

**BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.**

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Application of)	
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VOLGA-DNEPR AIRLINES LLC)	
)	Docket OST-2020-
for an exemption pursuant to 49 U.S.C. § 40109(g))	
)	
Columbus, OH – Everett, WA/ Seattle, WA or)	
Spokane, WA)	
Columbus, OH – Charleston, SC)	
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**VOLGA-DNEPR AIRLINES LLC
APPLICATION FOR AN EXEMPTION**

Communication with respect to this document should be addressed to:

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DATED: April 2, 2020

NOTICE: THIS APPLICATION IS FILED PURSUANT TO THE EMERGENCY EXEMPTION PROCEDURES OF 14 C.F.R. § 302.410, WHICH AUTHORIZE THE DEPARTMENT TO ACT ON EMERGENCY EXEMPTIONS IMMEDIATELY. ANY PERSON INTERESTED IN FILING AN ANSWER IS REQUESTED TO DO SO IN THE ABOVE DOCKET IMMEDIATELY. COPIES OF THE SUBMISSION SHOULD BE SERVED ON THE PERSONS LISTED ABOVE AND ON THE ATTACHED SERVICE LIST.

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**VOLGA-DNEPR AIRLINES LLC
APPLICATION FOR AN EXEMPTION**

Volga-Dnepr Airlines LLC (“Volga-Dnepr Airlines” or "Volga-Dnepr") respectfully applies for an exemption pursuant to 49 U.S.C. §§ 40109(g) and 41703(c) to permit Volga-Dnepr to operate up to ten (10) one-way all-cargo charter flights utilizing Volga-Dnepr’s AN-124-100 aircraft to transport GE Aviation’s cargo between the following points:

- Between Columbus, OH and Everett, WA // Seattle, WA or Spokane, WA
- Between Columbus, OH and Charleston, SC.

The flights will take place between April 18 – May 17, 2020

The outsized cargo to be transported on these flights consists of a combination of various types of GE aircraft engines, including GE9X, GE90, GENX (including GENX-B and GENX-2B), CF6, LEAP, and CFM56 engines, as well as ancillary parts and equipment.

There will always be at least one (1) outsized engine on every flight.

The mentioned engines have the following dimensions:

- **GE9X** engine, on its shipping stand, measures approximately L-310” x W-164”x H-157” and weighs approximately 36,000 pounds;

- **GE90** engine on its shipping stand measures approximately L-303" x W-156" x H-152", weighing approx. 26,000 pounds;
- **GENX-1B** engine on its shipping stand measures approximately L-210" x W-142" x L-149", weighing approx. 20,000 pounds;
- **GENX-2B** engine on its shipping stand measures approximately L-192" x W-135" x H-147", weighing approx. 18,500 pounds;
- **CF6** engine on its shipping stand measures approximately L-180" x W-113" x H-112", weighing approx. 13,500 pounds;
- **LEAP** engine on its shipping stand measures approximately L-178" x W-100" x H-94", weighing approx. 11,500 pounds;
- **CFM56** engine, on its shipping stand, measures approximately L-163" x W-100" x H-85" and weighs approximately 10,000 pounds.

The primary purpose of the flights is to transport outsized GE90, GENX (either -1B or -2B, or both), and GE9X engines that cannot be accommodated by any domestic carrier aircraft and therefore require use of Volga-Dnepr's AN-124-100 aircraft. In addition, GE Aviation could ask Volga-Dnepr to transport other aircraft engine types and ancillary parts and equipment that are also required for Boeing airplane production to the extent that additional unused capacity is available on the aircraft. The cargo composition, therefore, is dictated by the Boeing's production priorities and the number of engines available at the time of the shipment.

In support of its application, Volga-Dnepr states as follows:

1. Volga-Dnepr is a foreign air carrier holding appropriate DOT authority to conduct all-cargo charter foreign air transportation between a point or points in Russia and a point or points in the United States, and all-cargo charter transportation between the United States and third countries pursuant to 14 C.F.R. Part 212.

2. Volga-Dnepr will operate the flights on behalf of GE Aviation as part of an effort to meet delivery commitments to Boeing without causing undue delay in Boeing's production line.

Air transportation of the engines from Columbus to the Boeing's production facilities in Everett, WA and Charleston, SC is the best solution to prevent production line delays. Failure to deliver the engines by air could delay production and subsequent delivery of Boeing airplanes, which would cause financial harm to GE Aviation, Boeing and their customers. Accordingly, transportation of the engines by AN-124-100 is necessary.

3. The application meets all of the relevant criteria under 49 U.S.C. § 40109(g) for the grant of an exemption:

(a) Approval of the requested exemption is necessary to enable Volga-Dnepr to respond to an emergency created by unusual circumstances not arising in the normal course of business. GE Aviation requires the transport of outsized GE90, GENX, and GE9X aircraft engines from Columbus, OH to greater Seattle area, WA and from Columbus, OH to Charleston, SC to address a Boeing production line stoppage created by engine delivery delays. The sheer size of each engine, coupled with the distance and weather between Ohio and Washington and between Ohio and South Carolina, excludes the possibility of transporting these units on an expedited basis using surface transportation. In order to avoid unnecessary and costly delays, the engines need to be shipped by air, and because no civil aircraft operated by U.S. carriers are capable of carrying such outsized cargo, the only way to resolve this emergency is for the engines to be transported using an AN-124-100 aircraft.

(b) Grant of this application is in the public interest. Transportation of the engines by air will allow major U.S. aircraft engine and airplane manufacturers to address production line disruptions as efficiently as possible and will help them meet airplane delivery commitments to customers. Surface transportation of the outsized engines is not an economical or desirable option in this case given the distance between Ohio and Washington and between Ohio and South Carolina, coupled with the complications and permitting requirements associated with the truck movement of such large items. GE Aviation and Boeing must take every possible step to avoid production line delays and meet aircraft delivery commitments. Accordingly, it is critical

that Volga-Dnepr be authorized to use an AN-124-100 aircraft to address GE Aviation's and Boeing's requirements for the delivery of the engines to the greater Seattle area and Charleston.

(c) As previously stated, no U.S. carrier operates aircraft that are able to transport this cargo.

(d) Thus, grant of this exemption application is necessary to avoid unreasonable hardship for the traffic at issue. If the application is not granted, the transportation of GE aircraft engines from Columbus to Everett//Seattle or Spokane, WA. and Charleston will be unnecessarily delayed, adversely impacting GE Aviation, Boeing and their customers.

4. Volga-Dnepr's fitness and ability to carry out the proposed transportation has been amply demonstrated through its conduct of number of cargo charter operations on behalf of GE Aviation in and out of the United States and throughout the world.

5. Grant of this application is consistent with Department precedent. The Department has previously granted exemption authority to permit Volga-Dnepr to conduct commercial flights between U.S. points on numerous occasions where AN-124-100 aircraft were similarly needed to deliver outsized cargo, including GE Aviation engine products, on an emergency basis. The Department has consistently found that approval of such requests is in the public interest. See, e.g., Notice of Action Taken dated February 7, 2017 (DOCKET DOT-OST-2017-0020); Notice of Action Taken dated February 13, 2017 (DOCKET DOT-OST-2017-0025); Notice of Action Taken dated May 2, 2017 (DOCKET DOT-OST-2017-0062); Notice of Action Taken dated May 12, 2017 (DOCKET DOT-OST-2017-0065); Notice of Action Taken dated May 17, 2017 (DOCKET DOT-OST-2017-0067); Notice of Action Taken dated May 23, 2017 (DOCKET DOT-OST-2017-0070); Notice of Action Taken dated May 26, 2017 (DOCKET DOT-OST-2017-0072); Notice of Action Taken dated June 6, 2017 (DOCKET DOT-OST-2017-0074); Notice of Action Taken dated June 13, 2017 (DOCKET DOT-OST-2017-0077); Notice of Action Taken dated June 19, 2017 (DOCKET DOT-OST-2017-0082); Notice of Action Taken dated June 28, 2017 (DOCKET DOT-OST-2017-0088); Notice of Action Taken dated July 6,

2017 (DOCKET DOT-OST-2017-0091); Notice of Action Taken dated July 17, 2017 (DOCKET DOT-OST-2017-0095); Notice of Action Taken dated July 21, 2017 (DOCKET DOT-OST-2017-0097); Notice of Action Taken dated August 1, 2017 (DOCKET DOT-OST-2017-0103); Notice of Action Taken dated August 31, 2017 (DOCKET DOT-OST-2017-0112); Notice of Action Taken dated September 27, 2017 (DOCKET DOT-OST-2017-0127); Notice of Action Taken dated November 27, 2017 (DOCKET DOT-OST-2017-0190); Notice of Action Taken dated June 1, 2018 (DOCKET DOT-OST-2018-0071); Notice of Action Taken dated June 20, 2018 (DOCKET DOT-OST-2018-0077); Notice of Action Taken dated July 3, 2018 (DOCKET DOT-OST-2018-0086); Notice of Action Taken dated September 5, 2018 (DOCKET DOT-OST-2018-0123); Notice of Action Taken dated September 28, 2018 (DOCKET DOT-OST-2018-0136). Notice of Action Taken dated November 21, 2018 (DOCKET DOT-OST-2018-0178).

12. Volga-Dnepr requests expeditious processing and the immediate grant of this exemption application. The Department's Procedural Regulations provide that the Department can act on an exemption application immediately. Designated agent for Volga-Dnepr will promptly advise the Department of the responses of the interested U.S. carriers to the telephone poll regarding this application.

WHEREFORE, Volga-Dnepr respectfully requests that the Department issue an exemption permitting it to operate up to ten (10) one-way all-cargo cargo charter flights, utilizing Volga-Dnepr's AN-124-100 aircraft, to transport GE Aviation's cargo between Columbus, OH and Everett, WA // Seattle, WA or Spokane, WA. and between Columbus, OH and Charleston, SC on around April 18 – May 17, 2020 as described herein, and grant such further relief as the Department deems to be consistent with the public interest.

Respectfully submitted,



Mitch Dubner

Designated agent for Volga-Dnepr Airlines
(832) 585-8611

Dated: April 2, 2020

CERTIFICATE OF SERVICE

I hereby certify that I have on this day served a copy of the foregoing document upon all persons named on the attached service list via electronic mail.

A handwritten signature in dark ink, appearing to read "Mitch Dubner", written in a cursive style.

Mitch Dubner

Dated: **April 2, 2020**