

ANNEE CROISEE

FRANCE

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# AeroSpace - Russia 78

The only News-letter on the  
Russian AeroSpace Industry

Week 14

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# April 11 : Anti-Aircraft Defense Day

***С днем  
противовоздушной  
обороны!***



# April 12 : Worldwide Aviation and Astronautics Day



# AERONAUTICAL NEWS

## **1/ Dushanbe cut off (Kommersant).**

Due to a disagreement between Russian and Tadzhik aviation authorities, all flights between Moscow and Dushanbe were cancelled during the night between Sunday and Monday. Airlines concerned are worried that this situation might extend in time and cost them a lot of money. The Russian Ministry of Transportation puts the blame on Tadzhikistan which is trying to change, it says, agreements between the two countries on flight regulations and have denied Russian airlines' summer changes in schedules. Needless say Russia has retaliated with similar measures. « UTair », « Ural Airlines », « Atlant-Souz » and « Tadzhik Air » saw their flights cancelled. Tadzhikistan promised things would come back to normal Monday noon and new agreements will have to be reached by April 10. « UTair » Head Andrey Martirosov says the pattern that was installed several years back where Russian and Tadzhik airlines could fly on triangular routes is bothering Tadzhik airlines now because they have more airplanes but and too little passenger flow. They seem to want to push out of the market Russian airlines. Head of « Atlant-Souz » Evgeny Bachurin says this will be very costly for airlines if they have to provide accommodation to 380 people who can't fly to their destination every day, since the airline is obliged to cover these costs.

## **2/ Klimov under the spotlight (Kommersant – Saint-Petersburg).**

The pleadings against Oleg Kuznetsov, General Director of ZAO « Kargo-Express » have ended. Mister Kuznetsov was under accusation of fraud and attempted fraud on “Klimov” bills. Former General Director of “Klimov” Andrey Bobrov bought, in 2001, 16 helicopter engines at “Kargo-express” and paid those with bills for an amount of 200M Rubles. At the time, the company was in a bad financial situation. But the engines were never delivered. The scandal saw daylight with the change of executives when the new director, Alexander Vatagin started wondering why “Klimov” had a 200M Ruble debt. The investigation revealed that the fraud had been organized by both former directors. Mister Bobrov was also indicted for ill-use of authority because the bills weren't accepted by “MiG” nor by the Federal Industry Agency. Mister Bobrov was sentenced to 6 years in a colony; Mister Kuznetsov to 7 years, after having tried to run away from Russia.

### **3/ KD avia » assets for sale (Kommersant).**

« KD avia » assets are being sold after the company went bust last year. Last week, the unfinished terminal at Khabrovo Airport was sold 17,4M Rubles during auctions to the Moscow-based company « VIP Group » whose owner, Miroslav Melnik, is the CEO of « Betta-Group ». The new owner of the terminal is ready to invest €200M into the building and has already hired « Hochtief AG ». But the deal could be jeopardized by the airline's creditors such as « Bank Saint Petersburg » who suspect irregularities and some experts say the amounts voiced by « VIP Group » are exaggerated. The airline sees in the enclave a very strategic location and is very confident that sooner or later will be a new airline. Creditors object that the auctions weren't open to all thus are illegal. But « VIP Group » answers to that, that there is an exception in the law on bankruptcies allowing the selling of assets to pay the salaries of the bust company staff, which is the case now. But Kaliningrad authorities have already started paying the ex employees of « KD avia », releasing 500M Rubles from regional budgets (out of 4bn) as ordered by Vladimir Putin last Fall. But does the Kaliningrad airport really need a new terminal if the existing one is already too big.

### **4/ Shoygu lobbies for helicopters (Lenta.ru).**

Civil Security (MchS) Minister Sergey Choygu suggested that 5 to 7 heliports be created in Moscow. Such heliports are indispensable for hospitals and clinics. He said that his men's work was much facilitated by helicopters after the Monday-morning terrorist attacks. He was however displeased with the OKSION, the Russian danger-awareness information system that is supposed to inform Russians on any extraordinary situation (TV screens relaying hotlines, updated news, hospital addresses, etc...). According to Choygu, the system should reach out to 64M people when now its capacity is 30M in 36 cities.



## 5/ Better defense for fighters (Krasnaya zvezda).

Design Bureau « Zenit » and Design Bureau « Sukhoi Fighters » have started to collaborate on new state-of-the-art optical gear to help Su-25s UBM (TM) - a very modernized Su-25 - escape SAMs. The new Su-25 is more powerful, has more accurate weapons, has the ability to conduct military missions automatically and is cheaper to operate. This new gear (SOEP in Russian) is of the optical signature suppression type. This new hardware will be an evolution of the President-S pod that has proven its reliability. Professor Kobzar, General Director of « Zenit » explained: « Our systems will help the Su-25s UBM and TM escape missiles equipped with IR detectors such as Stingers or Iglas. Whereas traditionally an aircraft would fire off lures (flares) to escape these missiles, our system uses infra-red emissions to fool the missile. This system is effective and cheaper ». Today however, the system is rather expensive but with increasing orders will come a cheaper unit price. « Zenit » and « Stella » are the only design bureaus in Russia which produce laser lamps, IR sources and other miscellaneous electro-optical devices for the protection of military assets.



## 6/ Airport to let (Kommersant).

The future of the new Sheremetevo « D » terminal is being decided now by the VEB. The company that owns the terminal, OAO « Terminal », which is under control of « Aeroflot », is not able to pay a \$1,2bn debt and now the Government is looking for a solution to solve the problem. A way would be to merge « Terminal » with « Sheremetevo », which is 100% controlled by the State. « Sheremetevo » used to have an option for 25% of « Terminal ». If this is decided, the VEB would receive a wide portfolio of shares that it could then re-sell to investors. With a 9% yearly rate, the debt increases by 100M USD which is much more than what the airport receives. According to a source in the Ministry of Economical Development, this default may occur at the end of the year.

## X-RAY

**Изделие «X-Ray» было разработано для установки на беспилотные и легкие летательные аппараты и является мобильной системой спутниковой связи типа AERO для работы на одиночном канале в сетях спутниковой связи Thuraya или Iridium для осуществления функции слежения или дистанционной разведки.**

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### **7/ Sushkis for Africa (Vedomosti).**

Last March, « RosOboronExport » signed a contract for the delivery of 16 Su-30M-KI(A)s to Algeria. This new contract is the option part of the contract signed in 2006 for 28 fighters. Experts assess this contract at 1bn USD. Su-30s (all modifications) are sold also in India and in Malaysia and all these contracts put end to end could add up to 7,5bn USD of sold aircraft. Furthermore, some countries are starting to buy Russian machines : Uganda, for example, recently bought 6 Su-30MK2s. Although this is a small contract, it shows that « black » Africa is starting to be interested in heavy fighter aircraft.

### **8/ No more non-refundable tickets (Vedomosti).**

Railway tickets can be returned ; as well as theater tickets, but airline tickets can't. This question asked Igor Artemev, Head of the Federal Antimonopoly Service (FAS). The FAS then decided to oblige airlines to stop selling non-refundable tickets till April 30 on domestic routes. According to the FAS, passengers have the right to cancel their travels and to be refunded provided they inform the airline early enough. If the airlines don't abide, the FAS has the right to file suit. « UTair » Andrey Martirosov says : « 30% of our tickets are non-refundable and cheaper. Passengers who hunt for cheap tickets understand that buying cheap tickets, they have to accept not to cancel their travel ».

### **9/ The Mistral returns to Saint Petersburg (Kommersant – Saint Petersburg).**

2 of the 4 Mistrals Russia wants to buy will be built in Saint Petersburg, in « Baltic Plant » or « Admiral's Warf ». The plant which will build the helicopter carrier could receive up to €800M. The main difficulty is that the client needs the ships today and that the production of one ship will last 4 years (the French could have one ready in 34 months). Only 3 factories in Russia can build such a ship : the 2 above and « Sevmash ». But « Sevmash » is busy with the Admiral Gorshkov for India and couldn't produce anymore work. It is not yet known whether the contracts will be attributed through a tender or not. A French Defense Ministry delegation inspected the capabilities of « Baltic Plant ». Russia would receive a boat without any armament some say to reassure the Georgians, the Americans and the Baltic countries. One of the remaining questions is whether or not the Russian plants can do everything on their own or if they'll need French help.

### **10/ A new « Aeroflot » low-cost (Lenta.ru) ?**

« Aeroflot » could create a low-cost carrier using « Rostechologies » assets which have been given over to Russian airlines, says Vitaly Saveliev, Head of “Aeroflot” to “Interfax”. “Aeroflot” is due to assign a memorandum with “Rostechologies” before the end of April that will define the merging of assets. “Aeroflot” will gain 6 airlines that had been given over to “Rostechologies” : 1/ GTK “Rossya”, 2/ “Kavminvodiavia”, 3/ “Orenburg Airlines”, 4/ Vladivostok Avia”, 5/ Saratov Airlines”, 6/ “Sakhalinskie Aviatrassi”. The process foresees that the State Corporation gives the assets to the State which, in turn, will give them to “Aeroflot” as a payment for an additional issue of shares over three years. Mister Saveliev further explained he wanted to create the first airline in Russia where ticket reservation could be made by SMS.

### **11/ “Aeroflot” manager becomes MS-21 sales rep (RBC Daily).**

Former “Aeroflot” Deputy General Director for Strategic Development Kirill Budaev (the same who began the building of the Sheremetevo “D” Terminal), will soon be appointed Sales Manager at the UAC, holding a position as head of Marketing and Sales of Civilian Aircraft in “Irkut”. This is an answer of the UAC to complaints that sales were managed by people without commercial aviation experience. “Irkut” is currently undergoing radical changes after which it will become a full-right producer of civilian aircraft : the team created for the new UAC – Civil Aircraft department will, by this Summer, completely be integrated in “Irkut” ; and both the VASO and “Aviastar” will merge into “Irkut” this year. However, if these two factories don’t produce more than what they’re producing now, Mister Budaev could find himself without a job soon enough : “Aviastar” doesn’t have anymore orders for the Tu-204 and the VASO is just starting to produce An-148s ; the MS-21 is due in 6 years.

### **12/ « IFK » + Venezuela = JV (AviaPort.ru).**

«Ilyushin Finans » and the People's Ministry for social works and housing of the Republic of Venezuela have signed a memorandum for the creation of a JV, says « IFK »'s press office. The JV will be registered in Venezuela. The purpose of this JV is to answer the demand of Latin American users of Russian aircraft. Furthermore, 2 protocols were signed for 10 An-148s over 2 years.

# UPCOMING EVENTS IN MOSCOW

**April 14**

## **Business Aviation Conference**



- Business aviation and economic development in Russia
- Outlook for a set of Government policy guidelines for business aviation development
- Upcoming legislative action in the interest of business aviation –the new Air Codex, ratification of Cape Town Convention
- Towards efficient and more effective regulatory (flight safety) control for corporate and private flight ops
- Cabotage: current legislation, ongoing practices and risks involved; RUBAA policy
- Ways to harmonize Russian customs legislation and regulations applied to international business jets operations with practices common in other customs jurisdictions
- Changes in the institution of permission for international flight ops by foreign and domestic operators
- New set of certification rules for “small” commercial operators (Business Aircraft and Regional Airlines) in Russia (equivalent of Part 135 in the USA), a RUBAA project. Prospects for implementation.
- Ground infrastructure for business aviation in Russian airports
- Maintenance in Russian ops
- A Self-Regulatory organization, a RBAA concept. Its place in the Russian regulatory framework. Voluntary standards.

**April 19-22**

## **"High-Tech XXI-2010" 11th International Forum**

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**April 14-17**

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