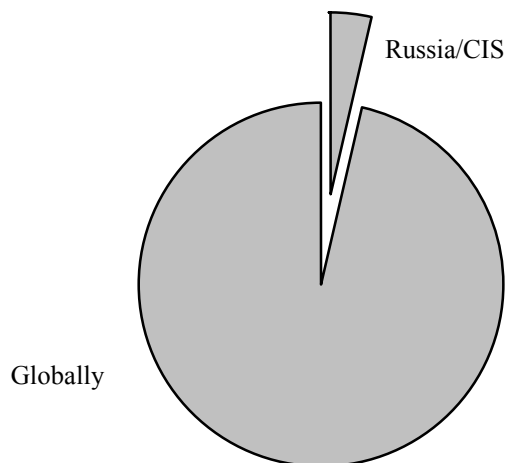


### Boeing Forecasts CIS Aircraft Market Growth

The US aircraft company, Boeing, has published a forecast for the CIS/Russia commercial airplane market.

The CIS airlines are said to require 1,060 new airliners of various types worth \$70 billion in 2008 through 2026.

#### Russia's and CIS' share in the global aircraft acquisitions by 2026 (units)



In money terms, the CIS' share will be less than 3%.

Although not many Boeing airplanes are required for the quite small CIS market, with weak Russian aviation industry, the market is still very attractive to the US aircraft company.

The United Aircraft Corporation remains competitive in the medium-range and regional airplane sector owing to its currently produced Tu-204/214 planes and new Tu-334, SSJ-100, and MC-21 models; the wide-body long-haul aircraft segment is only represented by Boeing and Airbus. Only one long-range flight airplane is produced in Russia – Il-96 – that is less competitive than its foreign counterparts due to its low fuel efficiency.

Anticipating expansion of the aircraft market competition, the Ilyushin Finance company suggested assembling Il-96 airplanes with engines produced by the Kuznetsov Research and Technology Company based in Samara. The all-new NK-93 engine is being designed to power a new troop-carrying plane and is expected to ensure a longer durability and a better fuel efficiency (by 10-20%) of the aircraft with a 14% greater takeoff power. Using NK-93 instead of PS-90 is likely to raise Il-96's competitive power. However, according to our estimates, the outdated Il-96 airplane will hardly make a rival to the next generation Boeing 787 and Airbus A-350.

By Kirill Lebedev