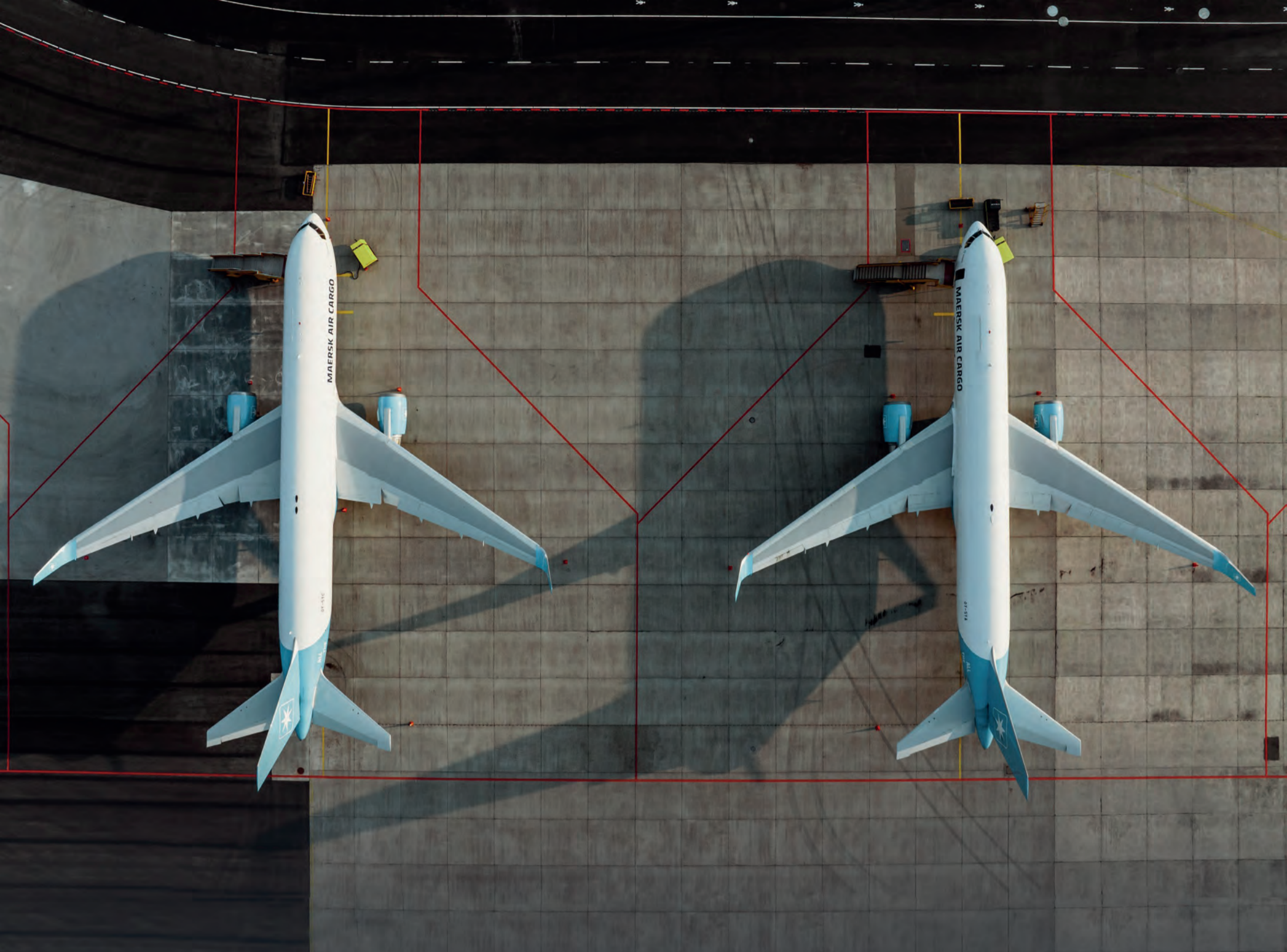




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Kaspar A. Nissen
Market & Route
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BILLUND SETS ITS SIGHTS ON BECOMING A GATEWAY OF CHOICE FOR NORTHERN EUROPE



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THE WORKHORSES OF THE AIRFREIGHT INDUSTRY

Air freighter aircraft, also referred to as a cargo aircraft or cargo plane, is specifically designed and employed solely for the transportation of goods and cargo. Recent statistics indicate that dedicated freighters accounted for 53% of freight-tonne-kilometres in 2019, highlighting their significant role in airfreight. This means that over half of airfreight tonnage is transported on main-deck aircraft.

The importance of freighter aircraft extends to global logistics and transportation, facilitating the seamless movement of goods across regions and continents. Cargo airlines, freight forwarders, and entities involved in goods transportation heavily rely on these aircraft. The range of cargo transported includes perishable goods, industrial equipment, vehicles and oversized or heavy cargo.

Freighter aircraft come in various sizes and configurations to meet diverse cargo transportation needs. Some are designed for oversized or exceptionally heavy loads, while others focus on efficiently transporting standard-sized cargo containers, known as Unit Load Devices (ULDs), commonly used in air cargo operations.

While cargo aircraft have served various purposes over the years, their current significance is often understated. Today, they play a vital role in transporting a wide array of items, from perishables and supplies to fully assembled cars and livestock. The surge in online shopping, facilitated by retailers like Amazon and Ebay, has significantly contributed to the increased use of airfreight. Air cargo valued at over \$6 trillion accounts for approximately 35% of world trade in terms of value. This impacts the cost of goods, consumer accessibility and store inventory.

Examples of freighter aircraft include the Boeing 747 Freighter, Airbus A330-200F, McDonnell Douglas MD-11F, and models such as the Antonov An-124 Ruslan and Ilyushin Il-76 for Russian cargo planes. These aircraft are essential for maintaining efficient and timely global supply chains.

Air cargo 'dreams' crash to earth

While thousands of freighters flying currently are anonymous Boeing and Airbus products, few create excitement like the Antonov An-225 Mriya. In Ukrainian, the name meant 'dream' or 'inspiration'. It was a strategic airlift cargo aircraft designed and produced by the Antonov Design Bureau in the Soviet Union. It was originally developed during the 1980s as an enlarged derivative of the Antonov An-124 airlifter

for the express purpose of transporting Buran-class orbiters. On 21 December 1988, the An-225 performed its maiden flight; only one aircraft was ever completed, although a second airframe with a slightly different configuration was partially built.

With a maximum takeoff weight of 640 tonnes (705 tons), the An-225 held several records, including heaviest aircraft ever built and largest wingspan of any aircraft in operational service. It was commonly used to transport objects once thought impossible to move by air, such as 130-ton generators, wind turbine blades and diesel locomotives. Additionally, both Chinese and Russian officials had announced separate plans to adapt the An-225 for use in their respective space programmes. The Mriya routinely attracted a high degree of public interest, attaining a global following due to its size and its uniqueness.

The only completed An-225 was destroyed in the Battle of Antonov Airport during the 2022 Russian invasion of Ukraine. On 20 May 2022, Ukrainian president Volodymyr Zelenskyy announced plans to complete the second An-225 to replace the destroyed aircraft; Antonov announced plans to rebuild the destroyed aircraft in November 2022.

Routine operations, everyday activity

Routine air freighter movements refer to the regular and scheduled transportation of cargo using dedicated air freighter aircraft.

Air freighter movements typically follow established routes that connect major cities and industrial hubs worldwide. These routes are carefully planned to optimise efficiency and minimise transit times. Numerous air cargo carriers specialise in routine freighter movements. Major global cargo airlines include FedEx, UPS, DHL and others. These companies operate fleets of freighter aircraft and integrate airfreight services into their broader logistics networks.

Routine air freighter movements adhere to regular schedules and frequencies. Cargo airlines often provide daily or weekly services on specific routes to meet the demands of shippers and logistics companies. These aircraft typically operate from major international airports and cargo hubs, where they can efficiently load and unload cargo. These facilities are equipped with the infrastructure needed to handle large volumes of freight.

Overall, routine air freighter movements are a vital component of the global logistics infrastructure, supporting the timely and efficient movement of goods across the world.

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BILLUND SETS ITS SIGHTS ON BECOMING A GATEWAY OF CHOICE FOR NORTHERN EUROPE

“Maersk and Billund Airport (BLL) have a strong relationship that goes back many years”

There is a simple but straightforward vision for managers at Billund Airport. They intend to see the airport become the gateway of choice for freighter services serving Northern Europe. The Scandinavian airport serves as West Denmark's international airport, offering convenient cargo connections to destinations worldwide.

Kaspar Andreas Nissen, the market and route development manager for Billund Airport, confirms the airport is resolute to build on its connections and geographical location to transform the Danish airport into more than just a domestic hub serving Denmark. He envisions it as the primary air cargo gateway to Northern European markets. To realise this vision, Nissen highlights that the extended apron came into use in late summer 2023 amid plans to develop the southern area into a logistics hub.

Embedded within a bold 2040 strategy, Billund Airport is consistently enhancing core components such as scheduled and ad-hoc networks, market share and airport infrastructure to enhance accessibility for local and international businesses in the region.

Main deck prominence

Only one tonne in a hundred of cargo handled at the airport travels in the bellyhold, according to Nissen, who clarifies: “Less than one percent of our total volume originates from passenger bellyholds, as we lack wide-body passenger operations.”

Yet there is another significant indicator showcasing the airport's extensive reach beyond Denmark. Out of every hundred tonnes of cargo processed at the airport, fifty-four are transported via Road Feeder Services (RFS) operated by major carriers. This highlights the airport's pivotal role as a hub for cargo markets across Northern and Eastern Europe through RFS operations.

Nissen is keen to point out that in 2023 that the airport increased its share of flown cargo vs trucked cargo, as this is in line with the cargo strategy.

Nissen highlights that approximately half of the airport's apron is specifically designated for freighter operations, with the airport divided into northern and southern sections. The southern section functions as the cargo terminal and freighter apron, recently expand-

ed to accommodate increased activity. This expansion has seen the development of seven stands; five for code D aircraft and two for code E aircraft, all featuring nose-in parking. Notably, the airport is equipped to handle B747-8F and AN124 aircraft.

The airport gained historical significance when it became the final airport to facilitate commercial operations for the ill-fated An-225 Mriya aircraft.

Traffic action

Airfreight operations are inherently governed by either published schedules or internal timetables or they are operated on an as-needed basis by carriers or charterers. Billund Airport has honed its expertise in handling these ad hoc charters, a specialisation that enhances overall cargo operations. According to Nissen the airport provides an adaptable operation and has streamlined the CHBA (Cargo Handling Billund Airport) process into a single point for convenience and quickness of service.

Because of the vanishingly small percentage of bellyhold activity, Billund Airport could be considered as one of the primary main deck-only air cargo hubs in Europe. It has the capacity to handle up to four freighters simultaneously, although this capability hinges on factors such as overlap, the complexity of freighter sizes and capacities, and the time of day, as noted by Nissen. Last year, the airport managed approximately 30 wide-body aircraft movements.

The recent Covid-19 pandemic struck Denmark as it did many countries as a seismic shock to the system. Billund Airport played a great part in helping Denmark's six million people get through the emergency.

Nissen recalls: “At a very early stage in the pandemic, Billund Airport proved to be the preferred airport partner to the majority of charter operations carrying PPE and other Covid-19-related products to Denmark. Ninety-five percent of wide-body charter operations were handled in Billund Airport.”

Given its focus on the main deck, it is unsurprising that the location has managed some significant cargoes. Turkish Cargo (THY) introduced as long ago as 2016 a distinctive offering with freighters at Billund Airport. This endorsement of the Billund offer made Turk-

ish Cargo the airport's first scheduled freighter operator. THY's drive to boost its operations at the airport resulted in a notable influx of oversized cargo for this operation. The largest item handled thus far weighed 40 tonnes, transported to and from Billund Airport aboard an AN124 for repair purposes.

So what is the 'offer' the airport makes to potential freighter operators? There is a portfolio of services and capabilities available at the airport that allows great flexibility in operations, individual set-up of operations, competitive pricing, an attractive location in Northern Europe, extensive capacity on apron and warehousing, no slot constraints and easy accessible infrastructure. Sustainable Aviation Fuel is dispensed for operators where necessary.

The attention that the airport has dedicated to air cargo operations is reflected in the dedicated equipment and personnel it has that support the freight business. For example, CHBA has highloaders for freighter aircraft only and all other necessary Ground Handling Equipment for freighter operations.

Operators at the airport

The range of airlines and all-cargo operators that chose to use Billund Airport is a testament to the attempts managers have made to develop the Northern European gateway.

This forward-thinking is appreciated by a range of airlines that fly main deck freighter capacity into the airport. One such airline customer is Maersk Air Cargo which operates an all-Boeing freighter fleet into and out of the airport.

Jaap Smink, head of European hubs at Maersk Air Cargo said: "Maersk and Billund Airport (BLL) have a strong relationship that goes back many years. When we started to prepare ourselves to become a cargo airline as part of our integrator strategy, BLL was the natural choice to be one of our key European hubs and the home base of our Maersk Air Cargo fleet."

Smink adds that at BLL, Maersk boasts a distinctive arrangement where all entities involved in cargo operations operate under a single roof. Ever since its inaugural flight on 20 March, 2023, BLL has consistently provided Maersk with "exceptional flexibility and genuine partnership". Smink continues: "This has been crucial in propelling



PHOTO CREDIT: ANDERS BIRGIT LAUESEN

Maersk to its current status. From daily rotations to China to multiple weekly flights to the UK, along with charter flights to diverse destinations originating from BLL, the collaboration ensures Maersk is well-prepared for the future."

Very soon Billund Airport will have its next scheduled cargo carrier coming in. FarCargo will operate between BLL, FAE and EWR. Initially commencing with two rotations per week, the service plans to ramp up to as many as five flights per week in 2024.

Airlines that operate scheduled freighters into Billund Airport include Turkish Cargo, Bluebird Nordic, Maersk Air Cargo, DHL Aviation, FedEx and time:matters. All major airlines operate RFS to and from the gateway while frequent charter operators include EasyCharter (A300F), Air Geo Sky (B747F), Silk Way West Airlines (B747F), SkyTaxi (B767F) and Antonov Airlines (An-124).

“Very soon Billund Airport will have its next scheduled cargo carrier coming in”





IAI SIGN AGREEMENT WITH MARANA FOR 777-300ERSF CONVERSION SITE

“Commencing in 2024, Ascent’s facilities in Marana, Arizona, USA, will be the operational base for the conversion of two lines of Boeing B777-300ER planes, facilitated by IAI”

Last September, Israel Aerospace Industries (IAI) and Marana Aerospace Solutions, operating as Ascent Aviation Services, jointly declared the formalisation of a comprehensive, long-term collaboration which aims to establish a conversion facility for the transformation of passenger Boeing 777-300ER aircraft into freighters. Commencing in 2024, Ascent’s facilities in Marana, Arizona, USA, will be the operational base for the conversion of two lines of Boeing B777-300ER planes, facilitated by IAI.

Under the terms of this strategic partnership, Ascent is committed to constructing two new wide-body hangars to facilitate the programme. Both hangars are expected to be fully operational before the induction of the aircraft, ensuring a seamless workflow.

IAI’s Aviation Group achieved a significant milestone with the successful test flight of the world’s first B777-300ERSF (Special Freighter) after its conversion from a passenger configuration. Simultaneously, IAI is in the final stages of certification, anticipating the issuance of the Supplemental Type Certificate (STC) from both the Civil Aviation Authority of Israel (CAAI) and the Federal Aviation Administration (FAA).

Recognising the growing demand for wide-body freighter aircraft capable of extended flights, particularly the converted B777-300ER with a payload capacity of up to 100 tonnes, IAI emphasises the necessity of establishing conversion sites globally. Industry analysts predict that the combination of enhanced capabilities and substantial fuel savings will position the converted 777-300ER as a leading choice among freighter aircraft globally. This aircraft will join IAI’s portfolio of converted models, including the Boeing 747, 767, and 737 NG, with the A330-300 currently under development.

Boaz Levy, president and CEO of IAI, expressed confidence in Ascent Aviation Services’ capability to set up a conversion site within the specified timeline and execute the inaugural conversion in the coming year. He highlighted the agreement as a continuation of IAI’s successful collaborations with US companies.

David Querio, president and CEO of Ascent Aviation Services, conveyed enthusiasm about the long-term partnership, spanning fifteen years. He outlined the plans for hangar expansion, emphasising the creation of high-skilled jobs and the positive impact on the Tucson aviation community. Querio emphasised Ascent’s commitment to becoming the preferred Maintenance, Repair, and Overhaul (MRO) provider on a global scale.

TAKING FLIGHT: THE SURGE OF PASSENGER-TO-FREIGHTER AIRCRAFT CONVERSIONS

The market for converting passenger aircraft into freighters has undergone rapid and unprecedented growth in the past three years. The COVID-19 pandemic created a surge in demand for e-commerce related cargo. The new landscape required a fresh approach to cargo operations and capacity segmentation, which the traditional freighter model was unable to provide.

Jim Scott, the owner of Artemis Aerospace, a specialist in component solutions, explored the remarkable expansion of this market and how passenger-to-freighter (PTF) conversion programmes adjusted to the demands.

In 2020, the global aviation industry faced a substantial setback when the COVID-19 pandemic brought air travel to a sudden halt, impacting passenger traffic and causing significant revenue losses. The abrupt decline also affected the world's air cargo, primarily transported in the holds of passenger jets, leaving a substantial void in air cargo operations.

Despite the challenges, the demand for air cargo capacity persisted, fuelled by the need to transport essential medical supplies and the surge in e-commerce activities. To address this, airlines quickly adapted by repurposing their passenger aircraft as 'freighters' during the passenger fleet grounding.

As passenger flights gradually resumed and travel demand rebounded, many 'freighters' returned to regular service. However, with the projected 10.4% growth in global e-commerce sales in 2023 and an increasing number of people shopping internationally, the demand for air cargo capacity remained robust.

In response to the evolving logistics landscape, the PTF market faced numerous challenges. Adapting to these challenges became crucial for airlines seeking flexibility in an ever-changing industry.

One company at the forefront of innovative PTF solutions is Avensis Aviation, a customer of Artemis Aerospace.

Avensis Aviation introduced MEDIUS, the first EASA STC certified conversion of its kind. Initially launched by TAP Air Portugal for TAP Air Cargo, MEDIUS offered a fully reversible cargo modification, transforming passenger cabins into full Class-E cargo compartments. This flexibility allowed airlines to respond promptly to industry demands.

MEDIUS, suitable for both narrow and widebody aircraft types, includes a supernumerary cabin section, making it a practical choice for airlines dealing with aircraft leasing restrictions while adapting to fluctuating demands.

“One company at the forefront of innovative PTF solutions is Avensis Aviation, a customer of Artemis Aerospace”



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ATSG: EXTENDING THE LIFE OF AIRCRAFT



“Within ATSG’s leasing portfolio, our approach centres on acquiring mid-life commercial aircraft being phased out by airlines”

ATSG (Air Transport Services Group) is a leading provider of air cargo transportation and related services using leased freighters. Customers for the Ohio-based operator are US domestic and foreign air carriers and other companies that outsource their air cargo lift requirements. Through its leasing and airline subsidiaries, it is the world’s largest owner and operator of converted Boeing 767 freighter aircraft.

Ed Koharik, ATSG chief operating officer, explains how the company actively extends the life of aircraft with years of life in them.

He says: “Within ATSG’s leasing portfolio, our approach centres on acquiring mid-life commercial aircraft being phased out by airlines. They undergo a meticulous conversion process from passenger to freighter configuration. The conversion process allows us to capitalise on the aircraft’s operational life, extending it significantly - usually by an additional two decades post-conversion.

“As for our Boeing 767 fleet, a key asset in our operations, the average age post-conversion stands at approximately five years on average. This positions our fleet advantageously for delivering sustained, long-term

service capabilities to our clients, aligning with the industry’s demand for reliable and efficient freighter solutions.

“We deal in long-term leases that generally span 5-10 years and most contain renewal options.”

Technology advances

When asked what future, if any, there might be in pilot-less freighter aircraft, Koharik says: “The trajectory towards pilot-less freighter aircraft represents a significant paradigm shift in aviation technology. This transition, while groundbreaking, will be met with a series of regulatory, technological, and operational challenges. The pace of adoption and implementation of such advanced autonomous systems will be heavily influenced by regulatory bodies.”

Instead of going straight to pilotless freighter aircraft, is it more likely we will see one-person cockpits any time soon on commercial freighters? Koharik is equally cautious.

He says: “This concept, while innovative, must be evaluated against stringent benchmarks of safety and reliability, principles that are



foundational to our operations. As industry leaders, we consistently align our practices with the regulatory frameworks established by authoritative entities like the FAA (Federal Aviation Administration). Our commitment remains to adhere to these standards, ensuring that any evolution in cockpit operations maintains the highest level of operational integrity and safety.

Lease extensions

Koharik says: "In the realm of aircraft leasing, lease extensions are a common occurrence, reflective of the dynamic needs of our clients. ATSG's Lease+Plus model is designed to offer comprehensive solutions, going beyond mere aircraft leasing. This model encapsulates a suite of services provided by ATSG subsidiaries. This typical timing of lease extensions within our business model is at the end of the lease cycle where market conditions are evaluated to determine the best use of the asset for ATSG and our customers.

"In the global aircraft leasing industry, the concept of 'white tail' aircraft is quite prevalent. These aircraft are leased without a full livery or branding, offering a versatile solution for operators seeking flexibility in their fleet branding strategies. However, it is a standard practice, and often a regulatory requirement, for these aircraft to display essential identification markers. This includes the country-of-origin flag, the aircraft's tail number, and basic operator information. Such markings are crucial for regulatory compliance and operational identification purposes. This approach allows lessees to maintain a degree of brand neutrality while fulfilling the necessary legal and operational identification standards in aviation."

Electric power

The growth of electric-powered transport has not been ignored by Koharik. He says: "The aviation sector stands at the cusp of a transformative era, with electrification being a pivotal aspect of this evolution. The industry's commitment to innovation and sustainability has galvanised a formidable talent pool, actively exploring the feasibility of electrically powered aircraft.

"Historically, aviation has been a catalyst for revolutionary changes in both passenger travel and freight transportation. This legacy positions the industry as a potential frontrunner in adopting sustainable technologies. The prospect of electric freighters represents not just an opportunity but a paradigm shift towards eco-friendly aviation solutions."

Koharik adds: "The recruitment landscape for flight-deck personnel is currently a dynamic and challenging environment. In our efforts at our three airlines, we are actively expanding our team of pilots and flight attendants. Given the fluctuating hiring cycles of major airlines, we anticipate potential opportunities to attract flight-deck professionals to our operations. Our strategy involves not only sourcing talent but also implementing innovative approaches to retain them, ensuring a steady and skilled workforce.

"Recognising our role in the broader aviation community, we are committed to fostering the next generation of aviation professionals. This commitment is evident in our engagement initiatives, such as the Aviation Camp hosted bi-annually at our corporate headquarters in Ohio. This programme introduces students from grades 6-12 to various aviation careers, sparking early interest and guiding them towards the industry. Such initiatives are vital for cultivating a skilled and enthusiastic workforce, essential for the future of aviation and our ongoing operational success."



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GertJan Roelands
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BOEING'S BULLISH FREIGHTER PROSPECTS

“This increased scrutiny – whether from ourselves, from our regulator, or from others – will make us better”

Anticipating a surge in e-commerce for consumer goods and an increased demand for general freight, the global freighter fleet is projected to expand by over 70% in the next two decades. Boeing's newly developed and converted freighters are poised to address this growing demand, catering to the diverse needs of global customers with unparalleled capability, says the US aircraft manufacturer.

As a key maker of freight aircraft, Boeing is acknowledging the focus it is now having to direct to all of its output following the Alaska Airlines Flight 1282 accident. As Boeing president and CEO Dave Calhoun shared the following message with all employees as the company reported year-end 2023 results.

He said: “Over the last several weeks I’ve spoken to many of you, and I’ve had tough and direct conversations with our customers, regulators and lawmakers. They are disappointed and we have much to prove to earn our stakeholders’ confidence. There is no message or slogan to do that. It will take transparency and demonstrated action – that starts with each of us along with a commitment to listening to each other and speaking up.

“This increased scrutiny – whether from ourselves, from our regulator, or from others – will make us better. As we move forward together, I ask all teammates to use their voices to speak up as we continue to focus on every detail through the lens of safety and quality first.”

Africa first

Last summer the manufacturer delivered Air Tanzania's inaugural 767-300 freighter to the airline. Notably, this delivery represents

Boeing's first direct handover of a 767 freighter to an African carrier.

“We are delighted to welcome the 767-300 Boeing freighter to our fleet. The 767 will address the escalating cargo needs previously handled by passenger planes,” said Ladislaus Matindi, Air Tanzania's managing director. “This addition will empower Air Tanzania to contribute to a more sustainable future and efficiently meet time-sensitive cargo schedules throughout Africa and beyond. Anticipating the expansion of our import and export sector, the arrival of this aircraft will unlock opportunities for global businesses to transport commercial cargo to various corners of the world, fostering national economic growth.”

As Air Tanzania ventures into the import and export of perishable goods, pharmaceuticals, and other time-sensitive products, this marks the airline's maiden dedicated freighter.

“The 767 Freighter will empower Air Tanzania to significantly enhance its existing operations with increased efficiency and flexibility across its network,” said Anbessie Yitbarek, vice president, Africa sales and marketing, Boeing Commercial Airplanes.

Middle East first

In 2022, Boeing unveiled its 777-8 freighter in response to surging cargo needs and eco-friendly advancements. Qatar Airways Cargo, a major global cargo carrier, placed an order for up to 50 777-8 freighters, reinforcing its dedication to the Boeing 777X series. As the aircraft model's launch customer with a firm order for 34 jets and options for 16 more, the total purchase would be worth more than \$20 billion at current list prices and the largest freighter commitment in Boeing history by value.

Featuring advanced technology from the new 777X family,

the performance of the 777-8F will make it the largest, longest-range and most capable twin-engine freighter in the industry. With payload capacity nearly identical to the 747-400F and a 25% improvement in fuel efficiency, emissions and operating costs, the 777-8F will enable a more sustainable and profitable business for operators.

“Boeing has a long history of building market-leading freighter aircraft and Qatar Airways is honoured to have the opportunity to be the launch customer for the 777-8F, an aircraft which will not only allow us to further enhance our product offering for our customers, but also help us meet our objectives to deliver a sustainable future for our business,” said Qatar Airways Group CEO Akbar Al Baker. “[This is] a great day in the ever-building and strong relationship between Qatar Airways and Boeing. We certainly push Boeing hard to deliver upon our expectations, and the team at Boeing consistently strives to meet and exceed our expectations, giving the opportunity for us to be here today to launch the most significant new freighter aircraft for a generation.”

“We are delighted to launch Boeing’s next great cargo aircraft – the 777-8F – with Qatar Airways, one of the world’s largest cargo carriers and our partner since the airline began operations 25 years ago,” said Boeing Commercial Airplanes president and CEO Stan Deal. “Our team is ready to create an aircraft that will serve them well for many decades. Qatar Airways’ selection of the efficient 777-8 Freighter is a testament to our commitment to provide freighters with market-leading capacity, reliability and efficiency.”

Deal added: “We are proud that Boeing provides over 90% of the world’s dedicated freighter capacity. With global supply chains under pressure and high demand for e-commerce, the performance and capabilities of the fleet is more important than ever.”

With a range of 4,410 nautical miles (8,167 km), the 777-8F has a maximum structural payload of 118 tonnes, allowing customers to make fewer stops and reduce landing fees on long-haul routes.

Eighteen months ago, Boeing was very positive as to the

prospects for the global freighter aircraft market when it released its 2022 World Air Cargo Forecast (WACF). Boeing forecast strong demand for air cargo services through 2041, with traffic doubling and the world’s freighter fleet expanding by more than 60%. This biennial detailed analysis of evolving industry dynamics showed great prospects for the sector.

The 2022 WACF projected that the world’s cargo fleet will require nearly 2,800 production and converted freighters for growth and replacement by 2041. With cargo traffic doubling over the forecast period, operators will need to switch to more capable, fuel-efficient and sustainable jets like the 777-8F to meet demand, according to the Boeing forecast. A third of deliveries will consist of new production freighters, while the remaining two-thirds will be freighter conversions, such as the 737-800 Boeing Converted Freighter (BCF), providing carriers with increased flexibility in existing and emerging markets.

“While the air cargo market is returning to a more normal pace after historic demand in the last two years, structural factors including express network growth, evolving supply chain strategies and new cargo-market entrants are driving sustained freighter demand,” said Darren Hulst, Boeing vice president of commercial marketing. “In the global transportation network, air freighters will continue to be a critical enabler to move high-value goods, in increased volume across expanding markets.”

The 2022 WACF also provides these insights about the cargo market through 2041:

- The Asia-Pacific region will take delivery of nearly 40% of all freighters, including new and converted freighters.
- While dedicated freighters are 8% of the total commercial aircraft fleet, they continue to carry more than half of all air cargo, with passenger airplanes carrying the remainder as belly cargo.
- The global freighter fleet will grow by more than 1,300 aircraft to more than 3,600 jets over the next two decades.

“We are proud that Boeing provides over 90% of the world’s dedicated freighter capacity”

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