

What's Important Now

Happy New Year!

Big changes in how air cargo is handled in USA under that 50% screening of TSA due to start up February 3 resets the air cargo playing field forever.

How well air cargo copes with a flood of loose cargo that will appear at airports, as confusion and spotty direction from TSA will be preamble to that later 2010 100% TSA screening mandate.

As example, we could be looking at further reduction of services in small and medium-sized markets as freight carriers become increasingly unwilling to make significant capital and labor/training investments for limited return potential.

The international gateways are a horse of a different color but don't be surprised as third-party ground-handlers take on the service lead for many carriers.

Talk about a "hold your breath," time.

Make no mistake about it—February 3 impacts world air cargo as close as we have ever been to a day of infamy.

We are thankful that IATA is holding its Third World Cargo Symposium in Bangkok March 3-5 after some unrest late last year in BKK has settled down that will allow that vital gathering to take place.

If there ever was a time that some smart people in air cargo need to gather and match ideas and wits and other thoughts it is right now so WCS steps up big in the early part of 2009 as the must-to-attend venue in a year of change.

Of course we will be there providing you end to end coverage.

But what about the rest of 2009?

Our view is that getting together as an industry this year is a vital exercise, although tough times also bespeak diminished travel and marketing budgets.

Here is the short list of the cargo trade shows that we think matter in 2009.

Fruit Logistica Berlin February 4-9. Nobody thinks that whatever else happens to world economies, that food or pharma shipments will slow down, so go to Germany and eat a peach and take a bite out a business that will continue to boom.

IATA World Cargo Symposium March 2-5 2009 Bangkok, Thailand

Last best hope (or maybe first) for better industry streamlining and getting on the same page.

More: www.iata.org/events/wcs09/index.htm

Another must IATA air cargo trade show is CNS Partnership Conference May 3-5 LaCosta Resort Carlsbad, California.

This conference is genteel and civilized as these events go with everybody in a soft place with good service and networking galore.

But don't let the sumptuous address fool you. CNS is the last best hope for a true airline forwarder relationship. Despite some misgivings that the org may be tilting too far toward the airlines, IATA Don, Aleks is smart and resourceful and we hear about to name a successor to Jens Tubbesing as president of CNS that will make (almost) everyone happy.

Transport Logistic Munich May 12-15 Munich, Germany.

Held every other year with huge ocean and rail and truck coverage along with air cargo.

Transport Logistic, despite its dismal failure last year with a China version works all the way with the backing of Munich.

Air Cargo Americas November 4-6, 2009 Miami, Florida.



The hotel and display hall are dismal and the high gloss has come off Miami International Airport, but the people and spirit and action at this show deserve a shot as long as there is no hurricane in the neighborhood.

So what else will happen in 2009?

From our perspective as a small business, accounts are still advertising although in that game anything can and might occur. As we recall things historically, air gets a bump when inventories are lessened but we will have more on that as numbers roll in and the new year progresses.

The old saying, "when America gets a cold, the world gets pneumonia," makes us think of all the other recessions and financial slowdowns.

Sat with Bruce McCaffrey three weeks ago (story now scheduled for January 12) and am convinced that he was only following orders and reporting everything he did, generating numbers on budget for 24 of 26 years before his bosses threw him under the A380.

Point is that when things end up at the edge, people and companies and even an entire way of life can get thrown over in the melee. So why not think about speaking to the better nature and sense of everyone?

The people and factories and markets and airplanes and ships are all still there around us, as are inept regulations and management and business practice.

Anybody that thinks government can do anything right must be crazy.

Our view is that America can continue to lead the way.

We also think that the financial schemes and bankers' failed strategies now revealed, are all about change in the new world atmosphere.

But as uncertainty torn between surrender and the confusion of a million how-to financial scenarios abound, we can be helpful by advancing what we have always believed are the way things work.

So let's talk some more shop after some travel to a trade show.

For one thing, flying somewhere can lift spirits is the thought.

January 2, 2009

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PROOF THAT SIZE DOES MATTER SOMETIMES.

2008—The Year That Was

Days of Fear, Hope & Loathing

It's getting close to that special time of the year so let's pretend for a moment that we sit behind the wheel and look into the rearview mirror at 2008! The Chinese "May you live in interesting times," comes to mind and seems appropriate. It's been fast and furious in the airline cargo business and a collective retrospective view of some of the main events that dominated the news is in order.

As key topics go, fuel definitely stood out in more than one way – first the fuel surcharge scandals on both sides of the Atlantic, fines and jail sentences and the hounding of airline executives at industry meetings in the U.S. Bruce McCaffrey (above left)



was fined USD\$ 20,000 and given a six month jail sentence; Timothy Pfeil, (right) USA CSM at SAS Cargo Group pleaded guilty and will serve six months in jail for conspiring to fix air cargo rates. Creative surcharge policies aside, the lesson here is to remember the basics at all times; we instinctively know what is right and what is wrong, just have to listen to that little inner voice. The companies



dollars a barrel this December resulting in the grounding of older inefficient aircraft and shrinking capacity. To say that this threw a curve in all the budgets is an understatement. It was one of the nails the size of Godzilla in the world economy's coffin speeding into global recession! Although it sounds banal, the fact remains that the only constant is change. What changed is the scale and speed which buffets the markets



Bill Boesch

and belatedly forces us to admit that while growth is good and worth striving for, we shouldn't necessarily believe our own propaganda and remember to be prepared for downturns as well. The capacity to manage in hard times is far rarer and much more valuable than grabbing another headline.

So what else transpired while we were busy with whatever crucial thing we do that the world absolutely depends on us for? This is the airline industry version of the whirlwind world tour in 60 seconds of 2008, in



Jack Boisen



Jens Tubbesing

routes and 'the walking wounded' Alitalia still limps along.

The shutdown of Frankfurt-based Cargo Counts GmbH as of December 31, 2008.

leisure Cargo is up for Sale.

Deutsche Post throws in the towel on DHL USA and will close all its DHL Express service centers in USA slashing, 9,500 jobs.

First A380 commercial flight at JFK August 2008 – Emirates Airlines.

Beijing Capital International Airport handled the major inflows of international athletes, officials and visitors and was closed during the opening ceremony of the Olympics on August 8.

Airlines out of business: Aloha Airlines, ATA, EOS, MAXjet, Oasis Hong Kong Airlines, Silverjet, Skybus

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one thought they were doing this for weren't there to bail their people out and the total 1 billion dollar plus cost in fines to the industry could have been put to much better use, if nothing else, as a reserve for hard time, which promptly materialized!

We witnessed and agonized over the price of a barrel of oil 'barreling' precipitously out of control up to 145 dollars this summer, then sinking to 45

no particular order; test your memory and see how much you remember or you may have missed:

Air Cargo News Digital that was launched in January 2008.

Bill Boesch got the Ellis Island Medal of Honor

Mergers: DL/NW, LH/SN/OS, L'Avion and OpenSkies - concluded; BA/QF stalls; Kingfisher Airlines and Jet Airways cut capacity and shave



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Obama Targets Transportation



As part of his plan to get the U.S. economy back on track, President-elect Barack Obama plans to make transportation infrastructure investment a cornerstone of his economic recovery plan. In a radio address, Obama said that rebuilding the nation's infrastructure is a major driver for saving or creating at least two and a half million jobs.

And he vowed that his commitment to infrastructure will be the single, largest new investment in national infrastructure since the creation of the federal highway system under President Dwight D. Eisenhower in the 1950's.

"We'll invest your precious tax dollars in new and smarter ways," said Obama, "and we'll set a simple rule—use it or lose it. If a state doesn't act quickly to invest in roads and bridges in their communities, they'll lose the money. "Obama's pledge to leverage infrastructure investment as a springboard for job creation and an economic recovery comes at a time when news regarding the economy gets worse by the day, as evidenced by the Bureau of Labor Statistics recent report that

533,000 U.S. jobs were cut in November, the largest monthly number of U.S. job losses since December 1974. Investing in infrastructure has been a major issue for the President-elect.

While campaigning for the Democratic nomination in February, Obama called for the establishment of a National Infrastructure Investment Bank that would invest \$60 billion over a ten-year period for highways, technology, and other projects.

The timing for this endeavor also matches up well with House Legislation—H.R. 7110, Job Creation and Unemployment Relief Act of 2008—passed in September that allocates nearly \$30 billion for transportation infrastructure initiatives, with \$12.8 billion pegged for highway infrastructure specifically for aging U.S. highways and bridges to improve safety and reduce congestion.

Taking a look at the actual number of "ready-to-go" transportation projects, the American Association of State Highway and Transportation Officials (AASHTO) said this week that—based on the results of a survey sent to the

Departments of Transportation for the District of Columbia and all 50 states—there are 5,148 "ready-to-go" transportation projects worth more than \$64 billion. AASHTO said that these projects are considered "ready-to-go," because they could be under contract within 180 days and support an estimated 1.8 million jobs if sufficient funding were available. While the AASHTO focuses on transportation projects at the state level, the need for funding transportation infrastructure projects at the local level is not lost, as evidenced by this week's U.S. Conference of Mayors.

At the conference, participating U.S. Mayors unveiled their second report that is comprised of an inventory of ready-to-go local infrastructure projects that could be started and completed

within two calendar years.

The report revealed that 427 cities cited 11,391 infrastructure projects at a cost of \$73 billion, creating 847,641 jobs. **GF**

Pumping Traffic



Uzbekistan Airways, signed a contract for the purchase of four A320 aircraft adding to six A320s already acquired by

the airline in June 2007. This order will

further enlarge the airline's A320 orders up to ten aircraft ... **Hainan Airlines** adds a new route from **Beijing to Kiev** February 10 utilizing an Airbus A330-200 aircraft. Flights go on Tuesdays and Saturdays ... **Air France** is moving forward with its plan to further develop the Canadian market, with the addition of a fourth departure from **Montreal to Paris-CDG** effective the summer of 2009. With 28 weekly flights, Montreal will be second only to New York City as the Air France long haul destination with the most flights ... **China Airlines** (CAL)



has signed an agreement of cooperation with **China Cargo Airlines** and **China Southern Airlines** to swap cargo space and has become the first carrier to sign a postal delivery contract with **Chunghwa Post Co.** to carry daily mail and postal goods to China on both passenger and freight charter flights ... Meantime in **China** members of the **Transpacific Stabilization Agreement (TSA)** met in Hong Kong last week saying: "No one should expect to see freight rates extended at current levels in 2009-10 contracts. To maintain current rates over an 18-month time frame would threaten the financial viability of any major carrier in the market today," TSA said ... **UTI** named **Eric W. Kirchner** as chief executive officer, with an effective date expected on or about January 19, 2009. Mr. Kirchner also will become a member of UTI's Board of Directors. Mr. Kirchner succeeds **Roger I. MacFarlane**, one of the company's

original founders. Mr. MacFarlane, 63, will serve in a transitional role through April 2009, at which time he will retire as an employee of the company, as previously announced. Mr. MacFarlane will remain a member of the Board of Directors and will



Eric Kirchner

become the company's non-executive Chairman effective on Mr. Kirchner's start date ... **Delhi International Airport Limited (DIAL)** has an RFP out, deadline February 16, 2009, to set up a new cargo facility and upgrade the existing. Cargo deal includes building, financing, and operating a 70,000 square meter "Greenfield" cargo terminal and upgrading and redesigning the existing one. **Singapore Airport Terminal Services, Menzies, Bobba, Swissport, Bird Group** and **Worldwide Flight Services** are in on the bidding. WFS gets our vote ... Say Again Slowly Dept.: Asia-U.S. ocean cargo carriers who are



to swap cargo space and has become the first carrier to sign a postal delivery contract with

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TELEPHONE
(718) 479-0716

Email: judy@aircargonews.com

Editor 1975-1987 Ansel E. Talbert Editor/Publisher Geoffrey Arend Special Commentaries Julius Maldutis
Managing Editor Flossie Arend Director Of China Bureau Han Bing Videographer Ralph Arend
Correspondents Ted Braun • Gordon Feller • Tirthankar Ghosh • Irum Khan • Heiner Siegmund • David
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2008—The Year That Was

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Airlines;

CNS – Jens Tubbesing came and went.

Jack Boisen retires from Continental Airlines Cargo, a post he has held since



1994.

USA international mail (outbound international mail handled by the United States Postal Service, USPS) has been deregulated and President Bush signed the bill.

24th Air Cargo Forum (ACF) In Kuala Lumpur, Malaysia November 4-7 is in need of major reform and risks becoming irrelevant.

I also have my pet peeve – despite fuel prices still dropping like a stone, the airlines (AA) still charge per bag because they got used to it and although the original justification has become obsolete, they got used to the revenue stream – another good move toward gaining public support!

Looking back, Emirates, India and China dominated the news cycle with continued airline industry consolidation in India.

Tempelhof Airport in Berlin was shut down October 30.

The 'technical' issues I want to mention include security and e-freight. The TSA Certified Cargo Screening Program inches into 2009 into uncharted waters and little support, not because

the industry doesn't recognize, value or understand its importance. It is because of how it has been introduced and the murkiness surrounding funding. The controversy will surely continue.

e-freight, while generally definitely a good thing is something I wish we would hear more about from shippers, airlines and freight forwarders, in other words those implementing it and living it and who are willing to share their experiences and insights. Less from IATA because it's not about them in the end, as much as it has served as a rallying point.

The financial meltdown has been followed by a global recession and no one knows when it will bottom out and turn around.

Are you tired of the so called leaders in the financial markets telling you daily that the sky is falling, the markets are crashing, we need loans, we need bail outs, and we need Government to save us? Let's face it, if they or anyone in Government had a clue as to what they were doing, the world markets would not be in the condition they are in. As for the world markets, I'm no financial

guru but I think the way to increase business is to increase business. So let's start. That does not mean we stop international trade. It simply means that we start with our own house. We build from the ground up, and as business increases we share the wealth and the prosperity.

No company is immune from the economy's ebb and flow. So it's no surprise that, in the face of a fearsome downturn, airlines and other businesses are scrambling to figure out where they should cut. Yet, companies should tighten their belts, not take their pants off! We must continue investing in certain areas, no matter how crazily the economy bounces up or down because bad times don't last forever.

You are in great company - there isn't a human being on the planet, who knows what the industry will look like a month from now.

And lastly, in parting—a Geoffrey all-time favorite, the Women in Cargo Hall Of Fame in 2008 boasts 15 entries!

A healthy and more prosperous New Year!

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China's ARJ-21 Takes Wing



Big month for aircraft building in China.

Just 11-months after it rolled out in December 2007 at the Shanghai Aircraft Manufacturing Factory, the ARJ21-700, China's homemade regional jet flew its maiden flight successfully Friday (29 November) in Shanghai.

Named "Xiang Feng" or "Flying Phoenix", the white 90-seat ARJ21-700 jet is about 33 meters long and 27 meters in wingspan, with three curved blue stripes on the fuselage.

"The jet was normal and the flight was smooth," said Zhao Peng, one of

the three pilots aboard the jet, said after this one-hour flight at Shanghai Aircraft Manufacturing Factory.

"All testing procedures have been carried out," Zhao added.

Jin Zhuanglong, general manager of the jet producer COMAC, called the success of the ARJ21 flight "a breakthrough for Chinese civil aviation" at the maiden flight ceremony.

"With less fuel consumption and longer flight hours, the ARJ21 will reduce air fares by 8 to 10 percent for Chinese airlines, most of whom currently use large aircraft above 140 seats on short and medium routes,"

Jin said.

"So far, six ARJ21-700s have rolled out, and all are now undergoing flight tests." Hu Haiyin, Party secretary of the CACC said.

The aircraft are test beds with no passenger seats aboard during the testing phase.

"Within 19 months, the jet will be ready to launch

commercial flight," Hu said.



Outsourcing IT Solutions

India-based IBS' iCargo said that Austrian Airlines Cargo has chosen the company to replace its legacy cargo management system as well as its cargo revenue accounting system.



VK Matthews

As the result of this long-term deal, iCargo will provide Austrian a single efficient end-to-end IT solution for its current and future business needs.

With this deal, IBS's next generation cargo management system, iCargo, has made a significant stride into the

European market.

"Our iCargo hosted version iCargoNet is based on the latest 'Software as a Service' (SaaS) model that is increasingly become popular in the industry due to its simplicity and cost effectiveness," said VK Matthews, IBS chairman,

"The iCargoNet system is hosted at IBS Center in Trivandrum, India, that also provides customers a 24x7 global help desk.

"Today iCargo is the only solution in the industry that addresses all automation needs of a cargo carrying airline in one single homogeneous system, be it traditional airport to airport air cargo management, cargo and mail handling, cargo terminal operation, ULD management, cargo & mail revenue accounting, or cargo revenue

management.

"More and more airlines are seeing immense benefits in such an offering of one system, one architecture, one technology and one vendor, for all their business automation needs.

"While we set out inventing the future with our next generation solutions, we were keen to provide airlines a viable and attractive option for mov-

ing away from expensive and inflexible legacy systems."

Other customers currently utilizing IBS cargo solutions include Air New Zealand, All Nippon

Airways, Avient Cargo, CargoJet, Kingfisher Airlines, Nippon Cargo

Airlines, Northern Air Cargo, and Tokyo International Air Cargo Terminal (TIAC).

Towers Above All



In Kuwait a new full service luxury carrier, Wataniya Airways, becomes the first airline to utilize the Royal Terminal instead of Kuwait International, opening schedules to Dubai twice daily January 24 via the first of four A320s leased from Alafco.

"We are a new way of flying and premium travel in the Middle East and will set new standards of service and luxurious travel for all of our passengers," Abul Salam Al Bahar Chairman and Managing Director of Wataniya told *Air Cargo News FlyingTypers*.

"Our commitment to Kuwait is shown in the design and colors we have selected. On the tailfin of our aircraft we feature that most potent

international symbol of Kuwait – the Kuwait Towers.

"The color purple is unique among airlines and the color of royalty – reflecting the level of care and service we will provide to all of our passengers."

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Pumping Traffic

Continued from Page 4

members of **Transpacific Stabilization Agreement** and control about 85% of the market are seeking permission from the **U.S. Federal Maritime Commission** to hold capacity talks so that the 14 members can discuss



and reach agreements on cost savings and better use of ships and other equipment and networks. Talks would begin starting February 1. Stay tuned ... **Okay Airways**, China's first private air carrier that has been grounded since last December 6 says it should be up again some time around January 15. Okay Airways is not OK with its deal with **FedEx** and reportedly will terminate the cooperation deal ... **Europe** needs a strong and competitive airline industry, for mobility will continue in the future to be an important and crucial prerequisite for economic

dynamism and prosperity," according to the latest **Lufthansa Policy Brief** just published as 2008 ended. "Only when European airlines achieve the necessary size will they be able to withstand global competition, secure and create jobs, and offer business and vacation travellers attractive flights on a permanent basis, LPB stated. "Particularly in an economically difficult environment, policy makers and the airline industry need to pull together. "From expanding major hubs to implementing the Single European Sky, to designing an emissions trading scheme in a market-neutral fashion – policy makers must create the right regulatory framework in order for the airline industry to be able to realize its full potential and secure jobs." More: <http://konzern.lufthansa.com/en/html/presse/poli->



tikbrief/index.html ... Before it has to start laying off cargo pilots, **Singapore Airlines (SIA)** is asking for givebacks including unpaid leave. One report quotes a spokesman for SIA saying that the unpaid leave will be for up to 30



months or two and one half years. The action takes place as certainty rises that possible a number of B747Fs that SIA calls "Mega Ark" could be parked until demand picks up. "Around the world, shipping companies are parking vessels and all-cargo airlines are being severely affected," SIA said ... As 2008 drew to a close, **Qatar Airways** welcomed the arrival of the fifth Boeing 777-300ER to join the fleet. The airline is undergoing an aggressive expansion strategy over the next two years with outstanding orders for more than 200 aircraft worth around USD \$40 billion. The latest B777 is being deployed on flights between **Doha** and **Manila** in January 2009. For the record Qatar Airways currently operates 11 flights a week to the Philippine capital. Also Qatar Airways has confirmed orders for fourteen Boeing 777-300ERs, six 777-200LRs and seven 777-200Fs, with deliveries running until mid-2010. There are options for a further five Boeing 777 aircraft. Qatar Airways says that the two passenger Boeing 777 variants

will facilitate a major expansion in the airline's long haul passenger network. "The Boeing 777-200Fs coming into service this year, in addition to our regional wide-body freighters, provide outstanding economics enabling Qatar Airways to build up our efficient cargo hub linking Europe and Asia."



How do we plan for the future based on this information?

Rocket To The Sun



You can just look at this guy Ralf Riksen and tell that he likes life, his colleagues and having a good time.

Just when the good times capper of a New Year's party bash gives way to long winter nights, and back to work daily grind, count on Ralf to keep looking up!

While admonishing everyone to remember that your Condor airway bill is now 266AWB-leisure cargo, Ralf also offers the warmth of the sun.

So guess the answer to the question :

"What destination does leisure cargo not serve?" asks Ralf who also serves as leisure's go-to-guy at Frankfurt Am Main.

The draw for a winner is January 16 and the address to enter your answer is in this nifty mailing that Ralf cooked up ralf.riksen@ltu.de.

Also even if you don't win a trip you could get a model of an airplane and dream about a getaway.

Something about rockets and faraway places makes the going easier in early January we think.

Mit Vollgas in das neue Jahr

Start am 01.01.2009, Auslosung und Benachrichtigung der Gewinner, Freitag den 16.01.2009

Frage: Welche Destinationen bedient Leisure Cargo nicht?
Recife, Salvador de Bahia, Miami, Mettmann, Bangkok, Abu Dabi, Bogota, Male

1. Preis Eine Flugreise für 2 Pers.
FRA - Bangkok - FRA

2. Preis Eine Flugreise für 2 Pers.
FRA - Palma de Mall. - FRA

3.-30. Preis Je ein ^{leisure} cargo Flugzeugmodell A330-200

Gewinnspiel

Bitte faxen oder per Mail an ralf.riksen@ltu.de unter Kennwort: Mit Vollgas

Der Rechtsweg ist ausgeschlossen

leisure cargo

www.leisurecargo.com

Coppertunities In Tough Times

When thinking about 2009 business strategies in tough times we like what Chris Coppersmith, the low-key President of Mainfreight USA has to say. Mainfreight by the way is a billion dollar logistics firm headquartered in New Zealand that gave Coppersmith some of that money to take over his family business a while back.

But rather than bob around on a houseboat or disappear forever from cargo, Chris—who built up Copper-smith is still humping freight, albeit

now at Mainfreight.

Chris believes there are “pockets of opportunity for strong, well financed logistics providers even in a recession-ary climate.

“We intend to take full advantage of these opportunities,” he said.

“The recession will force a number of poorly financed freight forwarders to merge, be acquired or go out of business.”

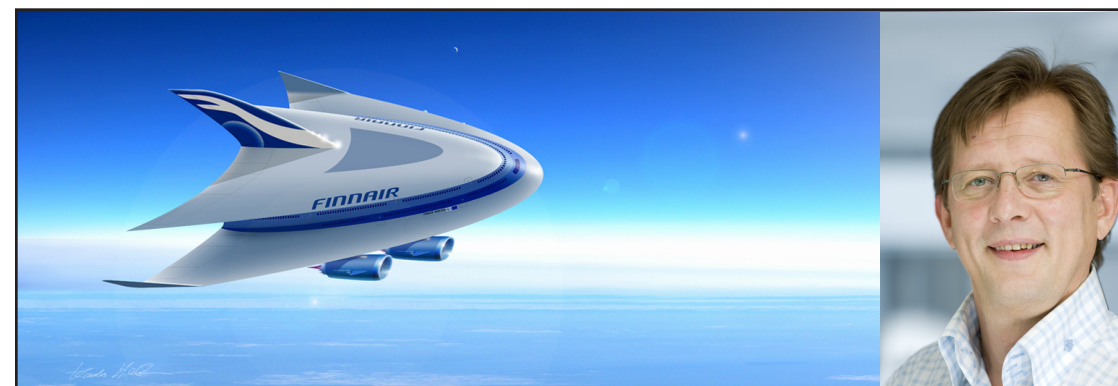
Mr. Coppersmith said that Mainfreight believes the current recession

will enable the forwarder to consider acquisitions of freight forwarders who may be in financial difficulty but have solid sales and marketing histories.

“Mainfreight believes the most suitable candidates for acquisition would be in the \$100-\$200 million revenue range,” Mr. Coppersmith said.



Nice work if you can get it.



These are difficult days in the aviation industry but that does not prevent anyone from dreaming about the future. And what better way than celebrate the 85th birthday with a book about future flying.

That is exactly what Finnair has done. The Finnish carrier decided that instead of recalling the past, it would embrace the future and take a peek all the way to 2093. Some of the questions that are asked are: Will we be flying faster than sound in 2093? Will aircraft look like flying saucers? Will they need fuel and produce emissions? And what about space, will we have business and leisure flights there?

As Christer Haglund, Senior Vice-President, Public Affairs and Corporate Communications, Finnair (photo above) put it to this correspondent, “The future

and the past are at least distinguished by the fact that we can influence the future, but can do nothing about the past. That’s why visions are important,” he said talking about the book, *Departure 2093 – Five visions of future flying*, which apparently is becoming quite popular with travelers.

Haglund agreed, “we are passing through a very difficult phase due to the present global financial crisis. There is a general feeling that the coming year is going to be even more difficult. There will be many new challenges on the way ahead.” However, what he was very clear about was the fact that the only airlines, which will survive “will be those that adapt best to changes in the operating environment and are able to invest in modern, energy-efficient fleet. Over

time, new technology and new business models will create better conditions for sustainable growth,” he pointed out.

Speaking about the book project, Haglund kept on harping about the need to know more about the future. “For an airline, visions and discussions about the future are important as it takes more than 10 years from the initial investment to the final delivery of aircraft.

“At the same time it is also important to understand that in the long run, aviation has to be emission free,” he said.

Looking ahead – perhaps to the next 85 years – Haglund like a true PR professional told *Air Cargo News Flying Typers* that at Finnair, “our target is not to be the biggest or the cheapest airline in the world. But rather, we aim at being the most preferred choice with the highest quality of products... today, customers have the power to make eco-friendly choices.

“With these choices, if properly executed, the emissions can be cut by up to 30 percent,” he added.

Speaking about the concept of the book, Haglund said that Finnair had enlisted the aid of experts to highlight perspectives that are both essential and fascinating when addressing the future of air travel.

Professor Sirkka Heinonen, a future researcher, and Pascal Huet, who is responsible for strategy at Airbus, have written about the future and growth of air travel from the perspective of human movement.

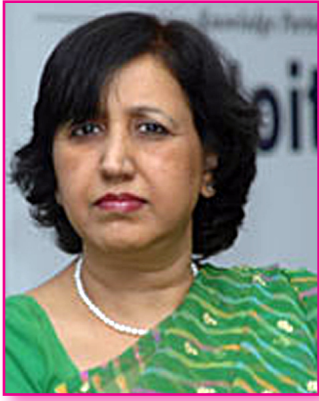
Professor of Environmental Change Atte Korhola and IATA’s Director of Aviation Environment Paul Steele, have shed light on the environmental impact of flying.

The book does not provide answers to questions posed by the future, but there are a host of captivating visions. Sirpa Juutinen of auditing firm PriceWaterhouseCoopers examines the significance of creating visions of the future in corporate strategy work. As for aircraft designs, Airbus experts Henrik Roesner, João Frota and Ingo Wuggetzer visualize the development of aviation technology, while images of the aircraft of the future created by artist Kauko Helavuo give flight to our imagination.

In Delhi to launch the book, Haglund emphasized the importance of India in the carrier’s international operations. One of the oldest airlines in the world, Finnair started its operation in India just two years ago launching direct flights between Delhi and Helsinki on

October 30, 2006. The flights between Mumbai and Helsinki were launched on June 27, 2007. Finnair currently operates 13 flights a week between Helsinki and Delhi/Mumbai.

Women In Air Cargo-2008



Anita Khurana



Olga Pleshakova



Tulsi Mirchandaney



Iwona Korpalska



Michelle Soliman



Mathilde Morgan



Lina Rutkauskien



Lucy Ntuba



Gloria Whittington



Alexandra Ulm



Miki & Julie Collins



Lisa-Marie Turpin



Monika Ribar



Florence Parly



Farah Mohammed



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Modern Air Cargo Began With Berlin's Raisin Bombers

The flights lasted only eleven months but while they continued, a divided city known as West Berlin, Germany kept a flickering candle of freedom alive while being supplied entirely from the air.

This month may 27 until June 1 at The Berlin Air Show as politicians and others celebrate The Berlin Airlift that actually began sixty years ago next month on June 24, 1948, and continued until May 12, 1949, it's important to point out that this was also the first large movement of air cargo in history.

Indeed, fifty years ago there were air cargo operators flying, but all were unscheduled carriers.

As example, Seaboard World Airways, an American, pioneer all-cargo company was already in business as an unscheduled cargo carrier. Seaboard and Western, as the start-up was called, actually netted flying the first departure ever, from the newly opened Idlewild (JFK) Airport in Queens, New York July 9, 1948.

Also offering unscheduled all-cargo service at the time—Flying Tigers, Slick, Riddle and others, were names on a list that included no less than two dozen all-cargo wannabes, serving various destinations just as fast as they could fill a war surplus aircraft.

We know now that for all these companies, and for the entire industry as well, that the Berlin Airlift would play out as the defining event in air cargo history.

Here, as front page news that fastened the world's attention, the black days of the 1930's and early 1940's gave way to the undefeated bravery of the people of the City of Berlin, a city that would not die. Here, too was written an epic tale of adventure featuring an intrepid band of brave ex-military and civilian pilots, captains of the clouds who against all odds—the weather, threats of shootings down by the Communists, risking unspeakable danger—created an aerial lifeline from the West to Tempelhof, an airport at a Berlin subway stop and two other facilities, Tegel and Gatow Airports with food, medical supplies, even coal. During the Airlift 49 airmen were killed delivering air cargo that kept the city alive.

Thinking back a decade ago as President Clinton and Chancellor Kohl in a photo op stood alongside the C-54 "Spirit of Freedom" in Berlin, air cargo people everywhere can rightfully mark the event as recalling the birth of the modern, USD \$200 billion worldwide air cargo industry.

"Quite simply the Berlin Airlift is the finest example of selfless bravery ever recorded in aviation history," said



"We paid for the Airlift," recalls Albert Rastetter, who lived in West Germany and worked on the National Railway. "Every week a small amount of money was dedicated from our pay check to pay for the Berlin Airlift."

Edward Ansel Talbert who covered the Berlin Airlift.

Talbert, who later wrote for this publication, at the time was a daily feature columnist at the New York Herald Tribune.

Talbert's stories in the Trib during the eleven-month Airlift were stirring accounts that fastened the world's attention.

Sometimes Ed Talbert even flew aboard the cargo aircraft, serving as crew.

"Berlin was a prisoner 110 miles inside and surrounded by the Russian zone of occupation after World War II.

"When the blockade went up, all land access to the city immediately was stopped.

"The only way in and out of the place was by air.

"The pilots of the Berlin Airlift were flying cargo 24 hours a day from Frankfurt to Berlin, back and forth with very little rest.

"While facilities were better in Frankfurt, Tempelhof was an unpredictable situation.

"Located in the city center, before

modern air traffic control, and threatened by snipers who randomly took pot-shots at aircraft as they skimmed the rooftops upon approach, often not the best of conditions, landings were achieved under impossible circumstances.

"Imagine attempting to land a four engine C-54 (DC-4) loaded with air cargo shifting uneasily, under make-do tie downs, on the head of a pin.

"That's what flying the lane sector of the Berlin Airlift was like—twenty minutes of boredom and five of absolute terror."

By way of background the politics behind events that caused the Berlin Airlift were driven by a move toward currency reform in 1948, which was meant to draw West Berlin into economic ties closer to West Germany.

The Soviets were busy at the time establishing a belt of satellite states in an attempt to secure its strategic position. The Russians wanted no part of "Oasis Berlin" inside East Germany.

On June 24th, 1948 the Russians announced a blockade of all rail, road and water communications between Berlin and the West.

"You can imagine Moscow's surprise when the Berlin Airlift was organized by the Western allies.

"In every way The Berlin Airlift was a unique, organizational and humane effort.

Some 2,323,738 tons of food, fuel, machinery and building materials were brought in, valued in 1948 dollars at \$224 million, aboard almost 200,000 flights during the eleven months of the blockade.

Every two to three minutes an aircraft either landed or took off from one of three West Berlin airfields.

"Berliners, who just three years prior to the Airlift had suffered through the most extensively, devastating aerial bombings of any city in history, nicknamed these wings of peace and mercy, "Raisin Bombers."

"The end of the blockade was the result of economic countermeasures that Western allies imposed upon Eastern Germany."

"Interestingly 41 years later the same type of strategy led to the downfall of Communism altogether," Mr. Talbert wrote.

Although as mentioned, several all-cargo operators were in business when the Airlift began, others, notably the big passenger carriers including American, United and TWA armed with passenger business and air mail subsidies were also operating all-cargo services, at a loss, with some coast to coast rates via all cargo DC-3s, as low as 11 cents a ton mile.

The attention to air cargo created by the Berlin Airlift raised the stakes considerably for whoever would inherit the future air cargo business.

Historian and author R.E.G. Davies recalls:

"During that time a furor erupted over the legitimacy of all-cargo and cargo charter operators who were led by ex-World War II pilots.

"Early pioneering, unscheduled all-cargo operators now long forgotten, such as Globe Freight Airlines and U.S. Airlines were joined by Flying Tiger Line and Slick Airways in petitioning the United States Civil Aeronautics Board (CAB) for certification as common carriers.

"The established airlines were opposed, portraying the upstart air cargo operators as a gang of unprincipled opportunists, and ruthless steps were taken to eliminate them.

Today people who recall that activity remember it as the Air Freight Case."

In other words during the time when the Berlin Airlift riveted world attention to the capability and prom-

(Continued on the next page)

Berlin Airlift In the Picture

of air cargo, and newspapers pumped out daily, front-page news of the heroism of the air cargo pilots and the beleaguered people of the stricken, cut-off city of Berlin, behind the scenes in the smoke-filled rooms, the early scheduled air carriers of the United States and the (for the press at least) discredited entrepreneurial ex-pilots who passionately believed in the future of air cargo, such as Robert Prescott, Earl Slick, and others were locked in a furious struggle to see who would survive.

It is no coincidence that on August 12, 1949, exactly to the day, just 90 days after that last flight of the Berlin Airlift, the CAB awarded four, five-year scheduled all-cargo certificates to Slick, Flying Tiger, U.S. Airlines and Airnews. (Airnews, a strange CAB selection, operated two DC-3s between Corpus Christi and San Antonio. Apropos to this story, Airnews folded operations October 12, 1951—two years and five months to the exact day of the last Berlin Airlift flight. We are not sure there is a connection).

Today, just outside the entrance road of the soon to be shuttered Tempelhof Airport in Berlin, is a sculpture which Berliners call the “hunger fork” designed by Eduard Ludwig and dedicated July 10, 1951 that symbolizes one-half of the air-bridge that delivered food which saved the city.

In Frankfurt, the other half lives on a small, well manicured square near the airport, a reminder of another time.

Also in Berlin, near the three airports that served the Airlift, were huge storage sheds that were constructed for handling the supplies that came in via air cargo in 1948, and were main-



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tained throughout the cold war, just in case the need arose again. As Berlin again emerges as a kind of less expensive, slightly delirious European capital city of a reunited Germany, modern air cargo transfer facilities will appear for the city

as part of aggressive building where the airport called Schönefeld is today and will be transformed into BBI some day.

But right now and we hope forever at one end of Tempelhof Airport (that celebrates 85 years in 2008 behind a

fence, two aircraft—a DC-3 and the aforementioned C-54, are at rest now, in silent tribute to the time when weapons of war were beat into plowshares and “Rosinenbombers” (Raisin Bombers) ruled the sky.



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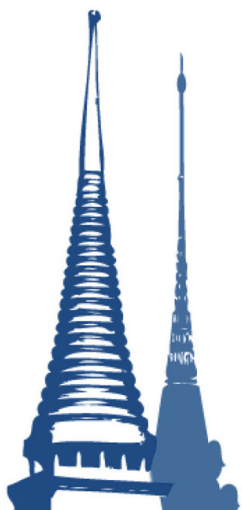
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