

Abstract of Presentation

The civil aircraft fleet in Russia consists of 8148 aircraft. There are 1537 long-range passenger aeroplanes and 618 cargo aeroplanes of Russian manufacture, most designed and produced in the 1960s - 1980s. The major aircraft manufacturing states characteristically have a large number of relatively old aeroplanes that were produced first for their own use and then for sale. In the 1980s, new aircraft types and engines were produced in Russia, but the renewal of the aircraft fleet has been progressing extremely slowly because this has been a transitional period in the development of the state.

From the noise perspective, 1049 of the 1537 long-range passenger aircraft (68.7 per cent) and 562 of the 618 cargo aircraft (91 per cent) operate under Chapter 2. The Chapter 3 fleet at the present time consists of 544 aircraft, and if the 344 Yak-40 aircraft that have virtually no effect on international aviation are excluded, there are 200 aircraft operating under Chapter 3. This situation does not mean that there is no possibility of modernizing the existing fleet. The TU-154M, IL-62M, YAK-42 and AN-124 are being certificated to Chapter 3 requirements through the installation of hushkits, a process which will be completed by the ICAO deadline. There are 241 such aircraft. The IL-76, TU-134, TU-154B, IL-86, AN-12, AN-26 and AN-24 (1332 in all) can be modernized only by a change of powerplant.

The recommendations adopted by CAEP/5 already pose significant economic problems for the Russian aircraft fleet, but reasonable solutions can still be found.

The position of the European Union, which is calling for even more stringent standards in terms of noise levels, deadlines and operating limitations, virtually excludes the possibility of retrofitting the aircraft fleet and amounts to discrimination in international air navigation.

Russia supports the CAEP/5 recommendations and believes that policy in this area must be sufficiently flexible to ensure attainment of the goals sought while giving due consideration to the well-founded economic and technical positions of ICAO member states.

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He has extensive knowledge and experience in the management of civil aircraft operation and maintenance, aircraft airworthiness and reliability, accident investigation, aircraft certification, and protection of the environment from the impact of aviation.

During his 40 year career, previous posts have included Deputy Minister of Civil Aviation (aircraft operation and maintenance 1986-1991); and , following the dissolution of the USSR, Deputy Director of the Department of Air Transport, Ministry of Transport of the Russian Federation (1991-1996) and Deputy Director, Federal Aviation Authority of Russia (1996-2000).