E   | 1     | 8'050  | 9.50  |
| 1999 | ZRH-CPH                 | R   | 2     | 2'050  | 3.00  |
| 2000 | BSL-DJE                 | R   | 2     | 3'400  | 5.00  |
| 2001 | ZRH-DJE                 | R   | 2     | 0      | 0.00  |
| 2001 | ZRH-KGS                 | R   | 2     | 3'900  | 5.50  |
| 2002 | ZRH-BKK-HKT             | R   | 4     | 19'424 | 26.25 |
| 2002 | ZRH-KGS                 | R   | 2     | 3'900  | 6.00  |
| 2002 | ZRH-FRA-DUB             | R   | 4     | 2'750  | 6.25  |
| 2003 | BRN-VIA                 | E   | 1     | 770    | 2.00  |
| 2005 | ZRH-MUC-SVO             | E   | 2     | 2'290  | 4.00  |
| 2005 | PEK-MUC-BRN             | E   | 2     | 5'265  | 13.25 |
| 2010 | GVA-LGW                 | R   | 2     | 1'500  | 3.00  |
| 2014 | BSL-CTA                 | R   | 2     | 2'570  | 4.00  |
| 2015 | ZRH-BKK                 | E   | 1     | 9'042  | 10.00 |
| 2015 | BKK-CNX                 | E   | 1     | 588    | 1.25  |
| 2015 | LPQ-REP                 | E   | 1     | 744    | 2.00  |
| 2015 | REP-BKK                 | E   | 1     | 342    | 1.25  |
| 2015 | BKK-USM                 | R   | 2     | 950    | 4.00  |
| 2015 | BKK-ZRH                 | E   | 1     | 9'042  | 12.25 |
| 2015 | ZRH-TLL                 | R   | 2     | 2'350  | 5.00  |

|      |         |    |    |         |        |
|------|---------|----|----|---------|--------|
| 2016 | ZRH-SFO | E  | 1  | 9'370   | 12.25  |
| 2016 | LAX-HNL | E  | 1  | 4'120   | 6.00   |
| 2016 | HNL-LIH | E  | 1  | 195     | 0.50   |
| 2016 | LIH-OGG | E  | 1  | 361     | 0.50   |
| 2016 | OGG-LAX | E  | 1  | 4'010   | 5.50   |
| 2016 | LAX-MSY | E  | 1  | 3'051   | 3.50   |
| 2016 | MIA-ZRH | E  | 1  | 7'842   | 9.50   |
| 2016 | GCN-GCN | E  | 2  | 180     | 1.00   |
| 2017 | ZRH-DUS | R  | 2  | 1'220   | 2.25   |
| 2017 | ZRH-MLT | R  | 2  | 1'400   | 4.75   |
| 2018 | ZRH-LHR | E  | 1  | 1'024   | 1.75   |
| 2018 | NYC-ZRH | E  | 1  | 6'336   | 7.75   |
| 2018 | ZRH-HKG | E  | 1  | 11'980  | 11.75  |
| 2018 | HKG-SGN | E  | 1  | 2'692   | 2.50   |
| 2018 | SGN-SIN | E  | 1  | 2'714   | 2.50   |
| 2019 | PEN-KUL | E  | 1  | 400     | 1.00   |
| 2019 | KUL-SIN | E  | 1  | 341     | 1.00   |
| 2019 | SIN-ZRH | E  | 1  | 13'824  | 12.75  |
| 2019 | ZRH-SIN | R  | 2  | 21'000  | 24.50  |
| 2019 | SIN-DPS | R  | 2  | 3'400   | 5.00   |
| 2019 | ZRH-HRG | R  | 2  | 9'860   | 6.50   |
| 2020 | HRG-CAI | R  | 2  | 1'060   | 3.00   |
| 2023 | ZRH-CDG | E  | 1  | 482     | 2.25   |
| 2023 | CDG-SCL | E  | 1  | 11'667  | 14.50  |
| 2023 | EZE-AMS | E  | 1  | 11'446  | 13.25  |
| 2023 | AMS-ZRH | E  | 1  | 825     | 1.25   |
| 2023 | ZRH-DBV | R  | 2  | 1'850   | 3.25   |
| 2024 | ZRH-TFS | R  | 2  | 6'120   | 9.00   |
| 2024 | ZRH-SKP | E  | 1  | 1'180   | 2.25   |
| 2024 | TIA-ZRH | E  | 1  | 1'120   | 2.25   |
| 2025 | ZRH-AUH | HR | 2  | 9'560   | 12.00  |
| 2025 | AUH-DLH | HR | 2  | 4'640   | 7.25   |
| 2025 | ZRH-AUH | E  | 1  | 4'785   | 6.00   |
| 2025 | AUH-NRT | E  | 1  | 8'125   | 6.50   |
| 2026 | HKG-AUH | E  | 1  | 6'035   | 8.50   |
| 2026 | AUH-ZRH | E  | 1  | 4'785   | 7.00   |
|      |         |    |    |         |        |
|      | Total   |    | 76 | 404'283 | 551.00 |