

Interview to the magazine "Business Russia: industry, transport, social life".

## **The auditor Center "Risks Evaluation" – 15 years of safety of flights.**

ACRE was formed in 2001 to provide Airline/Aviation Safety, Quality and Economic Audits as required under current Russian legislation and ICAO guidelines. ACRE also provides Economic/Technical Audit services, Corporate and Equipment Financial Evaluations and Appraisals to third parties such as financial institutions, overseas corporations etc. ACRE is a unique organization within Russia and the CIS and we are currently the only company in Russia to be approved to carry out such audits and evaluations as required by ICAO guidelines and local regulations. ACRE Reduces risks in services of airlines when performing flights or aviation works for the benefit of customers. How effectively to solve this problem, tell founders of the company – Alexander CHERKASOV and Tatyana MAKAROVA

Vice-president of CJSC ACRE Tatyana MAKAROVA



President of CJSC ACRE Alexander CHERKASOV



*"If it seems to you that safety of flights costs you too expensive – means, you didn't see consequences of accidents" the Document ICAO.*

### **– What includes performance of aviation-technical audit?**

*Alexander CHERKASOV:*

– The aviation technical audits of airlines which are carried out by the Auditor Center include an assessment of a technical and resource condition of their aircrafts (A), an assessment of condition of the organization of flight work, maintenance, an assessment of qualification of an aircrew from the point of view of compliance to requirements of item 5.8.4. FAR-128 and applications of recommendations of Oil & Gas Producers (OGP) Guidelines about the minimum recommended time on the wing, an assessment of a condition of maintenance and an assessment of a security status of flights in airline. The objective analysis of the obtained data allows to estimate risks of use by the customer of the chosen air carrier.

### **– How the results of such audit looks?**

*Tatyana MAKAROVA:*

– The audit report and the complex conclusion provided to the customer with recommendations of the Auditor Center of possibility of use or non-use of the audited airline becomes result of audit.

– With what achievements the Auditor Center "Risks Evaluation" meets the anniversary?

*Alexander CHERKASOV:*

– ACRE to 15-year anniversary of auditor activity reached with the following figures. Audits of 202 air enterprises and airlines of Russia, the CIS countries, foreign states are executed. 977 units of the aviation equipment, from them 511 helicopters of domestic and foreign production are checked (physically); 466 planes of domestic and foreign production, including Boeing B-737/757, Airbus A320/321/319, Bombardier, Embraer, L-410, etc. Number-specific and onboard documentation is checked for 977 aircrafts, and these are thousands of forms of gliders, engines, the main reducers of helicopters, auxiliary

power plants, certificates on registration, certificates of the airworthiness etc.). The condition of the current and periodic preparation about 10 000 flight experts are checked, from them for use by our customers about 600 flight experts are temporarily not recommended (captains, the co-pilots and flight mechanics).

The staff of the Auditor Center is proud not just of these figures, but also, the most important, the fact that after our audits at airlines there was no case connected with failures of aviation equipment or actions of aircrew of the audited airlines approved by us. In it there is also the main sense of our activity – ensuring high safety of flights for all customers.

– And whether you can give the concrete examples which have allowed your customers to avoid participation in aviation incidents?

*Alexander CHERKASOV:*

– On August 8, 2011 around aerodrome "Blagoveshchensk" there was an aviation incident without loss of human life with airplane An-24RV reg. RA-46561 of JSC "IrAero". Onboard there were four crew members and 36 passengers. The Commander of the Aircraft has made landing out of airfield to a treeline. The plane has been destroyed and subsequently was written off, eight people are injured. At the time of incident, the commander had a time on the wing about 6722/605 hours, but in February and July, 2011 hasn't been approved for flights for our customer twice – JSC "VChNG" – because of a small time on the wing as a captain. In such a way ACRE has saved the client from the possible troubles, but couldn't save other users of this airline.

– **Your main customers – who are they?**

*Tatyana MAKAROVA:*

– In the first years of our activity by main customers of aviation-technical audits of airlines there were foreign petro - and the gas companies: British Petroleum, Shell, Rio Tinto Group, and also EBRD. Later the Russian companies and the companies of the CIS countries have joined them: JSC "TNK-BP", Ltd. "Bashneft Pole", JSC "RUSIA Petroleum" Irkutsk, the Caspian pipeline consortium – (CPC-K and CPC-R), "Kazakhmys Corporation", "KCA-Doytag Drilling GmbH.", "Makdermott Caspian Kontraktor, INK.", Branch of "Messoyakh" of Ltd. Gazpromneft Development, Ltd. Gazpromneft East, Ltd. "Gazprom Neft Shelf", Ltd. "YAMAL LNG" and many others.

– **Whether ACOR have competitors in the market of aviation auditor services in the Russian Federation?**

*Tatyana MAKAROVA:*

– The main competitors for us are foreign auditor's companies which, using aviation lack of information of managers of Russian oil and the gas enterprises, impose them the services, without understanding of the current situation in Russian civil aviation and approaching to our airlines with the own measures. I was amazed by a conclusion in the report of one of the western auditor few years ago on audit of "UTair" airline: "As plane division of JSC "UTair" has passed audit according to the IOSA standards, and the helicopter division of airline, no doubt, corresponds to the same high IOSA standards". But here it isn't considered that the IOSA standards expatiates upon on the airlines which are carrying out commercial regular transportations and being members of IATA. Actually, the standard and is called – IOSA, "IATA Operational Safety Audit". The helicopter companies aren't engaged in regular passenger traffic (at least, at us in Russia) therefore adapt the IOSA standards at audits of the helicopter companies it is impossible. But many don't know it.

To become the true professional, it is necessary to spend not one decade in aviation, to learn all mechanisms and nuances of this complicated and dangerous branch, to work on-the-spot on aviation equipment, to be able "to twist nuts" and to analyze failures, to watch for tendencies, to have access to the current documentation. An average experience of experts of the Auditor center in the field of work in civil aviation – more than 30 years, and all this expert with wide practical experience in civil aviation that allows us to find vulnerable points in activity of aviation enterprises quickly. All our experts are entered in the Register of technical expert and consultants of Body for technical aviation audit.

– **You act in ACRE as two founders – and you hold managerial positions. It is double responsibility; you aren't afraid of it?**

*Tatyana MAKAROVA:*

– The president of Auditor Center "Risks Evaluation" is Alexander Nikolaevich CHERKASOV – he has worked 45 years in civil aviation on very serious and important posts, served abroad visits of heads of our state, can change any expert and go even to the deafest place to audit, itself checks forms and aviation equipment, well understands all branch subtleties. Therefore, also isn't afraid of responsibility. There is no sense to be afraid if well you know the business.

*Alexander CHERKASOV:*

– As a matter of fact, Tatyana Stanislavovna MAKAROVA was that organizing and directing force which has led to creation and fine-tuning of mechanisms of work of the Auditor center. Having financial and legal education and experience, she as the vice-president successfully directs the ACRE financial block, accepts applications for carrying out audits, prepares commercial offers, discusses with customers and

always tries to obtain success. In many respects it is promoted by her natural data – mind and beauty, and also the benevolent attitude towards people.

– **What today is a situation with safety of flights in domestic airlines, especially peripheral: in Eastern and Western Siberia, in the north?**

Alexander CHERKASOV:

– In the statistics which is conducted by us the auditors are constantly note the numerous facts of violation by crews of rules of flights elucidated by results flight data decoding and analysis and note that concrete measures to specific breakers of rules of flights (even at numerous violations) aren't taken. But the carried-out aviation-technical audits force the audited airlines to resolve comments and discrepancies as the report on elimination has to be submitted to the customer of flights. Thus, aviation-technical audit is the progress engine for airlines.