



# EASA

European Aviation Safety Agency

## Russian Light Aeroplanes Workshop 23<sup>rd</sup> and 24<sup>th</sup> February 2017 – Cologne

### Overview of the Current Situation (EASA)

Andrea CASTOLDI  
EASA - PCM General Aviation

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# The European Fleet

- Survey performed with the EU NAAs in March 2015...



provided only a partial picture:

- Not all the NAA replied
  - Some Annex II or PtF might be missing
- 
- EASA assume that **more than 100** aeroplanes are operated under the EU Member States registers.



# Airworthiness Situation

- Currently they are flying under:
  - **SAS (RCofA):** some YAK-18T, Su-29 and Su-31
  - **PtF (EASA FC):** YAK-54, YAK-55, Su-26 and some other YAK-18T, Su-29 and Su-31
  - **Annex II:** S/Ns could be also on Annex II
  
- ... with the years passing, several issues are emerging (e.g. maintenance, installation of spare parts).



# Airworthiness Situation

Type / Model	EASA SAS	Russian TC
Su-26() ( )= M, MX, M2, M3	<b>NO</b> <i>(eligible for EASA PtF)</i>	<b>NO</b>
Su-29	A.093	60-29
Su-31() ( )= M, M2, X ...	A.094	CT 241 <i>(limited to 3 s/n)</i>
Yak-18T	A.095	<b>NO</b>
Yak-54	<b>NO</b> <i>(eligible for EASA PtF)</i>	CT 213
Yak-55(); ( ) = -, M	<b>NO</b> <i>(eligible for EASA PtF)</i>	<b>NO</b>



# General Experience

- This kind of aircraft cannot be managed in the same way as Certified ones used for CAT Operations.
- Nevertheless, for EASA there are several areas of concern:
  - Lack of support from Yakovlev and Sukhoi
  - Lack of support from the Russian Authority
  - Lack of design and operational documentation (in English or Russian) for the types/models
  - Uncontrolled Operational Documentation out in the field



# General Experience

- SAS and Datasheets (FC) are not accurate in terms of design, documentation and maintenance regimes.
- Each new Flight Condition approval and SAS “rework” constitutes a lengthy process (probably inaccurate).



***Datasheet and SAS updates seem to be only small patches***



# Summary of issues

***Poor knowledge of design and documentation***

***Lack of support from Manufacturers and Russian Aviation Authority***

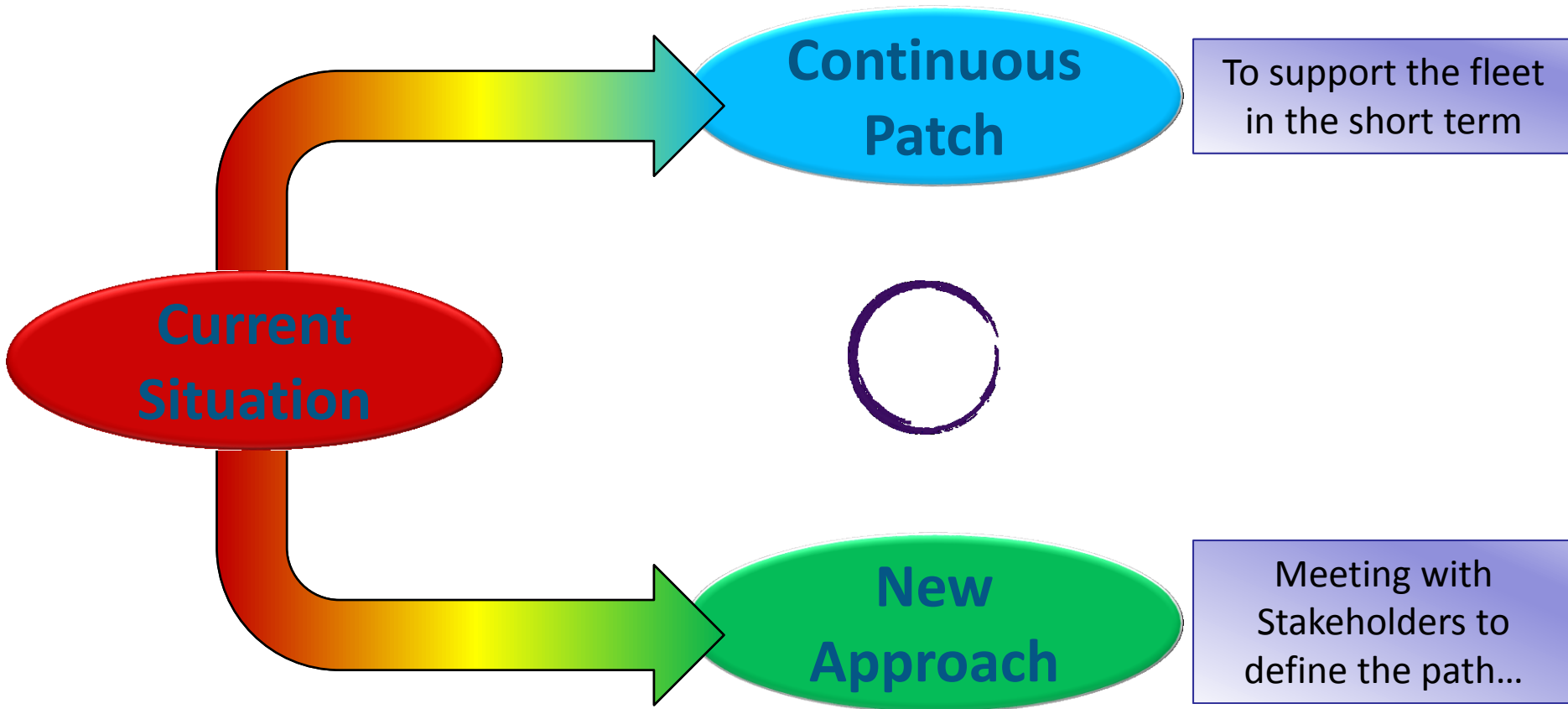
***No exact knowledge of the number of aeroplanes registered in EU***

***Fragmented Airworthiness regime***





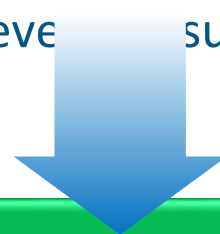
# Change of Strategy





# The Workshop...

- ... is intended to be:
  - A meeting with Russian Stakeholders (Manufacturers with Russian Authority support when applicable) to ensure:
    - Full set of documentation (AFM, SBs, MM, etc.)
    - Permanent point of contacts at Su and Yak
  - A meeting with main actors in EU
    - Collection of all the points of view
    - Share a feasible way ahead
  - An occasion to build the experience at EASA/NAA level in order to assure the proper maintenance level surveillance.



***To agree an action plan linked to a feasible way ahead to improve the situation for the parties involved.***



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**Thank you for your attention  
and collaboration!**

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