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## ATA Migrations v2010\_25 (July 16, 2010)

### NEW MEMBERS AND ANIMAL ATTENDANTS

ATA has no new members at this time.

### TRANSPORTATION TIDBITS

#### **Austrian Lufthansa Cargo has successful start**

DUAL cargo operations between Lufthansa Cargo and the Austrian Airlines have launched. Vienna-based Austrian Lufthansa Cargo is now marketing all freight capacities of both airlines in Austria. Freight activities in all other countries have been amalgamated under the management of Lufthansa Cargo. Lufthansa Cargo chief executive officer, Carsten Spohr, said: "Staff from both companies have worked hard on shaping cooperation between the two airlines in recent months. We intend to expand our position in Austria in the long term, increase our market share and strengthen the Vienna hub." The airport is set to become a centre for the companies' cargo operations in future between eastern and western Europe.

Since 1 July, Austrian Lufthansa Cargo has been responsible for handling joint freight activities in the Austrian market and the expansion of Vienna Airport into a further hub in the network of Lufthansa Cargo.

Managing directors of Austrian Lufthansa Cargo are Franz Zöchbauer and Hasso Schmidt. Lufthansa Cargo has a 74 per-cent stake in the new company, Austrian Airlines holds 26 per cent.

[Source: <http://www.aircargonews.net>]

#### **KLIA to convert low-cost terminal to cargo**

KUALA Lumpur International Airport (KLIA) is to convert its low-cost carrier terminal (LCCT) into an airfreight terminal. Announcing the conversion, transport minister Datuk Seri Kong Cho Ha, said the change would increase KLIA's cargo capacity by 320,335 metric tons a year. "The increased capacity will be able to meet the requirement of companies which have shown an interest to use the terminal," he said. Kong said that the use of the terminal for low-cost carriers was only ever going to be temporary and that a larger LCCT will be constructed by 2012, when the current LCCT will then be transferred to air cargo.

[Source: <http://www.aircargonews.net>]

#### **Airbus, Russian freighter conversions still far off**

AIRBUS' plans to have Russia convert its A320 passenger aircraft into freighters will still take some time, according to Airbus head, Tom Enders. "We have always said this is a long-haul strategy," he said. "We start small then we go to bigger projects like the freighter conversion. And then maybe, some day, we will be able to also develop aircraft together."  
Russian aircraft manufacturer, Irkut, says it plans to develop its own aircraft model to challenge the A320 and Boeing's 737, but Enders says that serious competition is still some way away.  
"[Our] Russian colleagues have already decided on the MC-21," Enders said. "I think the development has started. We don't see a replacement of our...A320 family for the next 15 years or so."

[Source: <http://www.aircargonews.net>]

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## NEWS

### 1. Aviagen opens new hatchery in Russia

World Poultry, July 13, 2010

In a major new development for Russian poultry production, Aviagen has opened a new \$10 mln state-of-the-art hatchery in Yasnogorsk, south west Russia.

The facility is capable of producing 5.5 mln day-old female Parent Stock chicks per annum, reports

[Source:<http://worldpoultry.net>]

### 2. Boeing: Airlines to need \$3.6 trillion in planes

Seattle Times, July 15, 2010

The global airline industry is making a robust economic recovery and will need \$3.6 trillion in new aircraft over the next 20 years, Boeing Co. said Thursday in its annual long-range forecast.

The global airline industry is making a robust economic recovery and will need \$3.6 trillion in new aircraft over the next 20 years, Boeing Co. said Thursday in its annual long-range forecast.

In all, airlines will need 30,900 new jets between now and 2029, with more than two-thirds of the demand for smaller single-aisle jets such as Boeing's 737 and Airbus' A320, the company said in its 2010 Current Market Outlook.

Airlines have seen a rebound in passenger and freight traffic this year and should return to profitability in 2011, Boeing officials say.

"For passenger traffic in 2010 we're expecting to see a 5-6 percent improvement over where we were last year; in terms of cargo, somewhere around 14 percent or more," Randy Tinseth, Boeing Commercial Airplanes vice president for marketing, said in a recent briefing in advance of next week's Farnborough International Airshow in Britain.

Airlines have been able to manage their way through the economic downturn fairly well by keeping costs down, he said.

"We're starting to see more airlines returning to profitability - returning to profitability really before we expected it," Tinseth said.

That's one reason Boeing is increasing its aircraft production rate in 2012, he said. Boeing is boosting its 737 rate to 35 planes, up from 31.5 currently, and will increase production of its 777 and 747 widebody aircraft earlier than planned. It also is building a temporary "surge" production line at its Everett, Washington, assembly plant for its new and long-delayed 787 jetliner. That's in addition to its existing 787 line at Everett and a 787 plant being built in Charleston, South Carolina.

Tinseth said financing for new aircraft is improving and high fuel prices have airlines looking to retire some older planes and consider new and more efficient ones. Airlines also are preparing for an upswing by investing more in passenger amenities, especially first and business class upgrades.

World air travel has grown about 5 percent a year since 1977 and Boeing expects that will continue, he said.

Boeing is being more conservative than the International Air Transport Association, which said last month that global industry profits should reach \$2.5 billion this year. Just three months earlier, the industry group forecast a loss of \$2.8 billion. The industry lost about \$9.4 billion in 2009.

The IATA forecast passenger growth of 7 percent to a total of 2.4 billion passengers in 2010 and cargo growth at 18.5 percent.

Both IATA and Boeing say Asia and North America are leading the recovery, with Europe lagging behind. IATA says strikes at some airlines, the debt crisis and the volcanic ash cloud that caused major disruptions this spring are hurting Europe's recovery.

Boeing's 20-year forecast is slightly brighter than last year's, when it predicted demand for 29,000 aircraft worth \$3.2 trillion for 2009-2028.

This year's report says 21,160 single-aisle jets worth \$1.7 trillion will be needed, along with 7,100 twin-aisle planes such as the 777, 787 and Airbus' A330-340 family, worth \$1.6 trillion. The world will need 720 large aircraft such as Boeing's 747 and Airbus' superjumbo A380, worth \$220 billion, and just 1,192 regional jets - those under 90 seats - worth \$60 billion.

In its long-range forecast issued last September, Airbus predicted about 25,000 new planes worth \$3.1 trillion will be delivered from 2009 to 2028. Those figures omit smaller regional jets.

Airbus, which has banked heavily on its 525-passenger A380, differs sharply from Boeing in predicting more than 1,700 large planes will be needed.

[Source: <http://www.meattradehttp://seattletimes.nwsourc.com>]

### **3. Borne on the Wing: Avian Influenza Risk in US Wild Songbirds Mapped**

Science Daily, July 11, 2010

Scientists have discovered that 22 species of passerines--songbirds and perching birds--in the contiguous U.S. are carriers of low-pathogenicity avian influenza. Pathogenicity is the ability of a germ to produce an infectious disease in an organism.

The researchers report their results in the journal BMC Infectious Diseases.

The research is supported by the joint National Institutes of Health (NIH)-National Science Foundation (NSF) Ecology of Infectious Diseases (EID) Program. At NSF, EID is co-funded by the Directorates for Biological Sciences and Geosciences.

The prevalence of influenza in waterfowl has long been known.

But the researchers' analysis of samples taken from 225 passerine species in 41 U.S. states indicates that the number of songbird species with low-pathogenicity avian influenza is greater than the number in eight other avian orders, including waterfowl.

"Avian influenza virus [AIV] is an important public health issue because pandemic influenza viruses in people have contained genes from viruses that infect birds," says Trevon Fuller, lead author of the paper and a biologist at the Center for Tropical Research at UCLA.

"Some AIV subtypes have periodically mutated from low pathogenicity to high pathogenicity forms that are lethal, for example, to poultry."

Since passerines share the same habitat as poultry, they may be more effective transmitters of this disease than aquatic birds to humans, Fuller says.

Analysis of the geographic distribution of AIV, says Thomas Smith, also a biologist at the Center for Tropical Research at UCLA and a co-author of the paper, "can identify areas where such 'reassortment' events might occur, and how high pathogenicity might travel if it enters wild bird populations in the U.S."

Modelling the number of AIV cases is important, says Sam Scheiner, NSF program director for EID, "because the rate of co-infection with multiple AIV subtypes increases with the number of cases."

Hotspots in the contiguous U.S. for AIV cases include the Mississippi River basin, with its shallow pools of water and wetlands conducive to the spread of the virus.

On a state scale, Minnesota is predicted to have the most cases of AIV. The virus has been introduced to Minnesota turkey farms by wild birds--some 135 times since 1968.

Emily Curd, a graduate student at the UCLA Center for Tropical Research, developed a technique to detect short fragments of influenza. It proved crucial to the research, says Smith.

Her efforts, he says, "made it possible to find the virus in the many samples collected by volunteer bird-banders."

The scientists also investigated the association between AIV cases in wild birds and 12 predictor variables--some of which measured agricultural and commercial activity--and climate.

Significant predictors of the number of AIV cases in wild birds per county were thaw date in spring; the percent of the county that is harvested cropland; and minimum temperature.

Thaw date explains the number of AIV cases because if a site thaws earlier, waterfowl may occupy an area sooner. More opportunities exist for adults to infect juveniles than if the site were covered by snow and ice until later.

The amount of harvest cropland was "highly significant," the biologists found. "Agricultural activity reduces the amount of natural habitat available to avian migrants,"

says Fuller. The birds become crowded together in smaller areas.

Minimum temperature also emerged as important for predicting AIV cases. AIV is known to survive for a longer time in colder conditions.

During a cool-weather 1984 outbreak in Pennsylvania, for example, the virus survived in barns for as long as 105 days.

[Source: <http://www.sciencedaily.com>]

#### 4. Anthrax, Slovakia

OIE, July 13, 2010

Information received on 13/07/2010 from Mr Ján Pliešovský, Chief Veterinary Officer , State Veterinary and Food Administration, Ministry of Agriculture, BRATISLAVA, Slovakia of 1 outbreak of Bacillus anthracis on July 9, 2010.

Affected animals

Species	Susceptible	Cases	Deaths	Destroyed	Slaughtered
Cattle	120	7	7	7	0

Source of the outbreak is unknown.

[Source:<http://www.oie.int>]

#### 5. AEA "close to pre-recession level"

Air Cargo World, July 16, 2010

International cargo traffic carried by members of the Association of European Airlines (AEA) increased in May by 17.3 percent year-over-year.

This was the highest monthly increase for more than 15 years, though the AEA pointed out that this should be seen in the context of the “near collapse” of business during the recession.

Seven member airlines, Alitalia, Finnair, Iberia, LOT Polish Airlines, Malev, SAS and Turkish Airlines, saw their May 2010 figures improve by more than 50 percent from May 2009.

The best performing trade lanes for the association’s 36 members were mid-Atlantic (+25.2 percent) and south Atlantic (+21.0 percent), with only two sectors, Europe to North Africa (-8.7 percent) and Europe to Sub-Saharan Africa (-2.0 percent), in deficit from a year earlier.

Although carriers’ freight total fell by 4.4 per cent from April to May, the cumulative January-May figure was up by 11 percent.

From a passenger point of view, the AEA said it expected growth of around 8 percent for June, driven largely by Far Eastern traffic. “This would be the first sign that the sector has recovered to pre-recession levels,” the association added.

[Source: <http://www.aircargoworld.com>]

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## Calendar of Events . . .

Conference Name	Conference Dates	Location	Contact Information
Association of Zoo & Aquariums	September 11-16, 2010	Houston, TX USA	<a href="http://www.aza.org/annualconference/">http://www.aza.org/annualconference/</a>
European Association of Zoo & Aquariums	September 22-25, 2010	Verona, Italy	<a href="http://www.eaza.net/News/verona2010/Pages/Information.aspx">http://www.eaza.net/News/verona2010/Pages/Information.aspx</a>
The Zoological Registrars Association 2010 Annual Conference	September 29- October 3, 2010	Alberta, Canada	<a href="http://www.zooregistrars.org">http://www.zooregistrars.org</a>
IPATA Conference	October 16-19, 2010	Montreal, QC, Canada	<a href="http://www.ipata.com/">http://www.ipata.com/</a>
HAZ-MAT and Technical Large Animal Emergency Rescue Training	October 21 - 24, 2010	Navasota, Texas	<a href="http://www.bveh.com/TLAER/TLAER_Introduction.html">http://www.bveh.com/TLAER/TLAER_Introduction.html</a>

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