



# UNITED AIRCRAFT CORPORATION

Press Kit

FARNBOROUGH AIR SHOW

2016



# Company Profile

The **United Aircraft Corporation** (PJSC “UAC”) was established in 2006 to consolidate Russia’s main assets in aircraft design and production. Currently Russian Federation is the Corporations’ main shareholder with more that 85% of shares.

UAC is formed by the following design bureaus and manufacturing plants: Sukhoi Company, Irkut Corporation, UAC – Transport Aircraft, Ilyushin, Nizhny Novgorod Aircraft building Plant Sokol, Tupolev, Ilyushin Finance Company, Aviastar-SP, Voronezh Aircraft Company, Russian Aircraft Corporation MiG, Myasishchev Design Bureau, Beriev Design Bureau, Aerocomposite, Gromov Flight Test Institute. UAC’s enterprises carry out full cycle of works from aircraft R&D to after sales support and afterlife utilization.

In 2015 UAC delivered 156 aircraft, revenue grew to 352 bln. roubles. The Corporation employs more than 100 000 people. Mr. Yury Slyusar is UAC’s President.

## Yuri Slyusar

### President and Chairman of the Management Board of the United Aircraft Corporation

Born in 1974, Mr. Slyusar graduated from the Moscow State Lomonosov University (MGU) in 1996 as a lawyer and later in 2003 received his doctoral degree in economics from the Academy of National Economy under the Government of the Russian Federation.



He started his aviation career at the Rostvertol helicopter plant in 2003 as a commercial director, from 2005 joining the helicopter programs directorate in Oboronprom. Appointed assistant to the Minister of Industry and Trade in 2009. A year later appointed as Director of the Aviation Industry Department of the Ministry. In 2012 becomes Deputy Minister Industry and Trade.

Elected as United Aircraft Corporation President in January 2015.

Mr. Slyusar is married and has two children.

# SSJ100

The **Sukhoi Superjet 100** (SSJ100) is a state-of-the-art 100-seat new generation regional jet. Designed, developed and built by Sukhoi Civil Aircraft Company (SCAC), a UAC subsidiary, with participation from Italian Finmeccanica-Alenia Aermacchi. The first SSJ100 prototype was rolled out from SCAC's FAL at Komsomolsk-on-Amur (Russia) in September 2007. The first flight was successfully accomplished in May 2008. In spring 2011 the aircraft operated its first commercial flight.

Requirements of the world leading airlines to the product have become the starting point for the SSJ100 design. The aircraft has been fully developed based on digital technologies.

The SSJ100 is an advanced and cost-effective commercial aircraft, built with state-of-the art technologies in aerodynamics, engine and aircraft systems.

Enhanced takeoff and landing performance, high cruising speed, operations in wide range of environmental conditions at temperatures varying from minus 54 to plus 45 degrees allow airlines to plan flexibly route network, increasing the number of destinations. The SSJ100 can be used both at regional and mainline routes.

In 2011 the Sukhoi Superjet 100 received its Type Certificate from the Russian Certification Authority. The Certificate confirmed compliance of the SSJ100 with the airworthiness regulations and authorized commercial operations of the aircraft.

A year later, in 2012, the Sukhoi Superjet 100 received its Type Certificate from the European Aviation Safety Agency (EASA). This certificate recognized that the SSJ100 aircraft demonstrated compliance with all EASA airworthiness and environmental requirements. The recognition allowed European airlines, as well as those airlines operating in countries which use EASA regulations as a reference standard, to accept and operate the SSJ100 aircraft. The Sukhoi Superjet 100 is the first ever Russian passenger aircraft to achieve the EASA CS-25 Certification.

The Sukhoi Superjet 100 is equipped with two SaM146 turbofan engines specially developed and built for this aircraft type. Long Range version has a longer, compared to the SSJ100 Basic, range of up to 4578 km (2470 nm), Maximum Take Off Weight – 109.019 lb/49450 kg and strengthened wings for increased weight. The SSJ100 LR is equipped by SaM146 engine with increased by 5% takeoff thrust performance. SSJ100 cruises at a Maximum Operating Speed of Mach 0.81 and at 40.000 ft/12.200 m.

As of July 2016 the number of SSJ100 being operated by the customers are about 80. The aircraft in service operated more than 205 000 flight hours totally for more than 140 000 revenue flights. Russian Aeroflot, Yakutia Airlines, RusJet, Yamal, IrAero, Gazpromavia, Russian Government structures as well as Mexican Interjet and Irish Cityjet operate SSJ100 all over the world.

Responding to the market needs UAC is working on SSJ100's further development. An increased passenger capacity version, the so called stretched version, is at the design definition stage. Development and certification of additional fuel tanks, integral airstairs and other necessary attributes of business aviation in the near future will lead to the creation of long range business version of the aircraft.

Training for the SSJ100 is being provided in two facilities: in Venice (Italy) and in Zhukovsky near Moscow (Russia). Both centers are equipped with most advanced training tools and devices, including Full Flight Simulators (FFS), Computer Based Training (CBT), Flight Procedure Training Device (FPTD), Flight Training Device (FTD LV) and a Cabin Emergency Evacuation Trainer (CEET).



# MC-21

The **MC-21** is a new generation family of narrow-body aircraft seating from 150 to 211 passengers. The aircraft family is developed by Irkut Corporation - a United Aircraft Corporation subsidiary in wide international cooperation.

MC-21 has incorporated all world's latest technological developments in the field of aerodynamics, propulsion, avionics and systems.

The new liner is noted for its aerodynamic quality that is mainly achieved through the use of a high-aspect-ratio wing made from polymer composite materials. The share of composite materials in the weight of the aircraft exceeds 30% which is unique for narrow body aircraft. Composites not only allow to achieve better aerodynamics but also dramatically decrease the weight of the aircraft.



Another key design feature of the MC-21 project is its greater fuselage diameter allowing to change the cabin configuration for different airline types. The aircraft has the widest fuselage in its class. This provides for additional passenger comfort and allows to decrease turnaround time due to faster boarding and unboarding.

Two engines are offered to the customers as the MC-21 powerplant. One is the Pratt & Whitney PurePower® PW1400G. The second one is the PD-14 engine designed and manufactured by Permsky Engine Plant, a subsidiary of the United Engine Corporation. Both engine types provide for lower fuel consumption, noise and emissions levels, as well as lower lifecycle costs.

Currently a comprehensive test campaign is underway in aerodynamics, strength and endurance proving the design decisions.

The order book for the MC-21 is over 175 firm orders. All firm orders have been backed by deposits.

First aircraft for flight and static tests are being manufactured at the Irkutsk aviation plant. The first MC-21-300 aircraft has been rolled-out on the 8<sup>th</sup> of June 2016.