

Aviacon Air Cargo ousts Aviacon Zitotrans

The Russian charter airline Aviacon, which is headquartered at Yekaterinberg's Koltsovo international airport and belongs to the AVS Group Holding, has changed its brand identity and logo. The name Aviacon Zitotrans has been replaced by Aviacon Air Cargo.

The Russian charter carrier Aviacon has the biggest privately-owned commercial Ilyushin IL-76 fleet in Russia – ten IL-76T and IL-76TD freighters (with payloads of around 48 t). Seven are registered in Russia, the remaining three in Kazakhstan. Two of the units were acquired only recently and have yet to be put into operation. Marketing director Azat Mulgimov said that the fleet travelled a total of 50 million tkm last year.

In a conversation with the ITJ, Mulgimov emphasised the importance of Aviacon owning its own equipment. This enables the company to guarantee customers a consistently high standard of technology and service. Moreover, the lifespan of the aircraft can be extended through regular maintenance.

Emergency and military supplies

Lately the airline has primarily been flying emergency and military supplies between Western Europe and Iraq or Afghanistan for the International Security Assistance Force. It has also operated flights to Latin America and South Africa, where customers were Russia's arms export industry and relief organisations.

The marketing director explained that Aviacon mainly carries commercial goods



Model airplane with the new Aviacon logo.

Photo: Aviacon

in the domestic market, particularly supplies to remote regions in Siberia and the far east of the country. ACMI deals, in which the airline leases aircraft complete with crew, maintenance and insurance, are gaining in importance. For example, Aviacon freighters were being operated on behalf of DHL Express in Bahrain until recently. One IL-76 is currently under lease to the World Food Programme's United Nations Humanitarian Air Services (UNHAS).

Aviacon obtained a permit to operate in Canada January 2008, and has since been providing a bridge from there to the Middle East. The company is not interested in contracts in Africa or the Middle East, Mulgimov explained, because the fierce competition on those continents has ruined profit margins. It is a challenge to scout out well-trained and reliable pilots, as most aviators prefer to work in the passenger sector.

www.aviacon.ru

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