

FLIGHT SAFETY OF RUSSIAN AIRLINES

"Safety is paramount" is a mantra which all aviation professionals subscribe to, but it clearly IS subject to commercial pressures.

"Safety at any price" would simply mean that there wouldn't be a surviving aviation business. Everything is a compromise or trade-off.

By Dave Reid

Colleagues! It seems to me that you too have digressed from the topic of the discussion in the direction of the theory of steering of the aircraft and the airlines. You just fond each your own opinion and don't want to read and hear the opinions of others, especially specialists of the country in which the tragedy occurred with the airplane B-737 of the Russian airline. None of you except of one - [Jaber Azhari](#), not bothered to pay attention and respond to my comment about the **navigators and flight-mechanics. It is in principle impossible, and certainly impossible the navigators and flight-mechanics who flew in the crew on the former Soviet aircraft to retrain as a pilots of Western aircraft - Boeing, Airbus, etc.**

To make it more clear, let me explain who I am. I'm by education aviation engineer, graduated the Institute of civil aviation engineers in Riga in 1968 on specialization "operation of aircraft and engines" and my experience of work in civil aviation is 45 years, in various positions from linear engineer to the high rank manager. About 25 years I have worked in Aeroflot, the rest of the time since the collapse of the USSR I worked in a variety of aviation structures, including airlines and enterprises, 5 years as a representative of Aeroflot in Berlin (Schonefeld). But, for over 17 years (up to now) I have been an independent aviation auditor airlines/aircraft on the whole territory of Russia and CIS countries. I know not only airplanes, but also the organization of flight operations, and know all Federal rules and regulations and restrictions for operation of the aircraft, I know from inside the state and work of many airlines of both large and small, both the Russian and CIS airlines. By the way, for more than 7 years, I was assigned to the aviation auditor and consultant to EBRD on aviation in Russia and CIS.

So my competence should not have any doubts. I will not repeat my previous comment, although I have a lot of facts, when former navigators, flight engineers became the pilots, especially helicopters and usually in critical situations they become as a factor unfavorable development of the situation until the disaster. I do not agree with Dave that safety is the subject of commercial pressures. Yes, it was in our country, but after a few accidents during the past 5-7 years, all imbued with a factor of flight safety, knowing that if accident happens, then the airlines just will be closed.

Now I want to return to the topic of discipline pilots. All know the rules, know that it is necessary to follow them, but **with boldness of, suicide, constantly violated**. So what to do with the chief test pilot of Sukhoi DB SSJ-100, which in demonstration flight at the experimental aircraft has taken on Board the 45 passengers (rules prohibit this) and crashed into a mountain in Indonesia, despite the fact that, TAWS system literally screaming that roadblock ahead? What to do with the commander of An-24 which in Siberian airport of Igarka was landed about 200 m to the left of the axis of the runway and not gone to around and landed the plane on the forest. As a result, some passengers died, and the plane completely destroyed? What to do if the young commander of the ATR-42 of a well-known Russian airlines was not given in Tyumen the order on the processing of aircraft de-icing fluid, in consequence, almost a few minutes after takeoff, the plane lost control and crashed, killing all passengers and crew? How could an experienced commander (time total is 12000 hours.) Tu-154, carrying about 160 passengers decided to "jump" at the height of 11700 m thunderstorm front, as a result, at this altitude the plane entered a «flat spin and crashed (the catastrophe near Donetsk). I could continue this sad statistics.... Who wants - can look on the website of my company www.audit-center.biz .

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plane lost control and crashed, **killing all passengers and crew?**

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There is no commercial pressure on flight safety in these examples. These examples just characterize the disregard of pilots for the rules that **they should just follow stupidly, at least for the safe of their own lives, but do not follow...**

What are the reasons? To me, they seem to be the following (note that this is an inside look): In these examples, there is no commercial pressure on flight safety. These examples just characterize disregard pilots to the rules, they should blindly follow, at least for the safe of their own lives, **but do not follow...** What is the cause? I think they are as follows (note that this is the view from inside):

-The lack in Russia of a single body –Aviation Authority controlling of the activity of the Civil aviation of Russia, which would be called the Aviation Authority of Russia. Now there are several organizations, one way or another governing by Civil aviation: Ministry of Transport, Federal air transport Agency (FAVT), Federal Service on Transport Supervision (FSST), Interstate Aviation Committee (MAK) and the Ministry of industry and trade and state, State Center of Flight Safety, **but none of them cannot be called AA.** Moreover, in their structures **are people who never worked in Civil Aviation:**

-Availability of mass of documents prescribing manage flight safety, but all of them bad joined with each other, and sometimes contradict each other;

Control over the work of airlines in the regions is formal, despite the existence of territorial bodies of the Federal air transport Agency and the Federal Agency on transport supervision. In my practice of recent cases - we, independent auditors, come after checking of the territorial Commission, look at the Act of check, signed by 5-6 members of the Commission - all in the airline looks well. Now we check - 10-15 sheets deficiencies and notes some of which is the reason to cancel the airline's AOC;

- In Soviet times, to become by the captain, the co-pilot had to fly not less than 1500 ft. hrs. on type. The Captain of the Kazan' Boeing had about 500 hrs. flight time as a Captain. The FAA has recently introduced a rule, that the Captain must have not less than 1000 hours on this type of aircraft.

Now I finish write a comments, because the moderator will think that I'm writing a book... This is what we had and have in our, Russian civil aviation, colleagues. Read about us more, thanks to Internet today is possible for you to be informed well about all events in Russia.

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Alexander Cherkasov