



AIRLIFT WORLD

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Progress continues for Volga-Dnepr Group in Germany

In Berlin, top management from Volga-Dnepr Group met with German business partners to discuss 2013 results and the perspectives of their cooperation.

This event provided an interesting forum for representatives of customer organisations, airports, freight forwarders and State authorities in Germany.

During the working visit, the participants reviewed the business results of Volga-Dnepr Group in Germany for this year, considered current challenges, and assessed near-term objectives. Delegates acknowledged that the effects of the economic crisis con-



tinued to cause complications for the cargo transportation business. However, Volga-Dnepr Group reported that it has been able to continue to perform its contract obligations to its customers and implement long-term development objectives.

In spite of the adverse economic conditions, Volga-Dnepr Airlines met the transportation demands of the Ministry of Defence of Germany within the SALIS project (Strategic Airlift Interim Solution). Executives at the meeting also stressed the continued high level of attention and support for the project from the German government.

Germany is one of the major partners for Volga-Dnepr Group. 2014 will mark the 10th anniversary of the launch of the Group's business relationships in Germany and, recently, AirBridgeCargo Airlines was recognised as one of the best freight carriers at Frankfurt am Main airport. In 2013, Volga-Dnepr commissioned a brand new hangar complex and started to perform all types of aircraft maintenance checks at Leipzig/Halle Airport. Volga-Dnepr Group is now holding negotiations with German industrial companies about their participation in the ongoing project for AN-124-100 aircraft modernisation.



AirBridgeCargo Renews IOSA Safety Certification

IATA has extended the airline's IOSA certificate for another two years until November 2015. The certificate validates that AirBridgeCargo's operational activities conform to the highest international air safety requirements.

Norwegian Red Cross praises Volga-Dnepr Airlines' relief operation to help victims of typhoon Haiyan

The Norwegian Red Cross has thanked Volga-Dnepr Airlines for its role in expediting humanitarian aid to victims of Typhoon Haiyan in the Philippines.

The airline's IL-76TD-90VD freighter aircraft delivered the cargo to Davao, a city in Mindanao in the Philippines and the third most populous metropolitan area in the country, to help victims of the natural disaster.

Breno Horsth, Logistics Coordinator, Norwegian Red Cross said: "We are indeed happy with how everything went. Loading in Oslo was accomplished in a very professional way with the Volga-Dnepr team working alongside the Norwegian military to coordinate the operation. The airline's experts have a huge experience of dealing with the different types of cargo and they are always helpful and well-coordinated. We are really glad to cooperate with Volga-Dnepr Airlines."

This was the latest in a series of flights operated by Volga-Dnepr Airlines, which also carried aid shipments from Singapore, Denmark and Sweden to Lapu Lapu. A further series of flights delivered more than 80 tons of relief cargo from

Canada to the disaster area



Volga-Dnepr's "cargo supermarket" delivers a total logistics solution for 51-ton transporters to Khabarovsk

The delivery of two large self-propelled modular transporters from Netherlands to Khabarovsk, Russia, has highlighted to value to customers of Volga-Dnepr Group's "cargo supermarket" transport and logistics capability.

To provide the most cost efficient, timely and simple delivery, Volga-Dnepr operated an air charter flight using one of its IL-76TD-90VD freighters, the capacity onboard its Boeing 747 scheduled all-cargo services and the expertise of its Engineering & Logistics Centre (ELC).

Volga-Dnepr completed the flights and logistics services on behalf of the Russian company SWTrans. The 51-tons of cargo consisted of the two modular transporters measuring 8.7 metres long, 2.4 metres wide and 1.5 metres

high, which are used for the transportation of heavy outside loads, as well as their control station.

One of the main challenges facing the Volga-Dnepr team was that the complete shipment could not travel on a single IL-76TD-90VD flight because of its



size and weight. In addition, the transporters couldn't be moved without the control station, making this critical to the loading and unloading procedures.

Vladimir Vyshemirsky, Director of Volga-Dnepr's Engineering and Logistics Centre, outlined the team's solution, stating: "We decided the best way to help this customer was to use the IL-76TD-90VD flight to carry the transporters from Maastricht to Khabarovsk and to deliver the 5-ton control station onboard AirBridgeCargo Airlines' scheduled cargo service from Amsterdam. This ensured we reduced the customer's costs while at the same time ensuring we had the control station available for both loading and unloading."

Volga-Dnepr's Engineering & Logistics

Centre also provided additional services including crane hire, terminal and apron freight handling.

“The transportation was performed professionally and with a high degree of responsibility. We are satisfied with the quality and variety of the services provided by Volga-Dnepr Group and the timely support of its specialists,” added a spokesman for SWTrans.



Urgent Delivery to Canada

Volga-Dnepr Airlines' An-124-100 freighter delivered 40 tons of coiled tubing equipment for oil and gas industry from Houston, USA to St. John's, Canada.

The cargo had to be delivered very urgently on short notice. The request was received on the night of 11th January, and lo and behold, the aircraft with cargo on board took off on 13th January. The flight was arranged and performed in 48 hours as a result of well-coordinated work and good cooperation of airline's departments and the customer.

The cargo was first transferred from trailer to a special platform using cranes, and then pulled into the cargo hold.

The customer thanked Volga-Dnepr Airlines for excellent done job!

For information: Coiled tubing (CT) is one of the promising and fast growing technologies in oil and gas industry. CT is a continuous (without joints) reel of steel pipe that can be manufactured in any length desired. The pipe is spooled onto a large diameter reel and can be run into any oil or gas well. Such pipes enable access to lateral holes and horizontal wells and require no assembly when compared to conventional jointed pipes.

Coiled tubing is widely used in operations, as well as maintenance and repair works performed in gas, oil, and gas-condensate production.



Volga-Dnepr organises end-to-end delivery of 103-ton rotor to Yekaterinburg

A 103-ton turbine rotor has arrived in Yekaterinburg, Russia, onboard an An-124-100 Ruslan heavy freighter aircraft operated by Volga-Dnepr Airlines. The shipment was delivered from Frankfurt/Hahn.

The rotor was carried using bespoke transportation tooling and an entire day was required to prepare for offloading of the 103-ton shipment at Yekaterinburg's Koltsovo Airport. The unloading process itself took some five hours to complete in outdoor temperatures averaging -30°C . To place the single-piece cargo onto a trailer to be moved from the airport, Volga-Dnepr's technical crew used a specially-designed ramp and a hydraulic crane with special rails. The ramp was set at the same angle as the aircraft ramp to ensure the safe unloading of the rotor using winches.



To lift the heavy cargo onto the 80-wheel trailer positioned parallel to the constructed ramp, Volga-Dnepr used a hydraulic crane. The airline managed the entire end-to-end transportation, including the appointment of a subcontractor to operate the special loading equipment. Volga-Dnepr also obtained all necessary permits and arranged the delivery of the rotor from the airport to its Sredneuralskaya SDPP installation site.

This was the first time such a piece of cargo had been delivered to Yekaterinburg by air.

Approach Defined... Stabilized, Safe, Controlled...

The 12th Aviation Conference of Volga-Dnepr Group was held in Ulyanovsk on 17 December 2013. This time the conference focused on prevention of hard landings and runway overruns. The conference was initiated by Igor Aksenov, Flight Director of Volga-Dnepr Airlines and organized by Corporate University team in Ulyanovsk following approval from Alexey Isaikin, Volga-Dnepr Group President. All three airlines of the Group took part in preparation and discussions.

Key objective of the conference was stated in its name – “Foresee to Prevent”.

Utmost Importance

Keystone of aviation industry is the combination of different elements. E.g., high speed, which is helpful in the air, can be fatal on the ground. Excessive horizontal speed may lead to overrun, and excessive vertical speed can result in a hard landing. According to IATA, there were 106 overruns with severe consequences for a period from 2008 to 2012. As a result of these accidents 54 aircraft suffered major damages, 52 were written off and 230 people died. Hard landings may also have certain adverse consequences. Out of 39 such accidents for the same period, 30 aircraft were damaged, and

nine suffered total loss, while two people died.

And what about Volga-Dnepr? The situation in Volga-Dnepr Group was reported by Valeriy Syrtsov (ABC) and Yuri Shishkin (VDA). Special attention was paid to the overrun incident involving ABC's Boeing 747-400 at Sheremetyevo Airport on 30 June 2013 and resulting in runway closing for 7 hours and another 107 hours of AOG situation. Apparently such material and reputational losses are unacceptable for the largest Russian cargo airline.

Future of Aviation Industry

Alexey Tkachenko expressed an opinion that autoland systems represent the future of aviation industry. These days pilots mostly control different electronic systems rather than fly an aircraft, and this is the new global trend. Mr. Tkachenko shared his experience of communication with Airbus A-380 test pilots. They believe that the most valuable feature of this aircraft is its capability to automatically stop at certain point on runway.

Advantages of automatic systems are also confirmed by ABC's own experience showing that in Autoland mode vertical G hardly ever exceeds 1.4 while Manual mode often gives 1.7 and even 1.8 G.

Approaches to Move Forward

Alexey Isaikin summed up that conferences of this kind served an effective means for pilots to improve their expertise and the Group should continue to organize such events in future. Also the Group President emphasized the importance of scrutinizing high-risk airports and appealed to elder pilots to share their experience with younger generation to ensure adequate safety nets against any contingencies.

According to Alexey Isaikin, the previous year became a success for AirBridgeCargo Airlines, and this success should be further solidified. There is as always strong demand for Antonov 124 services but everyone needs to work a lot to improve its cost efficiency making it on par with Boeing 747. Volga-Dnepr Group stands up to new challenges.



Vladimir Zavershinskiy (ABC) explains how to evaluate crew performance



Valeriy Syrtsov (ABC) presents a landing analysis for AirBridgeCargo Airlines



Evgeniy Borisov opines that debriefing should be clear both for pilots and for managers



Yuri Shishkin (VDA) speaks about lessons learned in Trenton and Gander



Alexey Isaikin welcomes results of the conference

Volga-Dnepr ships 'Cygnus' resupply spacecraft

Volga-Dnepr Airlines' expertise in the movement of space cargoes has been called upon once again to transport the Pressurized Cargo Module (PCM) of the Cygnus resupply spacecraft from Turin, Italy, to Wallops Island, USA.

The PCM was packed into a special container and was carried onboard the airline's An-124-100 'Ruslan' freighter along with supporting equipment to the launch site in Virginia State. Experts from Thales Alenia Space Italia, which produced the PCM, accompanied the cargo to monitor the special temperature conditions required during the transportation.

The flight was the third completed by Volga-Dnepr carrying modules of the Cygnus spacecraft, following earlier deliveries in August 2011 and July 2013. The contract was completed within the Ruslan International An-124 joint venture on behalf of SDV Logistique International, a longstanding customer of Ruslan International.

The Cygnus resupply spacecraft was developed by the Orbital Sciences Corporation, USA, under the NASA program for 'Commercial Orbital Transportation Services' to ship supplies



to the International Space Station.

Bus stops in an IL-76TD-90VD and takes off for Kazakhstan

One of Volga-Dnepr Airlines' IL-76TD-90VD freighters was the ultimate "bus stop" for an 18 metre Irisbus Citelis bus on its journey from Turin in Italy to Astana, Kazakhstan.

Iveco Italy, a leading passenger transport business, urgently needed to deliver the bus to the capital of Kazakhstan for a special promotion in the local market. Volga-Dnepr Airlines' received the



transportation request on 25th November and the flight was confirmed the following day, enabling its operations department to begin making all of the necessary preparations for the flight. This is the first time a vehicle of such length has been carried onboard the IL-76TD-90VD.

Volga-Dnepr's specialists needed to devise a method to load the bus safely into the 19-metre cargo hold of the IL-76TD-90VD. The solution was to reduce the angle of the aircraft's extension ramp using special loading equipment to allow the bus to drive safely onboard and to be flown to its destination on-time.

The flight to Kazakhstan was organised by Chapman-Freeborn Airchartering Italy S.R.L. on behalf of Iveco Italy.



Volga-Dnepr Airlines Delivers Türksat Telecommunications Satellite

Volga-Dnepr Airlines has delivered the Türksat 4A telecommunications satellite from Japan to Kazakhstan in its latest specialist delivery on behalf of the space industry.

The spacecraft was placed into a special container for its flight onboard one of the airline's An-124-100 'Ruslan' freighters. The total weight of the cargo was 60 tons. During the flight and technical stops a constant temperature of 10°C was maintained to protect the satellite's sensitive technology.

The high value space equipment also required precise and delicate handling



during the loading and unloading.

Experts from Japan arrived in Kazakhstan onboard the An-124-100 to participate in the launch of the Tьrksat 4A satellite from the Baikonur Cosmodrome, which is scheduled to take place in February.

Volga-Dnepr is one of the world's leading transporters of aerospace cargo and its personnel have extensive experience of managing projects for the industry all over the world. In 2013, Volga-Dnepr Airlines carried more than 50 space industry shipments and since its launch over 20 years ago, the airline has successfully operated more than 3,500 flights delivering satellites and other aerospace equipment.

The Tьrksat 4A telecommunications satellite was produced by the Mitsubishi Electric Corporation in Japan on behalf of Turkey's communications satellite operator Tьrksat AS. It will provide Turkey, Europe, Central Asia, the Middle East and Africa with TV broadcasting and broadband communications



Volga-Dnepr Group Documentary Reaches The Final Of The New York Festivals' International Television & Film Awards

A film documenting one of Volga-Dnepr Group's biggest ever air logistics projects to supply a new gas processing plant in Papua New Guinea is a finalist in the 2014 New York Festivals'

International Television & Film Awards.

The "Welcome to paradise" film was submitted for an award in the documentary category and was judged by

an international panel of experts. From the thousands of films originally entered into the competition from 50 countries, the judges ultimately selected seven films from five countries to go through to the final stage of the awards.

The winners will be announced during New York Festivals' gala ceremony to recognise 'The World's Best TV & Films' on 7 April in Las Vegas.

The "Welcome to paradise" documentary was written by Russian television reporter, Alexey Samoletov, and was released in 2013 by Quick Studio. It is devoted to the successful realisation of the international project to construct one of the world's largest gas processing plants in the highlands of Papua New Guinea. Companies from five countries, including Russia's Volga-Dnepr Airlines, took part in the project.

Volga-Dnepr's support of the PNG project began five years before its first flight when it was part of the team involved in the planning of a new airport in the Papua New Guinea jungle close to the gas plant site, which was needed to support an 'airbridge' operation using Volga-Dnepr's An-124-100 freighters to move critical heavy and outsize equipment. Following its first flight to the new Komo Airport in May 2013, Volga-Dnepr went on to successfully complete 88 An-124 flights over 103 days, delivering more than 6,000 tonnes of cargo.

New York Festivals' (NYF) International



Television & Film Awards are recognised as one of the top four most prestigious international festivals of professional filmmaking alongside the Cannes, Berlin and Venetian Film Festivals. It has been taking place since 1957, with works judged by famous directors, producers, writers, actors and other media experts from all over the world.

How to Manage Risks

Volga-Dnepr Airlines' professionals and managers successfully passed 24-hour "Operational Risk Management in Civil Aviation" IATA training course.

The goal of this course was to understand Risk Management concepts and to learn how to apply Risk Management procedures in daily activities to ensure high level of operational safety and efficiency.

This course includes lessons on fundamentals and theory of safety risk management. Participants came to know risk management criteria, strategies for risk control, to learn how to identify risks, etc. An IATA Certificate of Completion was awarded to participants obtaining a grade of 70% or higher on all exercises and exams.

Volga-Dnepr Airlines' Executive President Alexander Sidorin said: "ICAO Flight Safety Management Standards will come into force this year. The key re-

quirement of the new document will be prediction and prevention of aviation accidents at early stages. To meet this requirement, we must to learn how to manage risks and be able to predict them. And this became the main goal of this course."



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