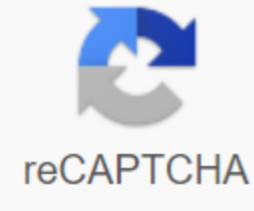




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## Aviation logistics pdf

This orange plane is graphic This is where the top boundary goes copyright © 2020 All rights are protected. CSI's aviation logistics capabilities include ground support, aviation fuel, and staging and safety services. Ground support and FuelCSI provides a wide range of ground support services for chartered and operated aircraft, including ground processing, permits, landing permits and fuel. The company can supply aviation fuel 24/7/365. The company uses an established network of intermediary providers to provide its contract customers with fuel efficient fuel. The company's relationship with fuel suppliers allows it to offer customers aviation fuel at competitive contract rates. Staging and SecurityCSI will provide staging and safety for aircraft, passengers and cargo when needed at any airfield around the world. Services may include, but are not limited to: Preliminary inspection of airfield facilities Selecting suitable airfields for staged aircraft purposes in secure hangar aviation security facilities using armed personnel The Company may also provide armed security personnel on passenger and cargo charter flights, upon request. To do this, the company enters into contracts with several security companies. Aircraft acquisition services can find and purchase aircraft on behalf of the customer when necessary. The company's extensive experience in acquiring aircraft allows it to provide this service when a specific aircraft or aircraft with certain performance characteristics is required. CSI conducts due diligence tasks in conjunction with these services that include but are not limited to: Aircraft Inspection ReviewTitle SearchCSI can also facilitate changes in the aircraft, including the integration of systems, and providing the FAA with an Additional Type certificate (STC) if necessary. Due to the fierce competition caused by the economic downturn, rising fuel prices and the growing demand of customers, companies working in the aviation sector are forced to look for new ways to improve their productivity and customer base. Many turn to specialization, focusing on the transportation of specific categories of goods in competitive areas. One of the pioneers and leader in the field of air transportation unique or super-heavy/oversized cargo is the Russian carrier Volga-Dnepr. Airfreight plays a vital role in international trade. With the continuing international division of labour and the growth of international economic and cultural ties, its role in the world economy is becoming more and more important. According to some estimates, about a third of all products in the world made in the next few years will be part of the international trade cycle. According to the International Association (IATA), despite the fact that the share of air traffic accounts for only 2% of all freight traffic, with almost everything else remaining per ship, airfreight accounts for 35% of international traffic based on cost. Aviation logistics is an integral part of the current global logistics system on a par with other modes of transport. In most cases, air travel is already firmly established in the production chain of transport companies. The main driver of development in this area is the trend towards globalization, which in turn creates a demand for fast, reliable and safe air transport. At the same time, air travel will operate in an atmosphere of fierce competition, both between airlines and other modes of transportation. This competition, further complicated by the economic situation, explosive rising fuel prices and growing customer demand, has forced airlines to look for new ways to improve efficiency, reduce costs and expand their customer base. Many turn to specialization, focusing on the transportation of specific categories of goods in competitive areas. On the contrary, others seek to diversify their portfolio of services and develop their presence in various market niches, such as logistics for both general and specialized goods. It is worth noting that air travel is usually divided into two categories - general cargoes (goods that can be transported on standard cargo pallets) and specialized transportation. The latter usually includes oversized and extremely heavy cargo. The individual approach to unique cargo transportation, in fact, the market of air transportation of unique or super-heavy/oversized cargo was created 20 years ago by carriers created in the post-Soviet environment by the operation of heavy cargo aircraft developed by the Soviet design bureaus. One of the pioneers and leaders in this new segment of the global aviation industry was the Russian carrier Volga-Dnepr, which 20 years ago began commercial operation of the unique heavy cargo transport aircraft An-124 Ruslan with a capacity of more than 120 tons. The non-standard cargo compartment of this huge aircraft allows you to put very large loads, and a specially built floor in the cargo hold allows you to use special opportunities to transport very heavy cargo. In 1985, the legendary Ruslan set 21 world records in a single flight, bringing 171 tons of cargo to an altitude of 10.7 km. The company's active marketing campaign in the international market, as well as a number of additional transport systems developed for different types of goods, have won the company a unique market product and leading positions. The list of unique cargoes processed by Volga-Dnepr is endless and ranges from 81-ton Coca-Cola bottling equipment and a 125-ton chemical reactor to Sukhoi SuperJet aircraft, high-tech mining and oil and gas equipment space rockets and satellites, vehicles for international international concert equipment for the biggest stars... The list is endless. Each individual party requires specialized technologies and a wealth of experience of the company's employees in this complex field of activity. Today, the company receives about 90% of its revenues from international clients. Two-thirds of freight traffic is transported to government organizations, the rest are generated from industries such as aircraft, oil and gas and industrial equipment. Logistics supermarket Volga-Dnepr, of course, does not rest on its laurels. In 2004, the company launched a new business on regular cargo flights using Boeing 747 aircraft, which provide a payload capacity of more than 100 tons and are the most popular cargo aircraft for the transportation of general or palletized cargo. The new company was named AirBridgeCargo Airlines. Today, the company operates a fleet of 13 Boeing 747 cargo planes. In 2007, AirBridgeCargo became one of the first companies to order a new generation of Boeing 747-8F cargo aircraft. The airline received the first and second of the five B747-8F aircraft ordered in January and March 2012, respectively, three more to join the fleet in 2012-2013 and has the capacity for another five. Despite the highly competitive market for regular air travel, AirBridgeCargo has successfully gained a leading position on the Asia-Europe route and has become a major player not only in Russia, but also at Frankfurt Airport. Volga-Dnepr is an international group operating in more than 20 locations in Nice and including two major Russian airlines: Volga-Dnepr and AirBridgeCargo. Today, Volga-Dnepr is an international group operating in more than 20 locations in nine countries, including Russia's two largest aircraft companies: Volga-Dnepr Airlines, which operates charter flights for super-heavy cargo and is ultra-heavy using the unique an-124-100 Ruslan cargo fleet and Il-76 cargo aircraft; and AirBridgeCargo, launched in 2004 and specializing in regular cargo flights on Boeing 747 aircraft on a growing network spanning more than 20 destinations in the world's largest countries. According to the results of 2010-2011, the Volga-Dnepr group is the top ten in the world in the turnover of air travel in the world. Volga-Dnepr Group's mission is to build reliable air bridges for our partners around the world. We are changing the expectations of aviation logistics, using our unique capabilities. We are confident that we will meet our goals, contributing to the success of each employee and leading to the success of the company as a whole. In 2009, Volga-Dnepr introduced a unique innovative solution - the Engineering and Logistics Center (ELC), a new integrated logistics service. This is based on three principles: 1) door-to-door transport solutions, 2) one-window principle and 3) Principle. Volga-Dnepr Group's overall goal until 2030 is to be a timeless professional organization and a leader in the global aircreath. The Group's success is due not only to its unique position in the market, but also to the technologies and services that Volga-Dnepr can offer to its customers. Since the launch of the planned cargo business, the Group has focused on expanding the range of services and improving the efficiency of each flight. In 2009, Volga-Dnepr presented a unique innovative solution to the global market: the Engineering and Logistics Center (ELC), a new integrated logistics service. This combines all the basic services offered by the group's companies and is based on three principles: 1) door-to-door transportation solutions, 2) the principle of one-window with a dedicated manager to control cargo, coordinate all services and interact with the customer, and 3) the principle of cargo supermarket - ensuring efficient transportation of goods of any degree of difficulty anywhere in the world, using an efficient fleet of aircraft. Additional services offered through ELC include full-cycle work for ground freight transport, development of special transport solutions for a particular project, customs procedures and cargo insurance. To provide these services, the company uses its competitive advantages: a universal and complementary fleet of aircraft, a developed network of routes and representatives around the world, the status of a customs importer, its own fleet of trucks and its own insurance company. The services are coordinated by a single global trucking management center, which coordinates work through three Volga-Dnepr offices located in the United States, the United Kingdom and Russia, and which operate around the clock. Today, Volga-Dnepr services are used by large international industrial corporations in various sectors of the global economy, including Lockheed Martin, Boeing Company, Airbus, Alcatel, Astrium, Bombardier, British Petroleum, Exxon Mobil, British Aerospace, General Electric, Bedford Group, Lukoil and Starsem. Its service capabilities also enable the company to play an active role in peacekeeping and humanitarian missions operated by international organizations around the world. The issues of introducing a single freight management system with common technological standards and attracting the best contractors are complex. This may explain why Volga-Dnepr is the only aviation logistics company in the world offering such a comprehensive service. At first glance this may seem like a fairly simple task to meet the customer's needs, but in a highly skilled airfreight market it requires a lot of knowledge, experience and experience to provide such a service. The implementation of a unified freight management system, uniform technological standards and attracting the best contractors is challenging. This may explain why Volga-Dnepr is the only aviation logistics company in the world offering such a comprehensive service. Cargo already raises another question - where is the Volga-Dnepr going? On the one hand, there is the offer of new services and the development of customer relations, the way to new market segments, including niches of low-cargo aviation and express delivery. On the other hand, the focus is on further improving business efficiency and tightening costs at all levels. The most important part of this work is the modernization of the company's fleet of aircraft. Volga-Dnepr specializes in the transportation of unique and non-cargo cargoes on An-124-100 Ruslan aircraft. The An-124-100 Ruslan is unlike any other ramp in the world. There is a whole category of cargo (especially cargo for the space industry) that cannot be transported in any other way than in these specific aircraft. But the problem is that sooner or later the Ruslana fleet will be exhausted and there are no planes capable of taking it into its place. Volga-Dnepr Group has launched a project to resume the An-124 production series to provide a new fleet of aircraft for Volga-Dnepr, state customers and other aircraft companies using the An-124. The project is also aimed at maintaining Russia's leading position in the non-standard air transportation market. In 2008, as part of the Group's fleet modernization program, the Volga-Dnepr Group ordered 40 new An-124s from the United Aircraft Corporation (UAC) to be delivered by 2027. In 2009, at the MAKS International Aerospace Salon in Yukovsky, the Volga-Dnepr Group, United Aircraft Corporation and Ruslan Antonov agreed on technical requirements for the new An-124-300 modification. It is proposed to supply 20 An-124-300 with improved technical and economic characteristics and in accordance with all future ICAO standards, and another 20 aircraft will be ordered under the option. In 2009, the Project to launch the production of a modern, updated version of the heavy cargo aircraft An-124, initiated by Volga-Dnepr, received the support of the President of the Russian Federation: by 2020, the Russian government was instructed to include in the national defense program the creation of 20 modernized military transport aircraft An-124, as well as providing the necessary assistance to the United Aircraft Corporation in the promotion of aircraft in the domestic and foreign markets. Another important project for Russian aviation is the modernization of another unique ladder of the Il-76TD aircraft. In the early 2000s, when new noise pollution standards were introduced internationally, il-76TD was banned from flying in North America, Australia and Japan. This efficient and convenient cargo plane suddenly failed, losing access to the most important areas and nodes of international logistics. In 2002, volga-Dnepr Group and the Permian Engine Company launched a project to upgrade the Il-76 and adapt it to the new PS-90F-76 engines. A year later, the Tashkent Aircraft Corporation Chkalov joined the project, and production of the modernized aircraft was launched there. The updated IL-76TD was subsequently certified to comply with ICAO noise pollution codes and is now approved for operations worldwide without restrictions. The business plan envisages the construction of up to 15 Il-76TD-90VD aircraft by 2020. Currently, the Volga-Dnepr fleet already includes four aircraft, and in the second quarter of this year it is expected to deliver a fifth. Volga-Dnepr specializes in transporting a unique and non-stop An-124-100 Ruslan aircraft with the support of the President of the Russian Federation. An-124-100 Ruslan and Il-76TD-90VD aircraft are used mainly for cargo charter flights carrying unique and unsolved cargo. Boeing 747 cargo planes are used for regular cargo flights operated by AirBridgeCargo's subsidiary Volga-Dnepr Group. This is an ideal solution for transporting container and palletized cargo - this type of aircraft can be serviced modularly at any major airport in the world, allowing the company to minimize loading and unloading time and ensure maximum efficiency of cargo transit. AirBridgeCargo currently operates 13 Boeing 747s and became the first Russian buyer of the new Boeing 747-8F cargo aircraft. Electronic ticket in Life Key direction in the entire industry in general, and for the company in particular, is the introduction of the electronic document management standard, which already works well in passenger air travel. The e-Freight standard, developed by IATA and introduced in Russia by the Russian Ministry of Transport, is currently being tested on a number of transit and transfer cargo routes through Sheremetyevo International Airport in Moscow, one of the main cargo hubs of the Volga-Dnepr group. This system no longer requires paperwork. Switching to electronic document management for air travel can be very beneficial for the industry. Unlike passenger flights, where you can usually only manage one electronic ticket, carriers are burdened with much more complex documentation. So the results promise to be very significant - the new system can save the need for 20 separate paper documents and, according to IATA, switching to electronic format can save the industry up to \$4.9 billion IATA's plans stipulate that by 2015 100% of cargo will be transported using the electronic transport system. Switching to electronic technology should reduce losses and reduce delivery times while increasing the punctuality, service and information available to the customer. The level of service should be improved by reducing the number of errors. For Russian companies, switching to e-Freight will increase their competitiveness in foreign markets, including by speeding up transit and shipping to Russia. The adoption of electronic technologies will help to modernize the processes of cargo transportation throughout the supply chain. The electronic transportation program includes airlines, cargo agents, land companies and customs authorities. The aim of the IATA program is to minimize the cost of paper documentation by 80%. As a result of electronic transport, efficiency and supervision should be greatly improved. Access to electronic cargo information allows customers to assess risk, focus their resources and make decisions before the cargo arrives physically at the airport. Electronic data facilitates profile/segment and analysis of trends in the movement of imported/export goods. It will also be easier to control the payment of fees and fees; the main source will be responsible for ensuring that the correct data is entered and the risk of errors will be reduced. Electronic information allows you to control the movement of goods in real time. Transit service According to the Ministry of Transport of the Russian Federation, Russia could earn about \$10 billion a year, if it could significantly increase the share of air traffic, transiting through its territory. Today, most of the world's airlines choose foreign airports that offer a high level of service at reasonable prices, but successful experiments have been conducted to create a hub business in Russia. AirBridgeCargo has started to introduce a model of the hub at Sheremetyevo Airport. Together with Sheremetyevo International Airport, Kratos Group and Rostec Federal State Unitary Enterprise, the airline has signed an agreement to develop the airport's cargo infrastructure. As part of this project, the construction of a new, modern cargo terminal has been started, which will allow for the provision of services at a new level, as well as to improve the capacity of the airport. In 2011, Domodedovo airport in Moscow also began work on the hub model, which is another positive development for the international airport. Other Russian airports are waiting for the transformation of the hub, which will allow Russian airports to earn on the service of transit flows and give domestic airlines a new advantage. 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