

IMPLEMENTATION PROCEDURES

applicable to

the European production of SaM 146 serial engines modules and their parts and appliances with the purpose of acceptance of these modules, parts and appliances into the Russian manufacturing system of aeronautical products



**The European Aviation Safety Agency (EASA) and the Aviation
Register of the Interstate Aviation Committee (IAC-AR):**

- Considering the provisions of Regulation (EC) No. 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency; and of Commission Regulation (EC) No. 1702/2003 of 24 September 2003 laying down implementation rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organizations;
- Taking into account the provisions of the Working Arrangement on airworthiness between the European Aviation Safety Agency and the Interstate Aviation Committee of 16 July 2004; and its Implementation Procedures for certification and continued airworthiness of SaM146 engines of 17 November 2004 and for the European production of SaM 146 engines, parts and appliances of 14 April 2008;
- Whereas IAC-AR and EASA are entitled by their respective constituting acts to conclude working arrangements in their field of competence;
- Whereas SaM 146 engines are designed by PowerJet S.A., a European design organization approved by EASA;
- Whereas, according to Commission Regulation (EC) No. 1702/2003, National Aviation Authorities (NAA) are responsible for continuing surveillance of production organization approvals (POA) issued by them;
- Whereas NPO Saturn, a Russian production organization, is assembling SaM 146 engines using modules, parts and appliances, which are produced and delivered to NPO Saturn by European manufacturers under POA issued by NAA (in particular, DGAC-France and ENAC-Italy);
- Whereas modules, parts and appliances produced by European production organizations are delivered with a EASA Form 1 according to Commission Regulation (EC) No. 1702/2003;
- Whereas IAC-AR has successfully performed in December 2006 the analysis of the European POA system, including the role and responsibility of DGAC- France and ENAC-Italy in the oversight of the POA issued by them;
- Whereas it should be considered the acceptance of modules, parts and appliances into the Russian manufacturing system to be installed into the SaM 146 engines produced within the serial production process at JSC “NPO “Saturn”.



Have agreed as follows:

1. IAC-AR accepts EASA Form 1 as a document showing conformity with the approved SaM 146 design data of SaM 146 engines modules, their parts and appliances delivered by European manufacturers to the Russian production system.

2. For the modules, parts and appliances to be installed into SaM 146 serial engines, IAC-AR accepts EASA Form 1 signed by European companies, specified in the APPENDIX, taking into account that JSC "NPO "Saturn" has submitted and IAC-AR has accepted the application letter aiming at receiving by JSC "NPO "Saturn" a Production Approval for the SaM 146 serial engines according to Russian regulations.

3. IAC-AR and EASA will jointly decide upon the most appropriate actions to be taken in order to cope with issues that would be identified by IAC-AR or by EASA. This coordination can be arranged through correspondence and/or meetings.

4. Neither EASA nor IAC-AR will request financial contribution in the frame of this co-operation.

5. Communication. Correspondence and documentation will be prepared and submitted in English.

6. Entry into force. The implementation procedures will enter into force after signature by the parties.

It may be revised by a mutual agreement of EASA and IAC-AR. EASA and IAC-AR shall keep each other informed of any changes in its competence with relevance to these implementation procedures.

7. Termination. EASA and IAC-AR may terminate this implementation procedure at any time by giving a prior written notice of three months.


8. Additional Provisions. "IMPLEMENTATION PROCEDURES applicable to the European production of SaM 146 engines, parts and appliances with the purpose of acceptance of these engines, parts and appliances into the Russian manufacturing system of aeronautical products" signed by Mr P. Goudou on 28/03/2008 and by Mr A. Donchenko on 14/04/2008 shall be repealed as from the date the issuance of a Production Approval to JSC "NPO "Saturn" for the SaM 146 serial engines according to Russian regulations.



**INTERSTATE
AVIATION COMMITTEE
AVIATION REGISTER**

Name: T. Anodina

Title: Chairperson

Signature: 

Done in duplicate in English
language

Cologne, 23rd June 2010

**EUROPEAN AVIATION
SAFETY AGENCY**

Name: P. Goudou

Title: Executive Director

Signature: 

APPENDIX

List of companies which sign EASA FORM 1 for modules, parts and appliances to be installed into SaM 146 serial engines (*)

Company	Contacts
Snecma	2 bd du General Matrial Valin 75015 PARIS, FRANCE
Avio S.p.A.	Via I Maggio, 99 10040 Rivalta di Torino (TO) – Italy
Microturbo	31019 Toulouse Cedex 2, 8, Chemin du pont de Rupé BP 62089, FRANCE

* This list may be amended during the serial production process

