



# Press release

## **Russian Helicopters score cargo transport record in South America**

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During his trip to the United States and Mexico, Alexander Mikheev, the CEO of Russian Helicopters, part of State Corporation Rostec, held a series of business meetings aimed at deepening cooperation with current foreign partners and at launching cooperation with new ones.

Alexander Mikheev met with the commercial director of Brazil's Atlas Taxi Aereo, Waldomiro F. Da Silva Junior during Heli-Expo 2014, held in California 24-27 February, to discuss the current contract to supply Brazil with Mi-171A1 helicopters. They also considered future cooperation on the delivery and servicing of Russian-made helicopters.

The first Mi-171A1 was delivered to Brazil in 2005. In 2011, Atlas Taxi Aereo received further two Mi-171A1s. These helicopters are used to support drilling work carried out by state oil company Petrobras in the Brazilian rainforests, where helicopters are under particular strain. Mi-171A1 helicopters have demonstrated reliability and effectiveness in these tropical conditions of high temperatures and almost 100 percent humidity. During a year of intense operations, one helicopter flew over 1,000 hours (on average 120 hours a month), carrying approximately 600 tonnes of cargo, primarily drilling equipment, on an external sling.

In an interview with the Russian news site Gazeta.ru last year, Waldomiro F. Da Silva Junior noted that, in 2013, Mi family helicopters set records for cargo transportation and operational conditions of the fleet. On average they transported 1,200 tonnes a month via external sling (about 7 tonnes per flying hour), which is 3-4 times more than other brand helicopters operating in the Amazon basin.

During Heli-Expo 2014, Alexander Mikheev also held working meetings with heads of European companies who have partnered with Russian Helicopters: Italy's helicopter construction corporation AgustaWestland (part of Finmeccanica group), and France's engine-building company Turbomeca (part of Safran group). Alexander Mikheev discussed the current state of play and future opportunities for cooperation under the Russian-Italian joint venture HeliVert with AgustaWestland's CEO Daniele Romiti, touching on marketing and servicing AW139 helicopters in Russia. They also discussed future steps to develop a light helicopter with a maximum flight weight of 2.5-3 tonnes. During the meeting with the French delegation, Russian Helicopters CEO



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Alexander Mikheev and Turbomeca's President and CEO Olivier Andries signed off on the marketing roadmap for 2014 and discussed current and future bilateral cooperation.

Russian Helicopters management and specialists also held meetings with representatives of KUKA Systems Group, a world-leading provider of engineering services and manufacturer of flexible automatic production systems. KUKA's Eastern Europe and Russia Director Boris Kipnis gave a presentation on how KUKA Systems can help build assembly lines for aircraft manufacturing companies.

During their visit to South America the Russian Helicopters delegation, led by the company's CEO, also met with Mexico's Secretary of National Defence General Salvador Cienfuegos and Secretary of the Navy Admiral Vidal Francisco Soberón Sanz to discuss supplying Mexico with Mi-8/17 transport helicopters and the technology needed for pilot and flight engineer training. They also discussed work to upgrade Mi-8/17 helicopters with Oboronprom.

Today Mexico's Armed Forces and Navy employ over 50 Mi-8/17 helicopters in addition to the heavy military transport Mi-26 helicopter. These helicopters play a vital role in the fight against criminal groups in the region.

**Russian Helicopters, JSC** is a subsidiary of UIC Oboronprom, which in turn is a part of State Corporation Rostec. It is one of the global leaders in helicopter production and the only helicopter design and production powerhouse in Russia. Russian Helicopters is headquartered in Moscow. The company comprises five helicopter production facilities, two design bureaus, a spare parts production and repair facility, as well as an aftersale service branch responsible for maintenance and repair in Russia and all over the world. Its helicopters are popular among Russian ministries and state authorities (Ministry of Defence, Ministry of Internal Affairs, Emergency Control Ministry), operators (Gazpromavia, UTair), major Russian corporations. Over 8000 helicopters of Soviet/Russian make are operated in 110 countries worldwide. Traditionally the demand is highest in the Middle East, Africa, Asia-Pacific, Latin America, Russia, and CIS countries. Russian Helicopters was established in 2007. In 2012 its IFRS revenues increased 21% to RUB 125,7billion. Deliveries reached 290 helicopters.

**UIC Oboronprom, JSC** is a multi-profile industrial and investment group established in 2002. It is a part of Russian Technologies State Corporation. Its main tasks include: helicopter engineering (Russian Helicopters, JSC) and engine-building (United Engine Industry Corporation managing company).

**Rostekhnologii State Corporation (Rostec)** is a Russian corporation established in 2007 in order to facilitate the development, manufacturing and export of high-technology industrial products of military and civil purposes. Today it comprises over 663 companies, which form 8 military-industrial and 5 civil industry holdings. Rostec's subsidiaries are located in 60 regions of Russia and supply their products to over 70 countries worldwide. In 2012 revenues of the Corporation amounted to RUB 931 billion, net profits were RUB 38.5 billion and total taxation exceeded RUB 109 billion.

**Roman Kirillov**  
T: +7 495 627 5545, extn. 7240

M: +7 917 564 3346  
F: +7 495 627 5424

*For more information about Russian Helicopters, please visit*  
**[www.russianhelicopters.aero](http://www.russianhelicopters.aero)**



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Skype: russianhelicopters  
[press@rus-helicopters.com](mailto:press@rus-helicopters.com)  
**[www.russianhelicopters.aero](http://www.russianhelicopters.aero)**  
[twitter.com/RusHeliCo](https://twitter.com/RusHeliCo)

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