

SUKHOI SUPERJET 100 PROGRAMME UPDATE

By now three Sukhoi Superjet 100 prototypes scored 1300 flight hours, having delivered over 500 flights. With 95004 in the flight loop, the certification campaign gained a strong rise. Besides, Sukhoi Civil Aircraft is considering pairing the flights in order to accomplish several certification missions in one go.

The SSJ100 flight prototypes performed the greater part of “Flight” certification programme, having covered the operational flight range. Further on, 95001 has almost completed all flight missions, assigned to this particular aircraft. The tests delivered the stability and control performance at both large and low flight velocities. Besides, the aircraft completed take off, landing and flight performance tests within the entire range of expected operational conditions. At large the received data go perfectly well with the designed parameters, while the pilots, including the experts from IAC AR (Interstate aviation committee Aviation Register), speak highly of the aircraft control and easy piloting.

The Novosibirsk-seated SibNIA launched the first stage of fatigue testing of 95006 in December 2009, which is expected to deliver 6,500 laboratory flights required to acquire a type certificate. Later on, the testing will continue to reach the full life cycle. TsAGI completed static aircraft testing within the operational scope as well as the greater part of the designed load range tests. The front gear was successfully tested, while the main landing gear tests are almost over.

95004 will go to Italy’s airports - Torino and Levaldigi - to undergo a series of tests, specifically community noise evaluation, CAT I and II landing approval and high-intensity radiation field tests. At the same time Russia will conduct emergency evacuation demonstration, electro-magnetic compatibility and lightning trials.

The final assembly shop located in Komsomolsk is completing the assembly of the first two ramp-up production SSJ100s for the first customers – Aeroflot and Armavia. Today the final assembly shop takes care of 5 aircraft: one prototype and four ramp-up production Sukhoi Superjet 100s.

The fourth flight prototype achieved power-on. The fully configured 95005 has already embraced all modifications related to the results of certification process



and will join the flight campaign in February 2010. This very aircraft will be the vehicle for first customers' pilot training. The first crew training conference was held with Aeroflot in September 2009.

The fuselage of the fifth ramp-up production aircraft has been mated. The bodies of the sixth and seventh jets are now being mated.

The first ramp-up production aircraft will gain power on in February this year upon wiring completion, while the second one will be transferred to the factory ground tests in March 2010. Due to rescheduling of engine certification and deliveries, factory ground tests for the first two ramp-up production aircraft at the flight test base will employ prototype engines.

An vibrant and dynamic pace of certification campaign allows to be positive that by the ramp-up engine delivery, aircraft certification will be finalized, while the first ramp-up SSJ100s will be ready for engine installation and subsequent delivery to the customers.



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