

Environmental Policy

Issued on April,24 2009

As an airline, cargo charter operator with high-level expertise in the market niche of IL76 ramp aircraft, we recognize that our operations result in emission and noise impact on environment. We are fully aware that environmentally conscious approach is a fundamental requirement expected of us. We understand that this approach is the only way for sustainable development of our company and keeping this type of aircraft available for aviation market.



It is our aim and obligation to comply with environment-related legislation, guidance and good practice. It is our aim and commitment to reduce the environmental impact of our business and to operate in an environmentally responsible manner. It is our aim and benefit to perform in a more cost-effective, and therefore, environmentally friendly manner. It is our aim and future of us and our children to conserve environment and make this world cleaner and greener for the generations to come.

In these aims and commitments we shall seek

- To comply with environmental legislation
- To establish an action plan to ensure continual improvement of our performance in environmental-friendly and cost-efficient manner
- To upgrade and modernize aircraft to achieve least possible emission and noise reduction for our company fleet
- To employ in our day-to-day flight planning, ground and flight operations the tools, techniques and procedures causing the least possible impact to the environment and providing least possible fuel burn, emission and noise exposure, not compromising safety as our corporate core value
- To put special emphasis on expanding of environmentally conscious attitude among our staff and develop positive relations with external stakeholders, such as investors, insurers, customers, regulators and the local community.
- To encourage suppliers and contractors to uphold improved environmental standards
- To develop, maintain and operate an environmental management system that meets the requirements of ISO 14001

As a part of international aviation community we share IATA cross-industry vision and 4-pillars strategy on climate change that is focused on improved technology, effective operations, efficient infrastructure and positive economic measures as an example of a balanced and comprehensive approach to the issues related to aviation impact on environment. We strongly support IATA non-punitive, incentive economic approach to reduction of aviation footprint on global environment.

We consider European Emission Trading Scheme as one of a cost-effective solution to reduce global environmental footprint of commercial aviation. Being an airline with low level of emission in European airspace not included in a list of ETS compliant operators we are planning to participate in its monitoring programme on a voluntary basis to keep environmental impact of our flight operation under public control.

Setting specific goals and objective for the coming years in the Environmental Action Plan approved by the Board of Directors hereby we emphasize our strong commitment to re-engine of our IL-76 fleet as the most important environmental issue with regards to sustainable operations of this type of aircraft on commercial market.

As one of the most concerned stakeholder of Burlak project Aviacon Zitotrans supports research and technology programmes in all fields that improve fuel burn and emission, considering them as much more effective approach to deal with environmental issues than traditional regulatory measures.

We are a proud launch customer of a Russian jet engine-maker NPO Saturn developing new upgrade version for IL-76 D-30KP-3 powerplants, being in our view the only viable economical solution for this type of aircraft. Engine upgrade will result in reduction of IL-76 noise impact to the certification standards as stipulated in chapter 4, ICAO Annex 16 to the Chicago Convention.

We expect every member of our company, as well as our partners and customers to join our efforts in achieving environmental protection goals.

The Policy and Action Plan will be reviewed annually and updated accordingly by the Managing Director and the Board of Directors. It shall be made available to all member of staff, posted on company notice boards and be made available to the public through our company web-site www.aviacon.ru



Attachments:

Annex 1. Environmental Action Plan

Annex 2. Eurocontrol data on Aviacon Zitotrans emission in 2006-2008

Annex 1. Environmental Action Plan

Measures	Environmental impact					Cost-effectiveness	Safety	Implementation period
	CO2 reduction	Energy saving	Noise reduction	Waste	Awareness			
Technology								
Airplane weight reduction: Avionics upgrade, lighter pallets, spare parts kit optimisation	+	+						2009
Poleurithane painting for better aircraft performance	+	+				+		2010-2011
Reengine project: Launch customer for D-30KP3-Burlak engine. Fuel consumption reduction 7%. Compliance with ch.4 ICAO	+	+	+		+	+		2012
Supporting infrastructure modernisaion								
RVSM compliant avionics	+	+					+	2009
Continuous Descent Approach where available	+	+				+		
Navigation equipment upgrade under RNP-1	+	+	+		+			2012
Economic measures								
Voluntary participation in ETS					+			2010
Raising Environmental Awareness								
Establishment of transparent corporate environmental policy								2009
Set-up of environmental friendly list of approved suppliers and service providers	+	+			+			2010
Preparation for establishment of Environment Management (ISO 14001 certification)		+		+	+			2010-2011

**ETS situation of an operator
as published in July 2009**

11/09/2009

N° CRCO **23464**
 Name **AVIACON ZITOTRANS**
 Current situation: **Not included in the ETS**
 Administering State **Not Yet Defined**
 Commercial : **Yes**
 EU Operating Licence : **No**
 The user is European (EU27) : **No**
 Special action by EU: **none**
 ICAO Code of Registration : **UU**
 ICAO State of Registration : **RUSSIAN FEDERATION**
 ICAO Designator **AZS**

Small emitter in 2006, 2007, and 2008 : **Yes**

	2006	2007	2008
Traffic Jan-Feb-Mar-Apr (non exempted)	67	50	110
Traffic May-Jun-Jul-Aug (non exempted)	92	65	121
Traffic Sep-Oct-Nov-Dec (non exempted)	62	69	122
Total traffic for this year (non exempted)	221	184	353
CO2 emissions (tons) (non exempted)	11 302	8 764	19 769
Below one of the "de minimis" thresholds *	Yes	Yes	Yes
Included due to operations of this year	No	No	No
State departing from which most emissions were made. (or "landing in" when entering EU27) (non exempted)	DENMARK	BULGARIA	NETHERLANDS
For info: state flights (included in previous total)	0	0	0
Flights exempted	0	0	0
CO2 of exempted flights (tons)	0	0	0
Total user traffic (exempted or not)	221	184	353

Reminder : Situation as published in January 2009:

Administering State : **DENMARK**
 Commercial Status : **Yes**
 De-Minimis : **Yes**

* : De minimis = the user operated less than 243 flight per period of 4 months or emitted less than 10 000 tons of CO2 per year. regardless of the commercial status.