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# AeroSpace - Russia 68

The only News-letter on the  
Russian AeroSpace Industry

Week 46



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## **1/ The Russian Air Force isn't going to receive its promised new transport aircraft as scheduled (Infox).**

The future Il-112Vs will be delivered one year later than scheduled, probably in 2011. The reason is a delay in the conception of a new engine, the TV7-117ST because of financial difficulties. The engine is developed by “Klimov” in Saint-Petersburg. “As of now, “Klimov” doesn't have any contractual agreement with the Ministry of Defense, hence, no financing”, says a source in the military-industrial complex to “Interfax”. The Il-112V was supposed to make its first test-flights in 2010. Another reason for the delay, is the absence of a propeller : the propeller is made by a company called “Aerosila” and the contract for the design of the propeller with the Ministry of Defense was signed only in August 2009 so there was no financing. The project was announced in 2006 by the then army chief Vladimir Mikhailov who said the airplane would be more efficient in terms of transportation capabilities, fuel needs and cycle cost. Such aircraft would be used regionally and could be used on 80% of the Russian airports. The Il-112V would replace the An-12 and the An-26. Alexander Zelin announced the the Air Force would buy aircraft starting in 2015 and until 2020.

## **2/ The Ukrainian Army wants to fly on Chinese airplanes (RosBalt).**

The Ukrainian Army could be interested in buying L-15s, the Chinese training jet produced by HAIG, the Hongdu Aviation Industry Group which is part of AVIC-II. This was announced by Ivan Rusnak, Head of the Ukrainian Air Force who also headed a Ukrainian delegation recently to China during the 60<sup>th</sup> Anniversary of the Chinese Air Force in Peking. Rusnak added that during this visit, had been discussed with representatives of the industrial complex, of the military-industrial complex and of officials responsible for international military cooperation, many interesting subjects. Regarding the L-15, he commented that everything depended on how fast the Chinese would start using it themselves. The L-15's conception is assisted by the Russian design Bureau Yakovlev and its engine was designed by «Ivchenko-progress» and «Motor Sich», two Ukrainian design bureaus.



#### **4/ Medvedev says soldiers need news equipment (QRMS-TASS) during his annual speech at the Federal Assembly.**

«The Russian Army has to be able to defend us and our allies», said he. «Next year, he explained, we have to equip the army with 30 ballistic missiles ground-based as well as sea-based ; 5 Isklanders ; 300 armed vehicles ; 30 helicopters ; 28 fighter jets, 3 nuclear submarines ; 1 corvette-type ship ; 11 spacecraft. Another important question is the indispensable automated command hubs and information centers. Our old equipment needs to be modernized, especially in the North-Caucasus Region». He then asked the heads of the military-industrial complex companies to increase the quality of their production and also to decrease its cost and ordered the creation, before the end of the year, in Moscow, in the Moscow Region and in Saint-Petersburg, of 3 military-training centers. «In order to increase the aura of the military service and of the officers, we also need to create 7 «Presidential Cadet Academies»». The first one is to open next year in the South-Volga Region.

#### **3/ India will receive its MiG-29Ks at the end of November (Lenta.ru).**

Says the Indian news agency Bharat-Rakshak. But the Indians will receive only 4 of the 16. They will be based in Goa for the time being but then will be based on the carrier «Vikramaditya», the former Soviet Admiral Gorshko. The deal for the refurbishment of the Russian carrier was signed in 2004 for 1,5bn USD, half of which was for aircraft. The refurbishment ended in 2008 but then, the Russian side asked for more money and reach the 3bn USD and even still the deal is judged by both parties deficitary to the point that the Indians came to the conclusion that building the carrier themselves would have been cheaper and the result would have had a life twice longer. And indeed, the Indians have started the building of their own carrier this year : it will end in 2014.





## ПРЕИМУЩЕСТВА

- Звук цифрового качества: голос на скорости 4,8 кбит/сек, передача данных по линии на скорости 9,6 кбит/сек, передача данных посредством GmPRS, CMC/SBD
- Передача/Получение факсимильных и электронных сообщений при полете
- Использование персональных устройств с функцией Bluetooth
- Передача коротких сообщений в любом месте
- Связь по защищенным сетям
- Трекинг ЛА и подключение к портативному компьютеру с GPS через интерфейс USB
- История полета ЛА по маршруту
- Активная дискретная функция
- Удаленный запуск специального оборудования (если таковое имеется)
- Соответствие стандарту DO-160
- Уменьшение шума кабины
- Сохранение личных телефонных номеров и каталогов



## **5/ Russia confirms it intends to sell weapons to Saudi-Arabia (Lenta.ru).**

The announcement of on-going talks was made by the Federal Service for Military-Technical Cooperation (FSVTS), says RIA «Novosti». FSVTS Head Konstantin Biryullina says that as of now no contracts had been signed. The possibility that Russia and Saudi-Arabia were into talks first appeared in September. The Saudis are interested, says the Russian media, in 150 helicopters Mi-35 and Mi-17, 30 Mi-171s, 150 tanks T-90Ss, 250 BMP-3s and also missile complexes. The Financial Times revealed two months ago, stating an unidentified diplomatic source, that Saudi-Arabia would buy all this if Russia dropped the idea of selling S-300s to Iran. Also according to the British media, the sum of the contract would reach the \$7bn with the Saudis buying S-400s, the modernized version of the S-300. The info that Russia could sell S-300s to Iran hasn't been confirmed officially and it seems the information is a rumor repeated by the Russian press. Naturally, many countries exercise pressure on Russia not to sell such weapons to Iran, as the Iranese could use it to protect its nuclear facilities. This year, the Saudis' defense budget was \$33bn ; in 2010, it could reach 44bn. 90% of this market is occupied by Americans and Europeans. Russia slipped through the slightly opened door in 2007 with the signing of an intergovernmental agreement on military-technical cooperation.



## 6/ Ivanov's council (Vedomosti).

The airline Red Wings operates 8 Tu-204s : the airline has always taken pride in operating Russian aircraft. But this could change : the General Director of the airline Konstantin Teterin complained to Vice-Premier Sergey Ivanov that Russian parts manufacturers had increased their prices by more than 250% and that the Yaroslavl aviation tire factory didn't deliver tires to the airline pretexting a big order for the Defence Ministry. Also, he said the windshield, which needs changing every 3 months, takes a year to produce ; and the engine is produced by the Perm Engine Plant, which is part of «Oboronprom». The airline, because of the engines, lost 370M Roubles just in Spring and Summer : the problems even caused a flight to emergency land. Ivanov asked : «Did you ask for financial compensation?» - «No», said Teterin - «Are they paying?» - «No» - «Then find foreign parts providers : it's be quicker and cheaper».

## 7/ «S7» is going regional (RBC Daily).

Next year, the airline would like to buy 10 regional jets : initially, it was studying the possibility to buy 15 An-148s ; now, it's peering at «Bombardier» and «Embraer». An «S7» says the decision will have been taken before the end of the year, if import duties stay at zero. «There's a need in such aircraft so buying less than 10 would be meaningless», said the source. The airline has already tried to find an agreement with ECC Leasing Company Limited, a daughter-company of «Embraer» but the deal wasn't concluded because an agreement with creditors wasn't found. During MAKS, this year, the airline signed an MOU with «Ilyushin Finans Co.» for 15 An-148s. But the deal also dropped. «S7» can't implement its regional flights because it doesn't have the park. Regional destinations can be a good way to compensate for the losses of middle or long-haul routes that have become unprofitable. The «Utair» example should be followed, says an «AviaPort.ru» expert.

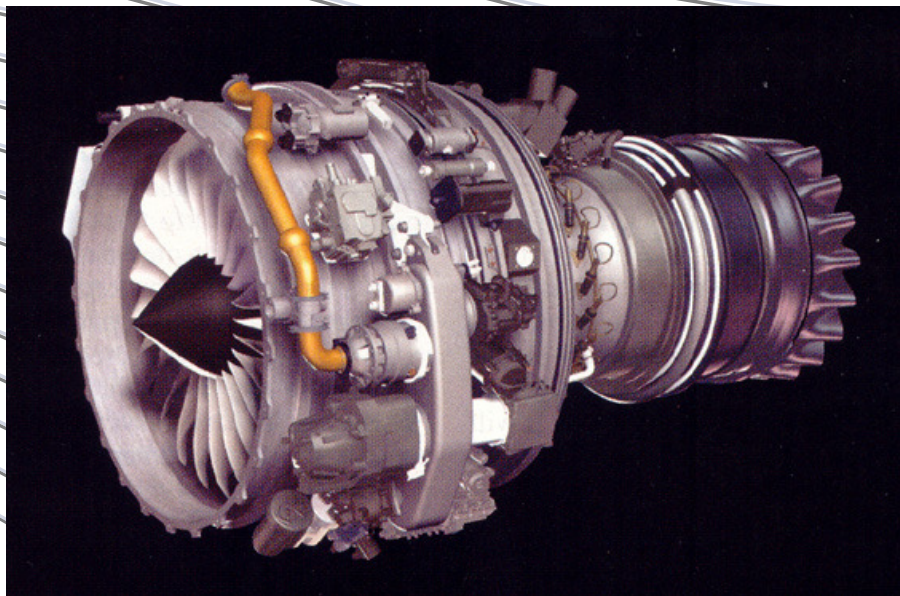


Sergey Ivanov



## 8/ The SuperJet is stuck without engines (Gazeta.ru).

«Sukhoi» officially announces another delay in the delivery of the SuperJets to «Aeroflot», which was, in 2008, supposed to receive 30 units to renew its park. «Sukhoi» accuses «Saturn» for not certifying on time the engines. Olga Kayukova, the Press-Attache of «Sukhoi», said «We don't have an engine for the experimental unit ; we don't have the engine for the serial aircraft. We aren't complaining against the French (Snecma)». Ilya Fedorov, Head of «Saturn», said that because the company had been a private company till recently, the Government hadn't been able to finance it as expected. Hence for 9 months, the SaM-146 didn't go anywhere. «The 30M Euros given by Safran and Snecma helped a bit», said Fedorov. Now the main shareholder has sold his shares, the company is 100% Governmental. But it still won't be possible to be back on the scheduled tracks. Experts say it's easy to blame the engine maker because the engine is by far the most complicated and expensive part of the machine : other providers are to blame too. Delays in this field are common and airlines tend to understand but when the delays become too big, then they start cancelling. That was the case with Boeing's Dreamliner or Airbus' A380. It would be very unlikely that «Aeroflot» cancels the order because the company really needs such aircraft (which will replace the Tu-154) and because it has a «debt of honour» with Pogosian who lobbied personally for the inport of A330s duty-free.



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