

Issue 24, February 2007

Airlift WORLD

www.volga-dnepr.com

edition for insurance company

Published by
Volga-Dnepr Airlines
and New Insurance Company



Volga-Dnepr And Motor Sich Announced The Establishment Of Joint Managing Company

January 23, JSC "Gruzovye Letatelnye Apparaty" (Cargo Aircraft) was announced as a Joint Venture at the press conference of Russian News and Information Agency Novosti in Moscow. A new company was presented by Alexey Isaikin, Volga-Dnepr Group President, Vyacheslav Boguslaev, Motor Sich President, Konstantin Ivanov, JSC "Gruzovye Letatelnye Apparaty" General Director, and Gennady Pivovarov, Volga-Dnepr Airlines General Director. The JV is granted management and executive authorities for An-124-100 Resumed Production Project. It is planned that Aviastar-SP, ADB, Progress Engine Design Bureau will join the project as shareholders. An-124-100 Resumed Production Project is added to Aviation Development Strategy of Russia and Aircraft Manufacturing Program in 2002-2015. The concept of such Managing Company was developed at the meeting of Aviation Industry Interstate Cooperation Subcommittee in October 2006. The charter documents were signed on December 15, 2006 in Kiev; that was a crucial step in project implementation. Several Russian and Ukrainian companies already expressed their concern of the project. An-124-100 Resumed

VOLGA-DNEPR AIRLINES

ВОЛГА ДНЕПР

NIC
INSURANCE COMPANY

Production and Modification Programme appears to be most successful Russian-Ukrainian aviation project. Major objective of joint initiative is development and production of modified aircraft type – AN-124-100M-150 – as well as its further modification and extension of current fleet service life. Motor Sich and Progress Engine Design Bureau shall perform D-18T engine modernization and production for AN-124-100M-150: D-18T engines, series 3 will be upgraded into series 4; reverser control system and FADEC engine control system will be installed; fan and turbine units will be redesigned, which makes it possible to increase thrust up to 25000 kgf and preserve specific fuel consumption. Aircraft production is to be carried out at Aviastar-SP facilities in Ulyanovsk in accordance with design specifications of ADB. Antonov Design Bureau is currently establishing its branch office at Aviastar Aircraft Production Plant. This affiliate's objective is to change the AN-124 classic design and work out new aircraft modifications. Volga-Dnepr Airlines is the principal customer for this type and has already placed an order for production of 2 AN-124-100M-150 freighters at Aviastar-SP.

The Federal Center Will Favor Development Of Aviation Industry In Ulyanovsk

9 February 2007. Ulyanovsk was visited by a government delegation headed by Mr. Andrey Belousov, Deputy Minister of Economic Development and Trade. High ranking guests from Moscow visited ZAO "Aviastar-SP" to speak to Alexey Isaikin the Chairman of the Board and other Directors and Managers of the Factory.

Among other members of the delegation the Factory was visited by representatives of the Ministry of Economic Development, the Ministry of Industry and Power Engineering (Valery Voskoboynikov), the Ministry of Finance of Russia, Vice President of United Aircraft Building Corporation Vassily Pankin and Alexander Rubtsov the General Director of OAO Ilyushin Finance Co. The basic purpose of the visit was to familiarize with the activities of ZAO Aviastar-SP and discuss future development of the Factory. Members of the delegation saw different shops and production facilities of the aircraft manufacturing complex. In the Final Assembly Shop the guests inspected several TUPOLEV TU-204-120CE Aircraft manufactured under Chinese and Cuban contracts and a Volga-Dnepr's ANTONOV AN-124-100 freighter having a maintenance check.



Volga-Dnepr Group made a presentation of its businesses onboard the RUSLAN. Alexey Isaikin provided comments and explanation as to the Factory development trends and spoke about AN-124-100 Resumed Production Project. Then the issues and perspective of Aviastar development as well as the National Aviation Building Industry was continued during the operations meeting.

It shall be noted that this was the second visit of such a representative government delegation to Ulyanovsk Region in February. Earlier this month the City was visited by Alexander Burutin the Assistant to the President of Russia who is responsible for Military Policy and Defense Industry Development issues. During his stay in Ulyanovsk Aviation Industry issues were given the major importance. In particular, during his visit to Aviastar-SP Alexander Burutin met with Alexey Isaikin to discuss perspectives of the



Factory and AN-124-100 Resumed production and Modernization Project. Alexander Burutin expressed his highest estimation of the unique capability aircraft and underlined special importance of the Project for Russian Aviation Building Industry.

First Il-76 Cargo Flight To Usa Since 2000 Underlines Aircraft's Return To The World Market

Volga-Dnepr's new generation IL-76TD-90VD freighter aircraft has successfully completed its first flight to and from the United States, the first IL-76 commercial flights in the US market since old versions of the aircraft were banned under ICAO noise restrictions in 2000.

The flight from Detroit underlines the return of the unique IL-76 cargo aircraft to the world's major cargo markets. The ban on old



IL-76s restricted the aircraft from operating to its former prime markets in Western Europe, North America, Australia and Japan. Volga-Dnepr took delivery of its first new IL-76TD-90VD in June 2006 and a second aircraft of the same type will join its fleet later this year.

Volga-Dnepr Group initiated the project to upgrade the IL-76 in order to meet current and future ICAO requirements. In order to consolidate resources for the aircraft modernisation programme and to manage the project, the Group established the Volga-Dnepr Leasing company in 2004. With an increased payload to 50 tonnes and greater range, since joining the Volga-Dnepr fleet the new aircraft has also successfully operated cargo flights in Europe and to Japan and Australia. The modernised aircraft has operated to airports including Toulouse, Baku, Kuwait, Bombay, Utopao, Sendai, Fujeria, Brize Norton. The first flight from the US left Detroit on February 10th 2007. A day earlier, the aircraft – chartered by a Russian oil company – flew into the United States from Kazan with a shipment of raw oil samples. From Metropolitan Airport in Detroit, the IL-76TD-90VD then flew to Baghdad, arriving on-time at the Iraqi airport with a shipment for another US customer. Andrey Pakhomov, Director General of

Volga-Dnepr Leasing, said: "The first two charters involving landing and taking off in the United States were a milestone for the aircraft and our company's strategic development. The IL-76 is a very popular, in-demand aircraft with customers all over the world. Its success is based on its unique operating capability and its cost effectiveness. The aircraft has been sorely missed by commercial customers since 2000 but, today, the IL-76TD-90VD is back in the world market and represents a major success not only for Volga-Dnepr but also for Russian aviation." Volga-Dnepr forecasts that the modernised IL-76TD-90VD will have an operating life of 25 years. It is currently the only civil aircraft in the world in the 30-50 tonnes capacity sector capable of transporting outside cargo to any airport.

Antonov An-124 Freighters Transported Porsche Cayenne To Mexico

January 16-24, AN-124-100 freighters carried 121 Porsche Cayenne jeeps from Leipzig to San Jose Del Cabo (Mexico). The transportation was performed by 2 VDA aircraft: one of them carried 105 jeeps within 3 flights (35 vehicles each), the other freighter shipped 16 Porsche Cayenne and spare parts. Each car weighs about 2400 kg and costs USD 120000.

The jeeps were loaded to cargo hold by means of special tooling, formerly designed by VDA Technical Department and uniquely modified in 2006. It provided safe and secure transportation. Porsche Cayenne were delivered on time and auto dealer representative expressed his profound gratitude for professional and excellent work.



Volga-Dnepr Airlines Transported Polar Expedition

On January 13, Volga-Dnepr Airlines transported the members of a unique polar expedition to Moscow by Antonov AN-124-100 "Ruslan" aircraft.

On January 13, 2007, the members of the unique polar flight returned to Moscow: for the first time two Russian helicopters started from Chile and reached South Pole under their own power. The Polar Expedition was a unique one in all things. The

Expedition was headed by Arthur Chilingarov, State Duma vice-speaker and a well-known Russian polar explorer. Nikolai Patrushev, FSB Director, Vladimir Pronichev, Director of FSB Border Guard, Alexander Bedritski, RosGidroMet Director and the Head of World Meteorological Organization were also the members of the Expedition. The Expedition started on December 29 when VDA airplane made a flight from Russia to Chile carrying two MIL MI-8 helicopters and 16 polar explorers onboard. On January 2 the helicopters departed from Punta Arenas to Antarctica and reached the South Pole on January, 7. It was the first time in the history of continents explorations when helicopters reached the Geographic South Pole. However, it was the second polar expedition of the Russian MIL MI-8. In 2006 the same helicopters visited the North Pole to meet the expedition of Prince Albert, the Sovereign Prince of Monaco. Arthur Chilingarov, the Head of the Expedition, who had visited Antarctica 80 times, did not believe at first that the mission was possible. "The tasks assigned were accomplished successfully. We were very lucky with the weather as 25 degrees below zero is a hot weather for that region. Now, the Russian flag stands at the geographic point where meridians meet", - vice-speaker said. Arthur Chilingarov greatly appreciated well-coordinated and professional work of Volga-Dnepr crew as well as the Airline's role in the success of the South Polar Expedition. Vladimir Putin, Russian Federation President sent complimentary telegram to the polar explorers. "Your flight demonstrated the reliability of the Russian aircrafts and high professionalism of Russian pilots. The main thing is that you proved that Russia is rightfully considered "The Great Polar Power". It is a symbolic event as your expedition opens the International Polar Year, initiated by our country", - the telegram stated.

Volga-Dnepr Airline Completed The Important State Order

December 1, 2006 the VDA An-124-100 freighter delivered two Russian military aircraft Su-30MK2 to the air force base in Barcelona, Venezuela.



Fighter aircraft transportation was accomplished in accordance with Governmental Contract between Russia and Venezuela on 24 fighter aircraft delivery for Venezuela military air forces. Since 2000 Volga-Dnepr performs cargo operations for ROSOBORONEXPORT Federal Agency. October 2006, VDA and ROSOBORONEXPORT signed Additional Agreement on operations to Venezuela. Under this agreement, Volga-Dnepr Airline delivered the Su-30MK2 maintenance equipment on 27 November followed by the initial aircraft shipment on 1 December. An-124 freighter delivered two multirole Su-30MK2 fighter aircraft to Barcelona airport on time. The estimated cargo weight was 60 tons. The dedicated technology of military aircraft transportation developed by Volga-Dnepr Load Planning Department was used for fighter aircraft loading / unloading. Venezuela top military officials accepted the valuable cargo in Barcelona airport. Military aircraft acceptance was honored by the presence of Cordero Lara, Air Force Commander-in-Chief, Ochoa Mendes, Squadron-General, and Hose Escalone Action General for Su-30MK2 Shipment Contract implementation under the agreement with Russia. Several ROSOBORONEXPORT representatives transferred the fighter aircraft to Venezuela Contracting Party. December 10 the assembled aircraft will take part in Air Force Day parade.

New Technology, Developed By Technical Department Specialists, Made Possible Complicated Transportation

Volga-Dnepr Airlines successfully completed cargo transportation from East Midlands (Nottingham, Great Britain) to N'Djamena (Chad). Power equipment was delivered to African republic by Antonov AN -124-100 aircraft. A new technology was developed for oversized cargo offloading. The cargo was a container with HV electric equipment having the following dimensions: length - 23,5 meters, width - 3,9 meters, height - 4,05 meters, weight - 54 tons. The cargo was delivered in time. The most complicated operation was the offloading of the container. The engineering support was provided by Airline's Technical Department, its specialist had to resolve two main issues caused by the high cargo length: container offloading without cranes and safe loading of the container on the trailer. Technical Department specialists successfully completed the objectives using craneless offloading technique. It was developed and patented by Technical

**Volga-Dnepr
representative
offices****Managing Company**

35, Usacheva St.,
Moscow, 119048
Tel.: +7 095 7557836/7556850
Fax: +7 095 7556851
E-mail: fax@msk.vda.ru

Volga-Dnepr Airlines

14, Karbysheva St.,
Ulyanovsk, 432072
Commercial department
Tel.: +7 8422 203504
Fax: +7 8422 296521, 202675
SITA: ULYDMVI
E-mail: commerce@vda.ru

**Stansted
Volga-DneprUK Ltd.**

Endeavour House,
Coopers End Road,
London-Stansted Airport,
Essex,
CM24 1AL
Sales
executives +44 1279 661166
+44 7799 416324
Fax: +44 1279 661103
SITA: STNDMVI
E-mail: sales@volga-dnepr.co.uk

**Houston
Volga-Dnepr Unique Air
Cargo, Inc**

Town Center Plaza
9400 Grogans Mill Rd., Suite 220
The Woodlands, Tx 77380
Tel.: +1 832 585 8611
Fax: +1 832 585 8618
E-mail: c_volga@yahoo.com

NIC office

29, 40let Pobedy St.,
Ulyanovsk, 432072
Tel.: +7 8422 202805
Fax: +7 8422 204745, 294433
E-mail: nic@nic.mv.ru

Department in 1996 and was widely used during cargo transportations to Columbia. New technical decisions were needed for cargo transportation to N'Djamena and specialists of Technical Department in cooperation with Geodis Forward Company developed such decisions using their previous experience. Several variants of the offloading were studied during the meetings of



Vladimir Vyshemirski, the Head of Load Planning Team, with Geodis representatives. One of them was used in transportation: the trailer, standing under the cargo, lifted the container and released extension ramp. Laser level was applied in double extension ramp mounting with required degree of accuracy. The keys of success were teamwork, experience and professionalism of the technical crew. The offloading was operated and supervised by Stanislav Rastorguev, Senior Engineer, Vladimir Vyshemirski, Head of Load Planning Team, Konstantin Stepanov, Loadmaster. The customer, Exxon Oil Company, that works in cooperation with Volga-Dnepr Airlines in transportations of oil and power equipment for several years, greatly appreciated the work of the Company's management and proficiency of flight and technical crew in cargo transportation.

Volga-Dnepr Airlines Successfully Passed IOSA Pre-Audit.

In accordance with IATA recommendations, Volga-Dnepr Airlines started to prepare for IATA Operational Safety Audit in the beginning of 2005.

January 15-16, 2007 VDA arranged the preliminary IOSA Standards Audit. It was performed by WAKE Audit Company contracted to VDA in 2006. The pre-audit is deemed as a mandatory stage of preparation, thus audit officers Captain Colin Penny and Georgiy Zotov reviewed the Airline's operations, cleared up the audit methods, advised on general audit procedure and answered the questions of the managers. WAKE representatives stated that the company is ready for IOSA. Audit target dates are April 16-20, 2007. Auditors plan to visit VDA facilities, check the standards' compliance and then examine flight operations on-board Antonov An-124-100 in-flight: analyze crew procedures, cargo loading, cargo security, handling as well as aircraft maintenance procedures on base and crew simulator training.

The general audit will be followed by final meeting and Audit Report preparation. The Report will contain the list of deficiencies and corrective actions plan, which will be sent to WAKE. After elimination of deficiencies, Volga-Dnepr Airlines will enter the Register and receive the appropriate Certificate.