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cargo super market

A WORLD OF LOGISTICS SOLUTIONS

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AirBridgeCargo reinforces its position in the Bavarian market with third weekly 747F Munich service



Volga-Dnepr An-124-100 and IL-76TD-90VD freighters ensure a safe homecoming for 'Landshut' Boeing 737



ABC improves its pharma offering with Envirotainer QEP accreditation in Moscow and Dallas



Volga-Dnepr and CargoLogicAir race into action to deliver urgently-needed aid to victims of Hurricane Irma

**FUTURE
FREIGHTER**



OUR CUSTOMERS' SUCCESS IS OUR SUCCESS

Volga  Dnepr

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ABC's 747 freighters now fly three times a week to and from Munich



A symbolic homecoming to Germany for the 'Landshut' Boeing 737



Pharma progress as AirBridgeCargo gains Envirotainer QEP approval in Moscow and Dallas



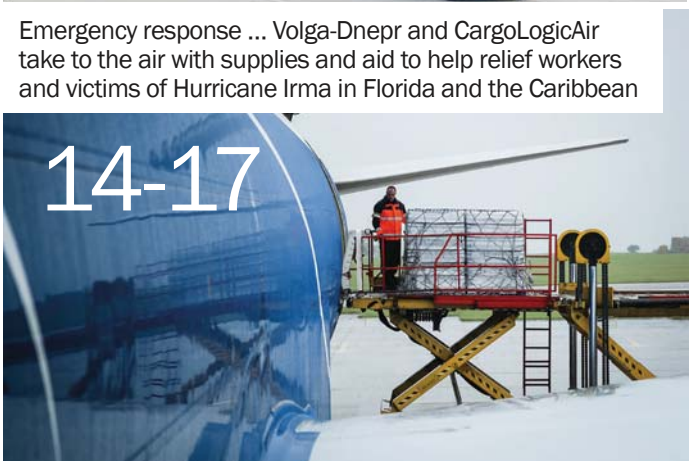
What could the future have in store for Volga-Dnepr Airlines' iconic An-124-100 freighter?



Moving a drilling machine to India is quick and easy with a local IL-76TD-90VD



Emergency response ... Volga-Dnepr and CargoLogicAir take to the air with supplies and aid to help relief workers and victims of Hurricane Irma in Florida and the Caribbean



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MORE
MUNICH



AIRBRIDGECARGO REINFORCES ITS POSITION IN THE BAVARIAN MARKET WITH THIRD WEEKLY FREQUENCY FROM MUNICH

AirBridgeCargo Airlines (ABC) has opened more opportunities for its European customers from Munich to Asia via its hub in Moscow, connecting this alpha-world city with 12 destinations in six Asian countries within a 48-hour cargo delivery time, including cargo handling. This third weekly service from the Bavarian city will be operated by one of ABC's 18 Boeing 747 freighters, with more than 100 tonnes of cargo capacity to accommodate export consignments.



"The decision to introduce an additional flight aims to capture increasing export traffic from Southern Germany, which continues to be a major industrial area in Europe and the

surrounding areas as well. Segment-wise, we expect that customers from the automotive sector will particularly benefit from this service and appreciate the wider choice of flights we are ready to offer. So far in 2017, we have witnessed stable demand with more than 1,000 tons of automotive and different industrial consignments from and to Munich," highlighted Andrey Andreev, Vice President of Europe of AirBridgeCargo Airlines.

Apart from export shipments, AirBridgeCargo intends to bolster import volumes to Europe via Munich, focusing on the provision of smooth trucking operations

across Europe in close cooperation with its trucking partners from the Bavarian capital. This will enable ABC to guarantee a faster and better inland service, which is of high importance to its customers.

"We are optimising our route network in Europe and worldwide based on the market sentiments and customer demands. ABC continues to structure relations with cargo-friendly airports with the highest technical capabilities, which offer fast, flexible and cost-effective services on a 24/7 basis to the best interests of our customers. There is no doubt that Munich is ideally positioned to play this role," pointed out Sergey Lazarev, General Director of AirBridgeCargo Airlines.

"We are delighted to have AirBridgeCargo among our airport carriers and to see their successful development and growth coupled with the increase of cargo turnover

in our airport. For the first eight months of 2017, Munich Airport has seen an 8% increase YOY which is an optimistic sign for our customers in Bavaria and a driver for further development," stated Dr. Michael Kerkloh, President and Chief Executive Officer of Munich Airport (FMG).

ABC FACT

AirBridgeCargo covers 12 cargo destinations in Europe; Frankfurt, Amsterdam, Liege, Helsinki, Paris, Munich, London, Zaragoza, Basel, Milan, Leipzig and Oslo.

COMING HOME

A SYMBOL OF RESILIENCE

In 1977, a Boeing 737 passenger flight operated by the German airline Lufthansa was hijacked en route to Frankfurt.



On 23 September 2017, the aircraft came home.

Once restored, it will act as a powerful symbol of the country's commitment to never bow down to terrorism.



VOLGA-DNEPR AIRLINES ENSURES A SYMBOLIC HOMECOMING FOR 'LANDSHUT' BOEING 737



Volga-Dnepr Airlines' An-124-100 and IL-76TD90-VD freighters have proudly completed an emotional homecoming to Germany of a Boeing 737-200 which was hijacked by terrorists in 1977. The former Lufthansa aircraft is to be fully restored and placed on permanent display in the Dornier Museum in the town on Friederichshafen.

The aircraft, named after the Bavarian town of 'Landshut', was hijacked on October 13, 1977, en route from Palma, Majorca, to Frankfurt. This was the start of a four-day ordeal for the passengers and crew as the aircraft was forced to travel to Rome, Cyprus, Bahrain, Dubai and Aden before reaching its final destination in Mogadishu, Somalia. The hijacking was ultimately ended by a daring early morning raid by German special forces which successfully freed all 86 hostages. Tragically, the aircraft's pilot, Jurgen Schumann, had already lost his life at the hands of the four terrorists before he could be rescued.

The Boeing 737-200 eventually went back into service and was later sold, ultimately flying for the Brazilian airline TAF Linhas, before being decommissioned in 2008. Since then, it had been abandoned at Fortaleza Airport in northeastern Brazil until the German foreign ministry purchased the 737 in order to bring it 'home', describing the 'Landshut' as a living symbol of a free society, which cannot be defeated by fear and terror.

A large crowd of officials, former crew members from the 1977 flight, international media and aviation enthusiasts were on hand to see Volga-Dnepr Airlines' An-124-100 and IL-76TD-90VD freighters touch down at the local airport in Friederichshafen. The fuselage and wings of the Boeing 737 were transported in a special frame for the aircraft's An-124-100 flight from Brazil, while Volga-Dnepr's IL-76TD-90VD carried the 737's engines and other components.



'We are extremely proud to have been chosen to bring the Boeing 737 'Landshut' home to Germany. It is a symbol of the nation's commitment to never bow down to terrorism. Bringing this Boeing home is very meaningful to us as we share and support everything it stands for.'

Mikhail Smirnykh, General Director of Volga-Dnepr Airlines



AIRBRIDGECARGO ACHIEVES ENVIROTAINER QEP ACCREDITATION AT ITS MOSCOW SHEREMETYEVO HUB AND IN DALLAS

The continuing development of AirBridgeCargo's (ABC) products and services for pharmaceutical customers has seen the airline achieve Envirotainer's QEP accreditation at its global hub at Moscow Sheremetyevo Airport and in Dallas, one of its six online gateways in the U.S.

Envirotainer, which has been delivering innovative Active containers for secure cold chain solutions for over 30 years, created its Qualified Envirotainer Provider Training and Quality Program (QEP) to recognise transport service providers which demonstrate their ability to properly manage Envirotainer container shipments in accordance with Good Distribution Practices (GDP).



Fedor Novikov, Director Pharma, Global at AirBridgeCargo, said: "Gaining QEP accreditation is yet another sign of the commitment we are

making to our pharmaceutical customers and further demonstrates our ability to protect the quality and integrity of temperature-sensitive pharma products. We have been heavily involved in pharma

transportation since 2016 and our focus over the last 18 months has been to invest in developing the products and services our customers need. QEP accreditation is one of the benchmarks we and our customers recognise as being very important as we grow pharma volumes across our network."

The abcPharma product offering was developed in close consultation with customers by the pharma industry vertical team created by the airline, which includes dedicated and qualified staff at all levels; sales, customer service, operations, and procurement. This has led to ABC enforcing strict handling procedures and control processes required for pharma shipments during all stages of transportation. In November 2016, AirBridgeCargo also became the first airline in Russia and only the seventh carrier in the world to receive IATA CEIV Pharma certification, which addresses the need for more safety, security, compliance



and efficiency through a globally consistent pharmaceutical product handling certification programme.

In developing its pharma product, ABC has conducted lane assessments to understand each international station's readiness to handle pharma shipments.

This included strict audits of Ground Handling Agents and Ramp Agents as well as audits of trucking companies and other outsourced partners, including checks of their Quality Management Systems.

Chris Fore, Compliance Manager at Envirotainer, said: "As one of the world's fastest-growing all-cargo airlines and with a network serving major pharmaceutical markets and trade lanes in Europe, North America and Asia Pacific, AirBridgeCargo clearly realises its responsibility to its customers in terms of delivering a quality product to the end user - a patient. QEP accreditation sends a strong message about the high standards the airline is committed to delivering."

FUTURE FREIGHTER

INSIGHT: Volga-Dnepr mulling possible Ruslan successor

Volga-Dnepr, Russia's biggest cargo airline, is not only devising technical specifications for the modernisation and continuation of its fleet of Antonov An-124-100 airlifters but is also investigating the prospects for the creation of a new future replacement super heavy cargo transporter.





'The aircraft that will eventually replace the Ruslan should be something revolutionary, new and more capable by any definition.'

Victor Tolmachev
Legendary An-124 chief designer and
Technical Director of Volga-Dnepr Group

FUTURE FREIGHTER



Ideally, the new heavy freighter would be 35% to 40% more efficient than the Antonov An-124, both technically and economically. The company says that the future market will need an aircraft with a minimum 150- to 170-ton payload and a range of up to 10,000 km, enabling it to perform a commercial non-stop flight across the Pacific Ocean, for example. By comparison, the current commercial range of a fully loaded An-124-100 (with a maximum payload of 120 t) is 4500 km.

Currently, Volga-Dnepr operates 12 examples of the An-124-100, the commercial version of the baseline An-124 Ruslan and the world's largest production aircraft. Facing the need to continuously maintain the airworthiness of these 40-year-old cargo jets whilst also regularly upgrading them to meet the new ICAO and other international requirements, Volga-Dnepr analysts say the An-124-100 will be fully depreciated and obsolete by the year 2040, forcing the company to cease operations of the type and replace them with something else. That makes the search for an advanced super-capable aircraft a big priority for the operator.

"The aircraft that will eventually replace the Ruslan should be something revolutionary, new and

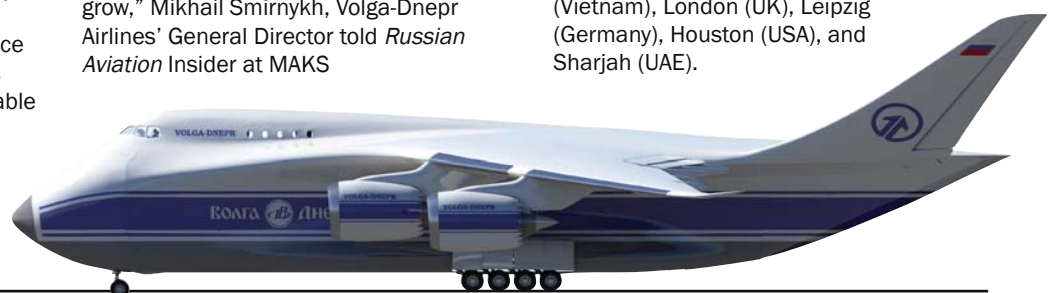
'The rising markets of airspace, mining, and oil industries indicate that the demand for oversized and super-heavy transport services will do nothing but grow.' Mikhail Smirnykh, General Director of Volga-Dnepr Airlines

more capable by any definition," Victor Tolmachev, the legendary An-124 chief designer and currently technical director at Volga-Dnepr, told *Russian Aviation Insider*. His words confirm what Ernst & Young reported several years ago: in order to stay in the oversized and super-heavy cargo transportation business, and even more so to be able to grow its presence on the market, the company will need between 40 and 100 all-new freighters.

"The rising markets of airspace, mining, and oil industries indicate that the demand for oversized and super-heavy transport services will do nothing but grow," Mikhail Smirnykh, Volga-Dnepr Airlines' General Director told *Russian Aviation Insider* at MAKS

2017, emphasising that providing cargo shipping services for the airspace sector remains a primary focus. "We have long-term contracts with the industry's main players, such as Boeing, Airbus, Rolls-Royce, Spirit, and others. Remarkably, the An-24-100 cargo traffic in the airspace sector in January-May 2017 went up by 23% year-on-year."

The cargo airline is always striving to enhance the availability of its oversized cargo shipping services, Smirnykh pointed out. By the end of 2017 Volga-Dnepr will have launched five operational bases across the globe, namely at Hanoi (Vietnam), London (UK), Leipzig (Germany), Houston (USA), and Sharjah (UAE).





‘Such complicated technical and economic tasks cannot be accomplished alone. They require that companies and public authorities get together and unite their efforts in searching for the right solution.’

Each of the company’s hubs will offer maximum competence in its ability to serve customer needs in the best possible way. Therefore, the carrier is looking to perform light maintenance checks on all its aircraft locally, thereby cutting down the number of costly ferry flights, whilst also improving on the image of the reliability of services in Southeast Asia, the USA, the UAE, and Europe.

With the projected future market growth and an expanding global presence, and based on its own operational expertise and customer service experience, Volga-Dnepr has come up with a set of minimum requirements that the new super heavy airlifter should satisfy. Atryom Arutyunov, who now works as adviser for the head of UAC Transport Aircraft Division, was in charge of drafting designs for the future airplane.

Tolmachev stresses that the future airlifter should be designed to comply with ICAO requirements up to the year 2060. The aircraft will have 100% automated flight functionality and will require new and more fuel-efficient powerplants compared to the Ruslan’s D-18 engines.

“In the 1970-80s, the D-18 was a highly advanced engine offering great potential,” Tolmachev explains. “But now we need a powerplant to live up to 2040-2060 expectations and standards. That is compelling us to consider all possible options that both the Russian and the global aviation industry can offer.

Roughly, the new engine should resemble the Boeing 747-8’s Genx-2B67, while outperforming it.”

Tolmachev believes neither Russian nor foreign aircraft manufacturers currently have on their drawing boards a viable project for a supersized air freighter that would even come close to matching the An-124’s performance levels. To make this future aircraft a reality, its design should start now, so that the initial serial-number airlifters could stay in service until 2070 and be actively operated during the 2060s.

“Such complicated technical and economic tasks cannot be accomplished alone. They require that companies and public authorities get together and unite their efforts in searching for the right solution,” Tolmachev added.

Boris Rybak, head of Russia’s Infomost Consulting company, backed up the words of the An-124 chief designer by saying that a new super-heavy cargo aircraft would most likely be created by an international conglomerate.

“Nowadays, the needs of a single state, no matter how big it is, are not able to generate the demand that would be sufficient enough to pay back the investments,” Rybak said. “In this particular case, it would be prudent to combine the technical and project designing competence of Western countries (probably the United States) with the unique experience of the Russian carrier in operating various types of cargo aircraft including ramp types. Volga-Dnepr has managed to build up a unique background in the sphere of air logistics, which will definitely help in drafting a list of precise technical requirements for the new super heavy airlifter.”

This editorial was written by Evgenia Kolyada and was originally published by Russian Aviation Insider which provides the global air transport community with timely, reliable and exclusive business news, insight, updates, trends and analysis on commercial aviation developments in Russia and in the other post-Soviet states. For further information go to www.rusaviainsider.com

**Russian Aviation
INSIDER**



Volga-Dnepr operates the world’s largest fleet of giant An-124-100 freighters, 12 in total.

WORLD HEAVYWEIGHT LEADER



Image: Trey Spooher

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VOLGA-DNEPR IL-76TD-90VD HELPS ACS DELIVER A COST EFFICIENT SOLUTION TO MOVE DRILLING MACHINE TO INDIA



Volga-Dnepr Group's ability to offer customers a range of aircraft solutions to provide the best service and cost combinations enabled Air Charter Service to provide a significant cost saving for one of its customers that needed to transport an outside drilling machine from Perth, Australia, to India. The 27-tonne machine was delivered on-time onboard one of Volga-Dnepr's IL-76TD-90VD freighters.

Destined for Ahmedabad, the largest city in the Indian state of Gujarat, the sensitive piece of mining equipment measured over 15 metres in length and was more than

three metres high. Experts from Volga-Dnepr's Cargo Planning Centre created a special loading plan to ensure the safe positioning of the machinery into the IL-76TD-90VD's cargo cabin, taking into account the minimal clearance between the height of the shipment and the aircraft's rear loading door. The drilling machine was pulled into the aircraft using the IL-76TD-90VD's onboard winches.

Shahvez Jafary, Commercial Director, ACS India, said: "Weeks of planning went into the charter and we worked very closely with the Volga-Dnepr loadmaster on the day to make sure that the awkward-shaped

drilling machine was loaded with the minimum of fuss. Our client had initially asked for an An-124 freighter to move their cargo, but we saved them hundreds of thousands of dollars by suggesting Volga-Dnepr's IL-76."

Volga-Dnepr Airlines is a regular provider of air logistics solutions for the global mining industry. One of its other projects this year involved a series of more than 20 IL-76TD-90VD flights to North Baffin in Canada, delivering trucks and trailers to help a leading Canadian mining company increase its iron ore production quota in 2017.

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If you want to receive charter availability for our An-124-100, IL-76TD-90VD, B747 and B737 freighter fleet, all you need to do is email us at availability@volga-dnepr.co.uk

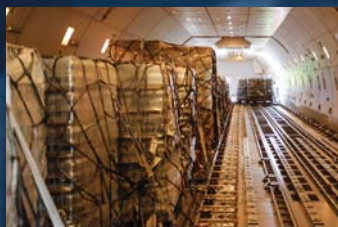


IMMEDIATE RESPONSE

Hurricane Irma caused loss of life and devastation across the Caribbean and the U.S. state of Florida at the start of September, affecting millions of people. Within hours, the international response had swung into action, with governments and relief agencies around the world rushing humanitarian aid and supplies to the victims and relief workers.

With over 27 years' experience of supporting fast response aid operations all over the world, Volga-Dnepr was immediately called into action – and was joined by its British cargo airline partner, CargoLogicAir.

Much-needed aid was on its way ...







VOLGA-DNEPR AN-124-100 AND IL-76TD-90VD RELIEF FLIGHTS TOUCH DOWN IN POINTE-À-PITRE, BRIDGETOWN AND MIAMI...



Volga-Dnepr Airlines' expertise in supporting international humanitarian aid projects ensured nearly 175 tonnes of relief goods and equipment arrived on the ground in the Caribbean and Florida within days of Hurricane Irma coming ashore.

On 18 September, 25 tonnes of cargo was delivered onboard one of the airline's IL-76TD-90VD freighters, including medicines and medical equipment as well as tents and other equipment to set up a large base camp, such as bedding, a mobile kitchen, office equipment and supplies, an electricity generator, maintenance tools, mobile showers and toilets. This charter was organised by DSV Air & Sea for the Danish Red Cross and operated from Billund to Miami International Airport.



Volga-Dnepr's first An-124-100 flight to the region on 11 September carried 87 tonnes of food service equipment, generators, motor pumps and spare parts to Pointe-à-Pitre on the island of Guadeloupe in the southern Caribbean Sea. This coincided with a second An-124-100 flight to Bridgetown,

Barbados, with a further 60 tonnes of humanitarian cargo.

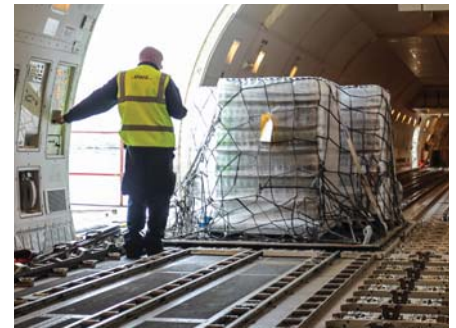
Onboard was a wide range of relief goods including sanitation and cleaning equipment and products to help those worst affected by the devastating hurricane that had swept through the Caribbean days earlier.



Alexander Kraynov, Group Commercial Director at Volga-Dnepr Airlines, said:

"We have many years of experience of responding to requests for flights following natural disasters and were able to ensure the fast delivery of urgently-needed relief supplies, despite the challenging weather conditions in the region, thanks to the efforts of our operations personnel. For one of the flights we were also able to identify a shorter route via the Azores Islands which helped to reduce the cost of the operation. Given our expertise in humanitarian flights and our specialist services for transporting outsize and heavyweight cargoes, we expect to be supporting the relief and rebuilding programmes in the region for some time to come."

... AS CARGOLOGICAIR DELIVERS AID AND SUPPLIES TO THE CARIBBEAN FOR THE BRITISH AND FRENCH GOVERNMENTS



A Boeing 747-400 freighter operated by Volga-Dnepr's partner, CargoLogicAir, departed from East Midlands Airport on 21 September carrying 110 tonnes of supplies on behalf of the UK Government to support the more than 1,000 British troops and Government support staff now helping to deal with the devastating aftermath of Hurricane Irma in the Caribbean.

The flight to Barbados' Grantley Adams International Airport was organised by UK charter broker, Air Charter Service (ACS). Onboard the CargoLogicAir aircraft were 70 tonnes of bottled water and 40 tonnes of ready-to-eat meals for UK troops delivering expert emergency assistance to those affected by Hurricane Irma.

Speaking as the flight departed, Howard Ebison, East Midlands Airport's Operations Director, added: "We're delighted to be able

to facilitate CargoLogicAir's flight which is taking goods to a stricken part of the world. The reputation we have for being a leading cargo hub combined with our central location means that we can respond quickly to such requests. I'm proud that we are playing a part in supporting British troops overseas, enabling them to receive much needed supplies to allow them to continue with their relief efforts."


This was one of four relief flights operated by CargoLogicAir to race aid and supplies to the Caribbean. These also included the delivery of over 200 tonnes of aid from the French Government, transported on 13 and 16 September from Vatry to Pointe-à-Pitre Le Raizet Airport, Guadeloupe. The flights carried special equipment to restore power supplies on the island as well as bottled water, non-perishable food, sanitary products and other equipment to help rescue workers.

CargoLogicAir's first flight from France departed within 48 hours of the initial enquiry being received.

Since then, CLA has also operated a further 747F flight from Doncaster Sheffield Airport with 32 pallets of cargo on its maindeck and in the aircraft's aft belly, consisting of 104 tonnes of bottled water and ration packs as well as pallets of safety matches and solid fuel blocks.

Dmitry Grishin, CEO of CargoLogicAir, said: "We may still be a relatively new name in the world of aviation but our highly experienced team has many years' expertise in the airline industry, including providing a fast response to such situations where humanitarian relief is urgently needed. In the immediate period after a natural disaster, the first priority is to ensure a fast response to help victims and relief workers by providing basic essentials such as fresh water, food and medical equipment, and to help restore the power, water and communications infrastructure. Once some stability is restored in the region, the next phase will be to begin the huge rebuilding programme that is needed across the Caribbean, which is likely to require further air logistics support. With our network into Mexico, we'll be able to offer more capacity, not only on a charter basis but also by utilising our regular services into the region."





BRITISH CARGO AIRLINE, CARGOLOGICAIR, LAUNCHES FIRST 747F SCHEDULED SERVICE WITH TWICE-WEEKLY UK-MEXICO OPERATIONS

CargoLogicAir (CLA), the only British all-cargo airline, has launched its first scheduled cargo route providing maindeck services connecting the UK and Mexico.

Twice-weekly Boeing 747-400 flights now depart from CLA's base at London Stansted Airport every Wednesday and Saturday and operate to Mexico City International Airport via Hartsfield-Jackson Atlanta International Airport. The full aircraft routing, which sees CLA's 747 freighter also operating via Houston, Frankfurt and Abu Dhabi enables CLA to also offer customers a wide choice of Europe-Mexico, Europe-Middle East and U.S.-Middle East connections.

In the Middle East, CargoLogicAir is providing road feeder services to also offer customers fast deliveries to Dubai International Airport (DXB), Dubai World Central (DWC) and Sharjah (SHJ). Over Frankfurt, it will also link up with the global network of its partner airline, AirBridgeCargo, enabling CLA to offer onward connections to the APAC region.

CargoLogicAir, which will offer a total

cargo capacity of over 200 tonnes a week on its new routes, has also appointed AEROCHARTER as its GSA partner in Mexico as well as AirCargoAmericas in the U.S. and AirFreightLogistics in Europe.

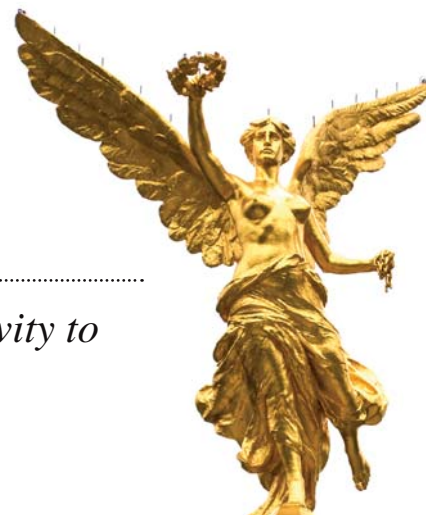
CLA was awarded its Air Operator Certificate (AOC) by the UK Civil Aviation Authority at the start of 2016. Since then, it has been providing global charter services and supporting ACMI contracts. The launch of its first scheduled route follows the delivery of CLA's third Boeing 747 freighter in May 2017. The airline reported strong customer demand in the first half of 2017 with its ACMI and charter operations growing 44% year-on-year.



Dmitry Grishin, CEO of CargoLogicAir, said: "The arrival of our third 747 freighter means we are ready to begin our scheduled cargo

operations and we are confident the routing we have chosen will appeal strongly to customers moving car spares, hi-tech, energy, aerospace and healthcare products."

"Our growing air charter and ACMI operations have enabled us to establish the quality and reliability of our services and this has also helped us to already achieve a high level of customer commitments to support our first scheduled operation," added Sten Rossby, CLA's Chief Operating Officer.



'The new CargoLogicAir flights add important connectivity to further develop Houston's international trade.'

Houston Mayor Sylvester Turner welcoming CLA's first flight to George Bush Intercontinental Airport, Texas



AIRBRIDGECARGO'S NETWORK AND PRODUCTS STRATEGY BOOSTS VOLUMES BY 16% IN FIRST HALF OF 2017

AirBridgeCargo Airlines (ABC) has reinforced its position as one of the world's fastest-growing freight carriers by reporting a 16% increase in volumes in the first half of 2017 to 335,000 tonnes, boosted by particularly strong demand across its Asia Pacific network.

ABC also achieved a 13% rise in freight tonne-kilometres and a 4pp increase in its load factor to 71% in this period.

The first six months of the year saw the delivery of ABC's tenth latest generation Boeing 747-8 Freighter, increasing the total size of its 747F fleet to 17 aircraft, and further expansion of its network in Asia Pacific. The launch of twice-weekly

services to Taipei marked the doubling of the airline's online network in the region over the last two years to 12 destinations; Tokyo, Seoul, Singapore, Hanoi, Phnom Penh, Hong Kong, Shanghai, Beijing, Chengdu, Chongqing, Zhengzhou and now Taipei.

ABC has seen high demand for cargo capacity to and from Taipei, particularly for the delivery of hi-tech products, and is now carrying some 1,000 tonnes a month on the route. Overall, the airline's business to and from Asia Pacific rose by over 20% in the six months ended 30 June 2017.

The first half of the year also saw a rise in AirBridgeCargo's pharmaceutical volumes

and further growth for the airline's Off-size Cargo product. AirBridgeCargo's strong focus on pharma is continuing to drive its growth. The airline's abcPharma product offers Active and Passive solutions for customers moving temperature-sensitive pharmaceuticals and life-saving medical equipment, from vaccines to laboratory and MRI/MRT equipment. As well as being the first airline in Russia and only the seventh carrier in the world to gain IATA's Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification, ABC has also developed Moscow's Sheremetyevo international airport as its global pharma 'hub'.



'We have a very clear strategy that is all about listening to the needs of our customers in terms of the routes and products they want us to offer. This is reflected in their support of our growing network in Asia Pacific as well as their increasing use of our special products for pharma and off-size cargoes. In addition, through continued investment in our modern fleet, we are demonstrating to our customers that ABC is a high quality, long-term partner.'

Sergey Lazarev, General Director of AirBridgeCargo



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