

VOLGA-DNEPR GROUP

ВОЛГА  ДНЄПР



Air Cargo Charter Operations

Volga-Dnepr Group is Russia's biggest air cargo operator and is rated among the world's top 10 cargo carriers. It is also the world's largest transporter of outsize and heavyweight air cargo.



Volga-Dnepr Group consists of more than 20 companies located in nine countries, including Russia's leading charter and scheduled cargo airlines:

- Volga-Dnepr Airlines is a super heavy and outsize cargo carrier operating unique AN-124-100 and IL-76 ramp loading freighters
- AirBridgeCargo Airlines is a scheduled cargo carrier operating a fleet of Boeing 747 aircraft connecting 12 destinations in 11 countries

Thanks to its team of professional experts and the exceptional capabilities of its unique aircraft fleet, Volga-Dnepr has proven itself to be not only a reliable partner but also a leading expert in the international airline industry.

Volga-Dnepr's list of clients includes equipment suppliers for enterprises of various industry sectors as well as international.

Volga-Dnepr's strategy is based on its 'Cargo Supermarket' business model whereby the Group is able to offer its clients the widest choice of transport and logistics services in three main areas:

- Air Charter Cargo Services
- Scheduled Air Cargo Operations
- Aircraft Maintenance and Repair

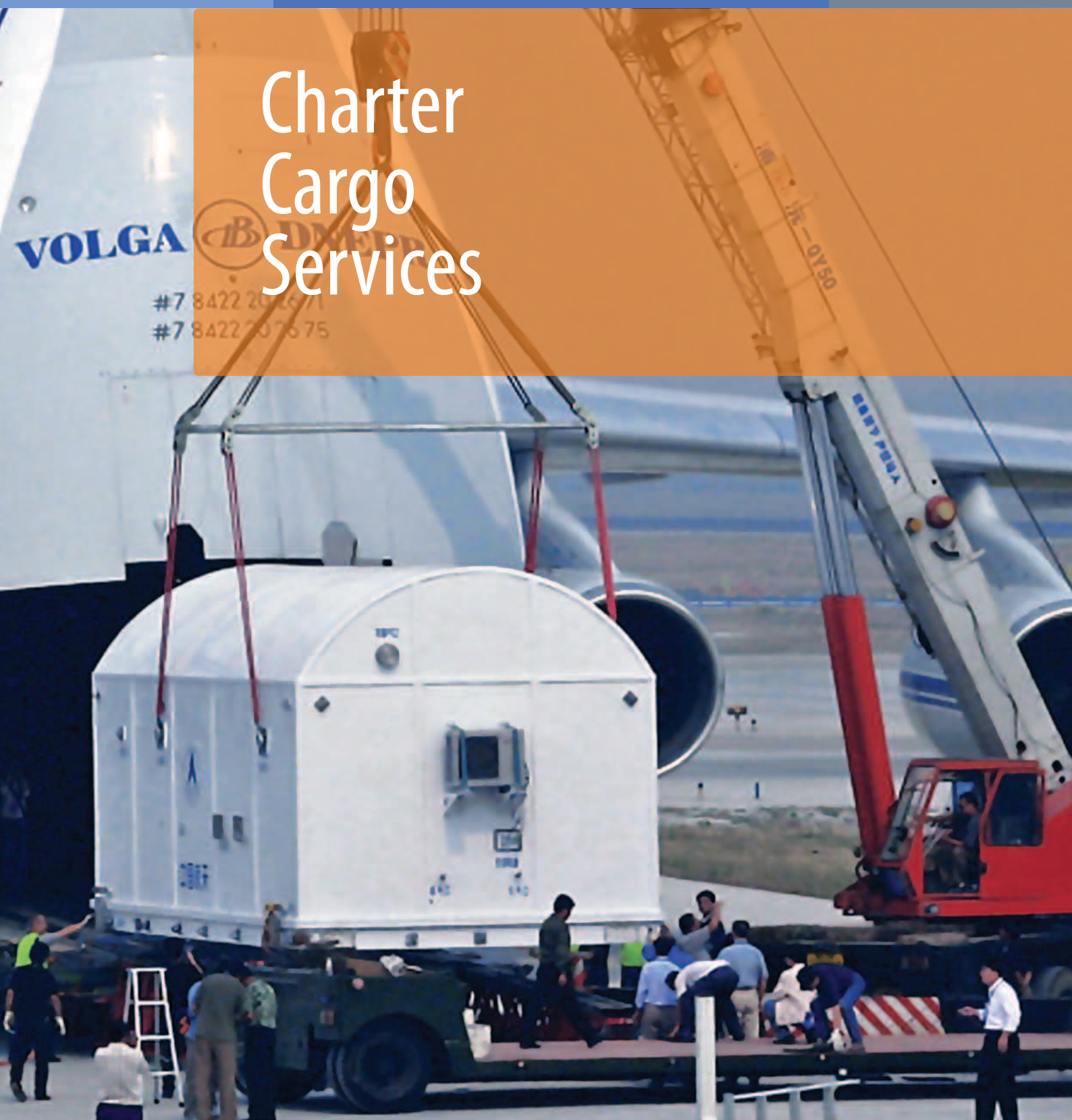
The combined effect of its business portfolio gives Volga-Dnepr's customers the opportunity to benefit from the best cargo delivery patterns worldwide using its own fleet and aircraft contracted from partner airlines, supported by high quality customer service tailored to every customer's requirements.



With experts ready to assist you 24/7, Volga-Dnepr is ready to meet any logistics challenge, however complicated the task may be.



Charter Cargo Services





Within the Group, Volga-Dnepr Airlines specialises in air cargo charter operations with a fleet consisting of 10 Antonov AN-124-100 'Ruslan' freighters and three new generation Ilyushin IL-76TD-90VDs that meet all current and future standards of the International Civil Aviation Organization (ICAO) for worldwide flight operations.

Incorporated in 1990 in Ulyanovsk, Russia, Volga-Dnepr Airlines was the first private cargo operator in Russia. The company's business is focused on the commercial operation of large AN-124-100 freighters. Following the introduction of Ruslan cargo aircraft into the civil market, Volga-Dnepr was responsible for creating a whole new logistics sector for the international delivery of non-standard (heavy and outsize) cargo by air transport. Today, it is the world leader in this market.

In 2002, Volga-Dnepr implemented its own Quality Management System (QMS) to meet the ISO 9001:2000 international standard and in 2007, it was the first Russian airline to be certified under IATA's Operational Safety Audit (IOSA). In 2009-2010 Volga-Dnepr Airlines successfully renewed its IOSA (IATA Operational Safety Audit) registration, demonstrating the full conformance of the company's operations with strict IATA standards. At the moment the certificate validity interval was prolonged till April, 2013.

Volga-Dnepr Airlines is a member of the International Air Transport Association (IATA) and The International Air Cargo Association (TIACA). It is certified to maintain all stages of the airline operation cycle: from flight crew training and international air operations to complete aircraft maintenance. The airline's aircraft maintenance standards have been approved by aviation authority inspectors in the United States, UK and Canada.

Charter Cargo Services:

- Super heavy and outsize cargo operations using ramp loaded AN-124-100 and IL-76 freighters
- Cargo operations using Boeing 747 freighters
- Cargo operations using contracted aircraft of various capacity

Our advantages

- Global coverage
Global network of offices
- Focus on the client
Individual approach to each customer
- Advanced technology
State-of-the-art loading systems and 'virtual' cargo planning
- Aircraft availability
The biggest fleet offering unique transportation capability: AN-124-100 and IL-76 freighters as well as Russia's biggest Boeing 747 fleet.
Supported by a worldwide network of in-house Maintenance Bases
- Application of 'Cargo Supermarket' concept
Flexible solutions based on the capacities and capabilities of ramp-loaded and other conventional types of aircraft supplied by the Group and its partner airlines
- Professionalism and expertise
Over 20 years of successful and reliable operations in the international market

Comprehensive Logistics Solution's

The market needs for a comprehensive logistics service to support the transportation of outsize and heavy cargo to any destination in the world require more than just an aircraft alone. Recognising customer requirements for an end-to-end solution, in 2009 Volga-Dnepr launched a new Engineering & Logistics Centre (ELC) to manage everything a customer needs when planning a complex delivery.

These solutions are designed to combine the core services offered by the Group, namely air charter cargo operations using AN-124-100s, IL-76TD-90VDs and Boeing 747 freighters as well as scheduled cargo services with Boeing 747s based on AirBridgeCargo's route network and that of partner airlines.

Volga-Dnepr's total logistics solutions incorporate:

- Provision of ground equipment at airports for loading and offloading
- Cargo trucking to/from airports, including obtaining all necessary permits
- Technical assessment of cargo and its preparation for shipping
- Design and manufacture of special transportation equipment for specific projects
- Advice on the best transportation methods for specific cargo consignments to include packing and cargo preparation recommendations
- Assistance with customs clearance and insurance
- Use of smaller contracted aircraft (AN-12, AN-26, AN-72) from partner airlines when these offer the best price and transportation solution for customers

By creating this 'one-stop shop', Volga-Dnepr now offers customers a complete door-to-door service, which also incorporates the use of other transport modes by road, rail and ocean freight systems.

This new service is underpinned by the competitive advantages of Volga-Dnepr Group:

- all-purpose and complementary aircraft fleet
- worldwide network of air routes and offices
- bonded carrier status
- own truck fleet
- own insurance operator
- unique technical expertise offered by a professional team with more than 20 years operational experience in global air cargo transportation

The work of Volga-Dnepr's Engineering & Logistics Center is coordinated by three special offices located in the USA, UK and Russia that operate on a 24/7/365 basis.

Volga-Dnepr's services are in high demand from many of the world's biggest international industrial corporations that represent various sectors of the economy. These industry leaders include Lockheed Martin, The Boeing Company, Airbus, Alcatel, Astrium, Bombardier, British Petroleum, Exxon Mobil, British Aerospace, General Electric, Bedford Group, Ericsson Air Crane, Lukoil, and Starsem.

The company is also an active participant in the peacekeeping and humanitarian missions of international government agencies worldwide.

MAX.GR.
ARE
ET
CU.CAP.

30.480 KGS
67.200 LBS
2.185 KGS
4.820 LBS
28.295 KGS
62.380 LBS
33.2 CU.M.
1.173 CU.FT.

SINGAMAS





Unique Transport solutions
for “impossible” logistic
challenges

Transportation projects for the aerospace industry

Over 20 years of global operations, Volga-Dnepr Group has accumulated vast experience in the transportation of aerospace equipment, including rocket boosters, satellites, fixed wing and rotary wing aircraft, components and aircraft engines. Flights are ordered by top global aviation and aerospace companies.

Volga-Dnepr Group regularly delivers Russian and foreign-made aerospace units to launch sites. Every third space vehicle in the world is delivered to its launch pad by Volga-Dnepr's aircraft. The unique capabilities of its aircraft fleet and the specialist cargo handling equipment designed by the company's engineers allow space vehicles and equipment to be transported without disassembly or any additional preparation.

Volga-Dnepr also supports the reliability of aircraft operations for many of the world's leading airlines. Modern aircraft engines and avionics have helped to minimise technical failures but unforeseen situations can still occur at any time. In the event of an Aircraft on Ground (AOG) event where an airplane needs an urgent repair or replacement of an engine or airframe component to resume operations, airlines regularly call upon Volga-Dnepr Airlines to take advantage of its technical capabilities and ensure the highly time sensitive parts arrive where they are needed in the shortest possible timeframe.



May 2010

AirBridgeCargo Airlines delivered a unique mock-up of a Soyuz TM descent vehicle. The TM19 space vehicle, weighing more than one tonne, was carried onboard a B747-400ERF scheduled flight from Moscow (Sheremetyevo Airport) to Frankfurt and then transported to the Engineering Museum in the city of Speyer (Germany).



November 2008

A Volga-Dnepr Group AN-124-100 freighter delivered a Sukhoi Superjet aircraft from Komsomolsk-on-Amur to Novosibirsk. The cargo was loaded using special handling equipment onboard the AN-124, which accommodated the dismantled SSJ100 jet in several parts. The airframe, wings and tail assembly were put together on site at Siberian Aeronautical Research Institute named after S.A. Chaplygin



August 2008

A Super Puma helicopter was delivered from Edberg (Denmark) to Rio de Janeiro (Brazil). The 11-tonnes cargo was successfully transported to South America onboard an IL-76TD-90VD aircraft. A specific feature of the operation was that the helicopter was put into the freighter without any airfield loading equipment and practically as one piece without breaking it down. Only the blades and gearbox were removed from the helicopter compared to previous movements where it was also necessary to dismantle the landing gear, tail beam and aft reduction gear.



March 2007

A Volga-Dnepr AN-124-100 delivered a new generation German space satellite – the TerraSAR-X – to the Baikonur launch site. The space vehicle was placed inside a special container and loaded onto the aircraft. The highly-sensitive cargo required a special environment to be maintained throughout the flight. The operation was performed for Astrium GmbH, an affiliated company of EADS, the European Aeronautic Defense and Space Company. The customer expressed its appreciation to Volga-Dnepr for the successful operation and confirmed its intention to continue its cooperation with the Group.

Oil and Gas Equipment Transportation

Volga-Dnepr provides transportation services to the world's leading oil and gas companies. Transportation of bulky and heavy equipment which once took several months to deliver by surface transport is now completed by Volga-Dnepr in days, helping to expedite the production cycle considerably and supporting additional competitive advantages for customers.

The optimal combination of aircraft performance, loading scheme and special technical solutions ensure that cost efficient transportation of any cargo can now be achieved within the shortest time possible.



April 2011

Volga-Dnepr delivered 265 pipes for an oil rig in the North Sea from Narita (Japan) to Billund (Denmark). The charter flight was operated using one of ABC's Boeing 747 freighters. The complicated task of transporting 12-meter long pipes weighing some 60-tonnes was especially time critical for the customer, which needed to replace oil rig parts. Volga-Dnepr's prompt delivery helped the oil field development client to avoid financial losses which could have arisen in the event of oil production being suspended.



December 2010

A Volga-Dnepr IL-76TD-90VD delivered from Riga (Latvia) to Taraz (Kazakhstan) gas equipment for the Kazakhstan-China international gas conduit construction project. The cargo consisted of automatic gas control units and other equipment weighing 25-tonnes. To meet the customer's requirements, Volga-Dnepr's Cargo Planning Department designed a special loading method for the biggest and heaviest part of the equipment, a 16-ton unit. The on/offloading operations were facilitated using special patented loading equipment designed in-house by the VDA Technical Director's Department for heavy and outsize cargo shipments.



December 2008

In support of the Sakhalin-2 Project, Volga-Dnepr Group operated a flight from East Midlands (Great Britain) to Yuzhno-Sakhalinsk (Russia) carrying a diving complex intended to support marine oil and gas objects and to ensure uninterrupted transportation of oil and gas. The 25-tonnes cargo was delivered on a modernised IL-76TD-90VD freighter.



March 2006

Volga-Dnepr Group delivered three trailers with oil equipment from Houston (USA) to Surgut (Russia) for the development of an oilfield in Siberia. For transportation convenience the heavy pieces were placed on three semi-trailers on board the aircraft. On the same flight, a 9-tonnes metal container and other oil and gas equipment were also transported.

Industrial Equipment Transportation

The world's biggest manufacturers call upon Volga-Dnepr Group specialists when they need to transport industrial equipment and special purpose vehicles.

The movement of outsize and heavy cargo such as production lines, machine tools, excavating machines, dump trucks, electrical generators, turbines etc. is one of the most complicated logistic challenges and requires the application of experience, special knowledge and access to proven engineering and technical solutions.

The expertise of Volga-Dnepr's personnel, the availability of special cargo handling equipment and the ability to perform virtual load planning and preliminary development of tailored solutions to carry any type of cargo permit transportation projects to be completed in the shortest time and with the highest quality.



March 2011

Volga-Dnepr's Engineering & Logistics Centre participated in the transportation of equipment for China's power engineering industry. Equipment made by Italian company Noovo Pignone, part of General Electric, was delivered by air from Pisa (Italy) to Ningbo (China) on one of Volga-Dnepr's IL-76TD-90VD freighters. Organisational issues resolved before the flight included engineering consulting and ground support services. The customer received technical advice from Volga-Dnepr's engineering and logistics experts at all stages of flight preparation. The most problematic issue was that the weight of the equipment to be carried far exceeded the capacity of the aircraft's hoisting equipment. To overcome this, Volga-Dnepr used its own in-house loading equipment to ensure another seamless operation during departure and arrival.



March 2011

A large pump unit for cooling reactors at Japan's damaged Fukushima 1 nuclear power plant was carried from Stuttgart (Germany) to Tokyo. The 60-tonnes shipment included the world's biggest truck mounted pump and its mobile undercarriage. It was transported by an AN-124 freighter and handed over at Narita Airport to personnel from Japan's Tokyo Electric Power Company (TEPCO), operator of the Fukushima 1 plant.



November 2010

A Volga-Dnepr AN-124-100 delivered 80-tonnes of mining equipment from Prestwick (Scotland) to Ulan Bator (Mongolia) to two mining complexes. The operation was performed for the Mongolian company Monnis International LLC and co-ordinated by Volga-Dnepr's Engineering & Logistics Centre, which provided a door-to-door transportation method and ensured its practical implementation.



March 2009

Volga-Dnepr Group delivered tunnelling equipment to Sochi (Russia) to support the construction of transport infrastructure projects ahead of the city hosting the 2014 Winter Olympic Games. This outsize cargo weighed 94-tonnes and was delivered from Novosibirsk to Adler onboard an AN-124-100 freighter. The operation was performed for BAMtonnelstroy, one of JSC Russian Railways' contractors involved in the construction of railway and road tunnels for the 2014 Games.



February 2009

Volga-Dnepr successfully carried out delivery of the Corumba III hydro electric plant being constructed in Brazil. Operations involved the use of both AN-124-100 and Boeing 747 freighters to transport the total 120 tonnes cargo. The AN-124 carried 70-tonnes, including a 29-tonnes rotor and water-wheel equipment. The cargo was loaded onto the aircraft at Ulyanovsk Vostochny Airport in Russia in the presence of the customer's representatives. The Boeing 747 moved 50-tonnes of water-wheel equipment from Kazan.

Projects for the transport industry

Volga-Dnepr Group is a recognised expert in air transportation of transport vehicles and equipment. The world's biggest automotive manufacturers use Volga-Dnepr's services to deliver equipment, spare parts and finished products.

Unique equipment designed in-house by Volga-Dnepr's engineers permits the airline to carry up to 53 cars on a single

AN-124 flight. On behalf of automotive industry customers, Volga-Dnepr has delivered road vehicles for rallies and testing, and transported hundreds of jeeps for UN peacekeeping forces and non-governmental entities. The company has a rich history of carrying heavy wheel and caterpillar vehicles and has also used the unique capabilities of its fleet to transport subway cars, yachts and even submarines.



February 2011

Volga-Dnepr Airlines delivered broadcasting equipment from Moscow to Sochi for TV companies filming Russian and European high speed mountain skiing competitions. The company operated two AN-124 flights to Sochi, – the hosting city of the Winter Olympic Games in 2014 - to bring eight vehicles, including two with special receiving and transmitting equipment. The total weight of the cargo delivered was 106-tonnes.



November 2007

AirBridgeCargo Airlines, part of Volga-Dnepr Group, transported six Toyota Camry cars from Moscow's Domodedovo Airport to Tokyo's Narita Airport. The cars were delivered on one of ABC's direct flights between the two cities. Representatives of Nippon Express - one of the biggest logistics companies in Japan and a well-known 3PL provider - expressed appreciation for the successful delivery. They highlighted the high level of service provided by Russian partners and the excellent logistics support of the operation.



December 2010

Volga-Dnepr's AN-124-100 freighter delivered from Helsinki (Finland) to Buenos Aires (Argentina) a KAMAZ truck of the famous Russian driver, Vladimir Chagin, a six-time winner of the Dakar Rally, for participation in the Dakar 2011 races.



January 2007

Volga-Dnepr Group delivered Porsche Cayenne 4x4 vehicles to Mexico. 121 off-road cars and spare parts were carried by two AN-124-100s. The cars were accommodated inside the cargo cabin with the help of special loading equipment designed by Volga-Dnepr engineers and modernised in 2006 to become a unique system.



August 2002

Volga-Dnepr delivered two subway cars weighing 56-tonnes from Berlin (Germany) to Atlantic City (USA). The total length of both cars linked together was 31.24 metres which almost filled the total 36.5m length of the AN-124's cargo floor.

Relief and peacekeeping operations

Volga-Dnepr's services are essential and even irreplaceable when urgent help is needed.

By operating flights for government entities and international humanitarian organisations, Volga-Dnepr is a regular participant

in humanitarian aid and relief operations involving deliveries of cargo for victims of natural disasters worldwide. Shipments have included big consignments of foodstuffs, temporary housing, snow moving equipment, ambulances and medical equipment and supplies.



January 2010

Volga-Dnepr Airlines performed a series of air operations to deliver relief goods to Haiti after a devastating earthquake had struck the island. The first flight with relief aid was operated within 24 hours after the earthquake.



May 2008

A Volga-Dnepr IL-76 delivered two portable water plants to Puerto Montt airport in Chile for villagers in Futaleufu, which was seriously damaged by the eruption of the Chaiten Volcano. The transportation included two containers of water treatment equipment and materials each weighing 7-tonnes. The large-sized water treatment plant was loaded using special equipment designed for IL-76 operations.



May 2008

AirBridgeCargo Airlines delivered 160-tonnes of humanitarian cargo to areas affected by the destructive cyclone in Myanmar. One Boeing 747-200 flight delivered 100 tons of cargo from Frankfurt to Bangkok. The flight was organised by Kuehne + Nagel for the World Vision charity. From Thailand, local World Vision personnel delivered cargo to the cyclone victims in Myanmar.







A unique fleet
of transport
aircraft

A unique fleet of heavy transport aircraft capable of meeting the most complex logistics challenges

The world's biggest fleet of 10 AN-124-100 'Ruslan' freighters complemented by five modernised IL-76TD-90VDs and 11 Boeing 747 freighters form the backbone of Volga-Dnepr's fleet. A fleet consisting of such different types of aircraft ensures the Group's capability to provide logistics solutions for the widest and most complex range of transportation and logistics projects.

The AN-124-100 Ruslan freighter is a recognised world leader for the movement of heavy and outsize air cargo. This is due to its unique technical characteristics, such as the size and volume of the cargo cabin, flight range, capability of being loaded 'from wheels' without any special loading equipment and its ability to carry super heavy and large size cargo weighing up to 120-tonnes to extremely remote destinations.

The ramp-loaded IL-76TD freighter has been operated in the international market for over a quarter of a century and is one of the most successful and in-demand aircraft in the history of global cargo aviation. Its unique capabilities include its cargo cabin size, payload capacity, self-sustained cargo loading without the requirement for any additional ground equipment as well as its use for operations to/from austere airfields with poorly developed infrastructure. These characteristics have made the aircraft unrivalled among competitors of the same class.

However, in 2000, leading countries banned old versions of the IL-76 from their airspace for its non-conformance with the latest ICAO standards. Today, however, a new generation IL-76TD-90VD has been designed and constructed with the active involvement of Volga-Dnepr Group. Under the modernisation programme, the aircraft received new PS-90A-76 engines and avionics. As a result of this investment, the IL-76TD-90VD is compliant with existing and perspective ICAO standards and has been approved for global operations without any restrictions.

The Boeing 747 family aircraft is the largest non-ramp freighter which demonstrates an excellent combination of modern cargo aircraft qualities by offering the best combination of payload capacity and flight range. Advanced technology and equipment means the Boeing 747 can carry any type of cargo, including those requiring special handling procedures and temperature sustainability.

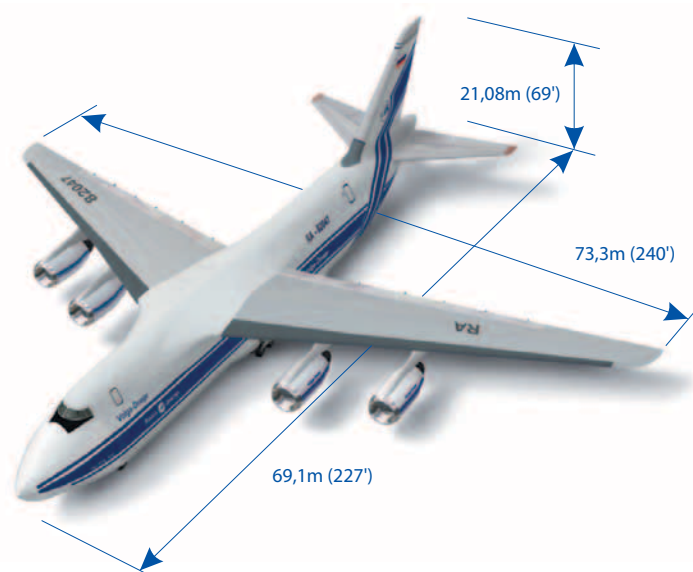
AirBridgeCargo Airlines' fleet consists of 11 Boeing 747 freighters: 2 Boeing 747-200Fs, 1 Boeing 747-300F, 3 Boeing 747-400Fs and 5 brand new Boeing 747-400ERFs.

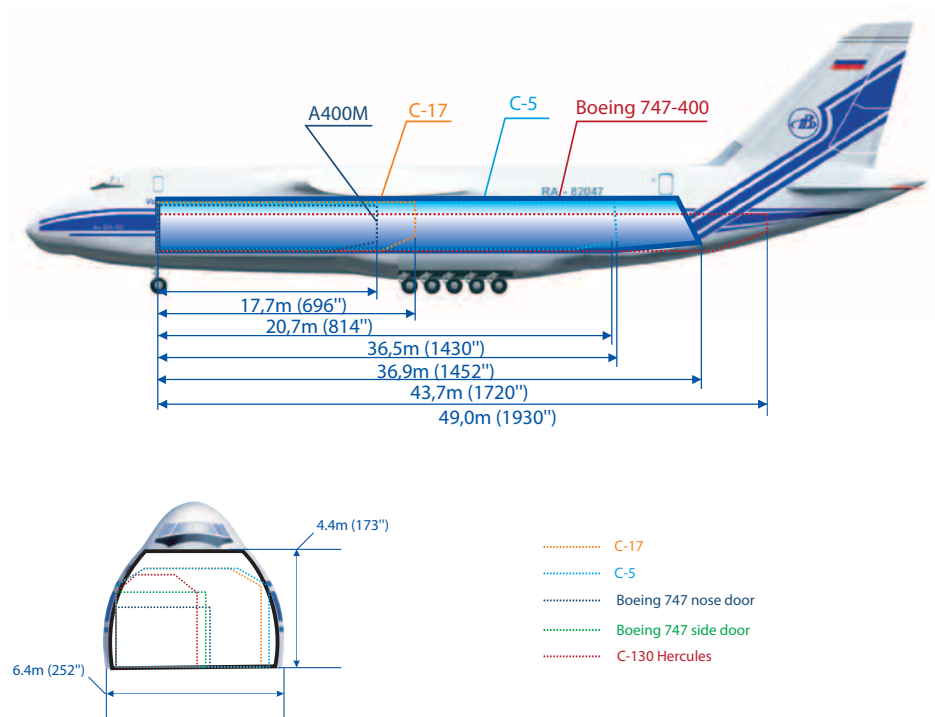
AN-124-100

The AN-124-100 aircraft features front and rear cargo doors, each with a folding cargo ramp. The door dimensions correspond to the size of the cargo cabin.

The aircraft's 24-wheel landing gear allows it to 'kneel down' the nose part of the fuselage as required to facilitate loading and offloading operations. It also enables the AN-124 to operate on airfields with different types of runway pavement.

To load special cargo, the cargo cabin is equipped with two overhead hoisting cranes of up to 3 tons capacity and 4 mono-rail motor hoists with a total capacity up to 30 tons.



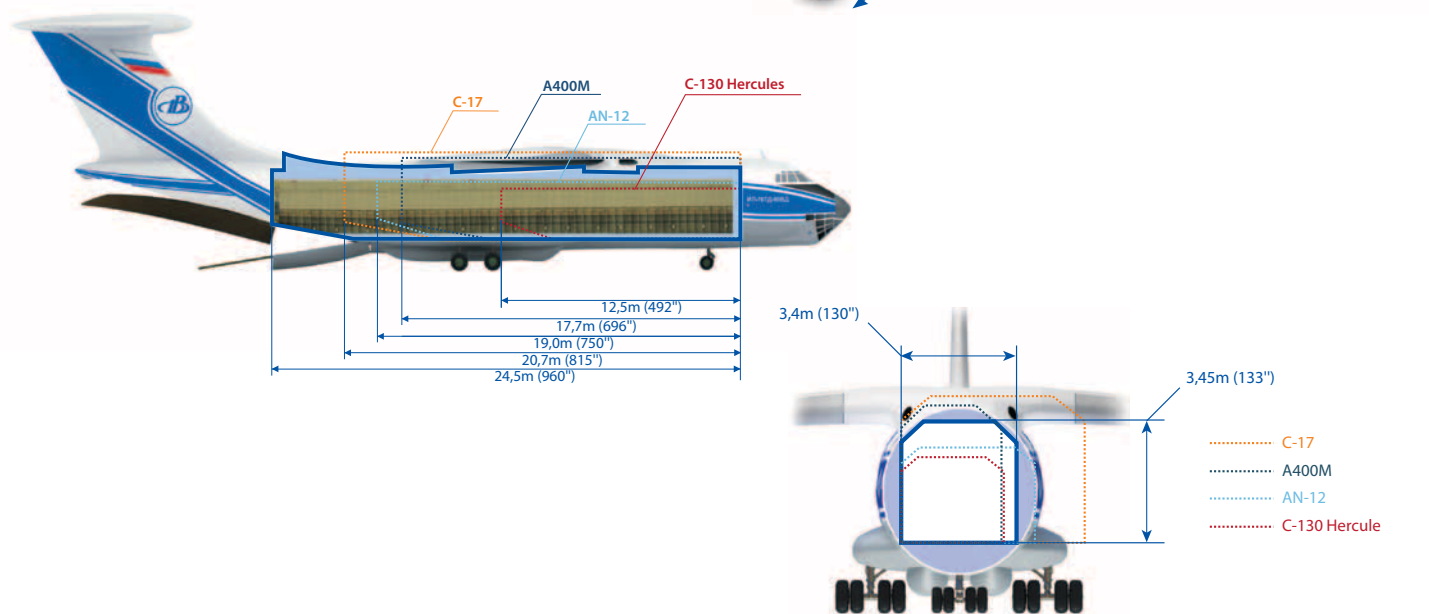


Characteristics	An-124-100
Engines	D-18T series 3
Thrust, kg (lb)	4x23,400 (4 x 51,600)
Maximum Take-off Weight, t (lb)	392 (864,000)
Operational Empty Weight, t (lb)	180 (397,000)
Maximum Fuel Uplift, t (lb)	212.35 (468,000)
Maximum Landing Weight, t (lb)	330 (727,500)
Maximum Weight Without Fuel, t (lb)	300 (660,000)
Maximum Payload, t (lb)	120 (264,600)
Cruise Speed, km/h (mph)	750-850 (465-530)
Flight Range, km (ml)	
with maximum payload	4,500 (2,800)
with 120 t (264,600 lb) payload	4,500 (2,800)
with 40 t (88,000 lb) payload	11,400 (7,000)
with 25 t (55,000 lb) payload	12,500 (7,700)
maximum flight range	14,000 (8,700)
Required Runway Distance, m (ft)	3,000 (9,850)
Maximum Runway Elevation, m (ft)	1,600 (5,250)
Cargo Compartment Dimensions, m (inch)	6.4 x 4.4 x 36.5 (173 x 252 x 1,430)
Cargo Compartment Length Including Ramps, m (inch)	43.7 (1,720)
Volume of Cargo Compartment, m ³ (ft ³)	1,091 (26,500)
Cargo Door Size	
Nose Cargo Door, m (inch)	6.4x4.4 (252 x 173)
Rear Cargo Door, m (inch)	6.4x3.8 (252x150)

IL-76TD-90VD

The new IL-76TD-90VD has no operational restrictions. The aircraft is fully compliant with existing and perspective ICAO standards.

The aircraft has a rear cargo door with a loading ramp. To load sub-standard cargo, the cargo cabin is furnished with two overhead hoisting cranes with up to 3-tonnes capacity and 4 monorail motor hoists with a total capacity of up to 10 tons.



Characteristics	IL-76TD	IL-76TD-90VD
Engines	D-30KR	PS-90A-76
Thrust, kg (lb)	4 x 12,000 (4 x 26,400)	4 x 14,500 (4 x 32,000)
ICAO Chapter IV conformance	No	Yes
Maximum Take-Off Weight, t (lb)	190 (418,900)	195 (430,000)
Operational Empty Weight, t (lb)	88 (194,000)	92.5 (204,000)
Maximum Fuel Uplift, t (lb)	90 (198,000)	90 (198,000)
Maximum Landing Weight, t (lb)	151.5 (334,000)	155 (341,000)
Maximum Weight Without Fuel, t (lb)	138 (304,000)	142.5 (314,000)
Maximum Payload, t (lb)	50 (110,000)	50 (110,000)
Cruise Speed, km/h (mph)	750-780 (465-485)	750-800 (465-500)
Flight range, km (mi)		
with maximum payload	3,400 (2,100)	4,000 (2,500)
with 40 t (88,000 lb) payload	4,000 (2,500)	4,700 (2,900)
with 25 t (55,000 lb) payload	4,600 (2,800)	5,240 (3,200)
maximum flight range	9,400 (5,800)	10,200 (6,300)
Required Runway Distance, m (ft)	2,500 (8,200)	2,500 (8,200)
Maximum Runway Elevation, m (ft)	1,800 (5,880)	3,000 (9,800)
Cargo Compartment Dimensions, m (inch)	3.4x3.45x20 (130x133x 785)	3.4x3.45x20 (130x133x785)
Cargo Compartment Length Including Ramps, m (inch)	24.5 (960)	24.5 (960)
Volume of Cargo Compartment, m ³ (ft ³)	180 (5,100)	180 (5,100)
Cargo Door Size, m (inch)	3.45 x 3.0 (133 x130)	3.45 x 3.0 (133x130)

Boeing 747

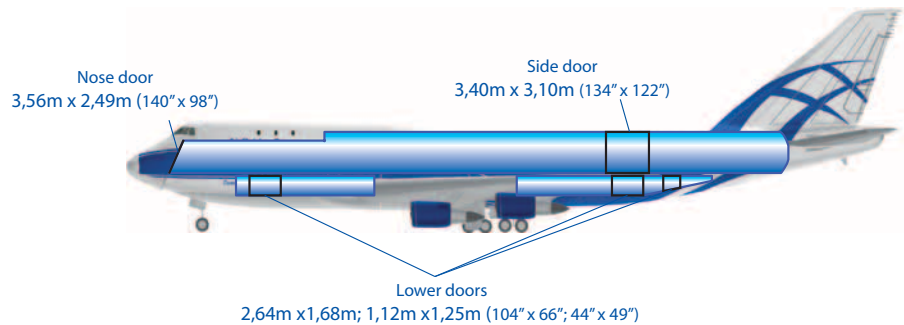
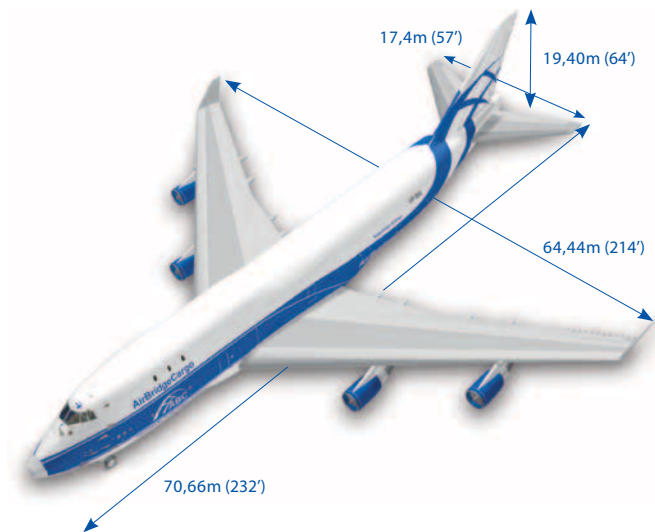
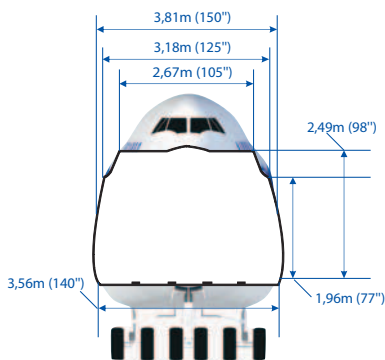
Boeing 747-200F/300F

was specially designed to carry cargo to remote destinations. It has more powerful engines and increased take-off weight in comparison with classic versions of this family aircraft.

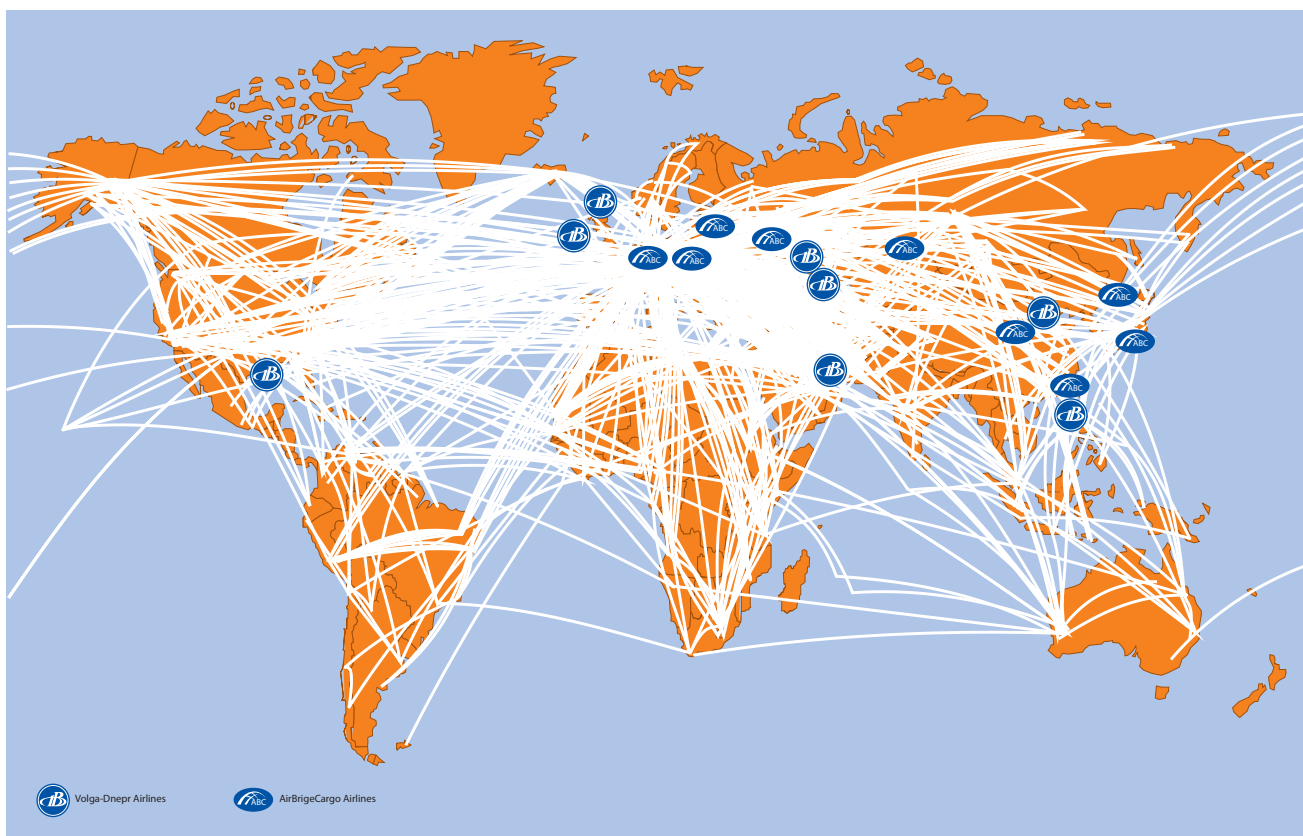
Boeing 747-400ERF

is the latest model in the Boeing 747 family of freighters and is equipped with advanced avionics. It also offers increased flight range.

To ensure optimum utilisation of the aircraft's cargo capacity, the Boeing 747-200F/300F/400ERFs were provided with lateral cargo doors allowing quick cargo loading/unloading on standard pallets. Boeing 747Fs also have a vertically opening nose cargo door for easy loading/unloading of long pieces of cargo.



Characteristics	Boeing 747-200/300	Boeing 747-400ERF
Wingspan, m (ft)	59.64 (196)	64.44 (214)
Aircraft Length, m (ft)	70.66 (232)	70.66 (232)
Height, m (ft)	19.33 (63)	19.4 (64)
Maximum Take-Off Weight, t (lb)	377 (833,000)	412 (910,000)
Maximum Landing Weight, t (lb)	285 (630,000)	296 (653,000)
Main Deck Volume, m ³ (ft ³)	585.7 (20,700)	607.7 (21,500)
Pallets, total number	38	39
Lower Hold Volume, m ³ (ft ³)	148.6 (5,300)	158.5 (5,600)
Bulk, m ³ (ft ³)	16.3 (575)	12.7 (448)



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