

CENTRAL INTELLIGENCE AGENCY  
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MEMORANDUM FOR: Mr. Joseph Mintzes, Director  
Office of Economic Research  
and Analysis  
Room 8722  
Department of State

SUBJECT : US Bilateral Airworthiness Agreement  
Requested by the USSR

1. This memorandum is a response to your phone request and subsequent memorandum of 29 January.

2. Our knowledge of Soviet airworthiness practices is small. It is based largely on US experience in negotiating with Soviet officials for the Moscow-New York air service. Our data on organization of the Soviet Ministry of Civil Aviation (MGA), and about Soviet aircraft plants are better. A brief discussion of these matters is set forth below.

Soviet Standards and Regulations

3. We do not believe that the Soviets have developed an elaborate system of airworthiness regulations comparable to that of the United States and the United Kingdom. When US officials requested a copy of Soviet airworthiness standards during negotiations for the Moscow-New York air service, they were told that these standards were in publication and would be issued in about a month. It was more than a year before they were received. FAA analysis of the standards indicated that they were probably prepared especially for the US, that they were a patchwork selection from American and British standards with an admixture of standards for Soviet military aircraft.

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4. The Soviets may by now have designed a set of comprehensive standards, Certainly  
the Soviets understand the concept of airworthiness. There is evidence, however, that the service life of Soviet aircraft components is a good deal shorter than American and British counterparts. Moreover, their communications and navigational equipment fall far short of most Western standards. In order to sell the YAK-40 to an Italian customer recently, the Soviets agreed to install western navigational equipment on the aircraft.

#### Administration and Enforcement

5. Whatever current Soviet airworthiness practice may be, it is probably the joint responsibility of the Ministry of Civil Aviation and the Ministry of the Aircraft Industry. Primary responsibility probably rests with MGA, and specifically with the Ministry's Office of Chief Engineer, which is the highest authority on technical matters. The Office of Chief Engineer has two subordinate directorates -- Aviation Engineering Services and Technical Repair and a Technical Department. The latter prepares the drawings and coordinates the design of and introduction of new aviation equipment. It also designs and controls the production and introduction of automated systems and research equipment used by Aeroflot. Whether it formulates the specifications for new aircraft is unclear. Various design bureaus within the Ministry of the Aircraft Industry probably are also concerned with airworthiness standards.

6. Enforcement of Soviet airworthiness standards may be the responsibility of the Chief Inspector of MGA, who is charged with the inspection of all aspects of Aeroflot's operation. The Soviets clearly have sufficient engineering capability both in MGA and the Ministry of the Aircraft Industry to handle enforcement if they choose to do so. There is also an extensive system of quality control in the Soviet aircraft industry to ensure that the product conforms to specifications. Although not as rigorous as in US aircraft plants, quality control in Soviet aircraft plants appears to be adequate.

10. We are continuing to examine Soviet airworthiness practices and will send you any further information that we may develop.

Director  
Economic Research

Attachment: a/s

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Table 1

Soviet Plants Producing Civil Aircraft

<u>Aircraft Production</u>				
<u>Plant</u>	<u>Transport or Helicopters</u>	<u>Other Production</u>	<u>Plant Visited in Past?</u>	<u>Remarks</u>
Tashkent 84	AN-12, AN-22	None	No	
Kiev 473	AN-24	None	Yes	Antonov's design bureau also at this location.
Ulan Ude 99	AN-24	Helicopters	No	
Kazan 22	IL-62	Bombers	No	
Kharkov 135	TU-134	None	Yes	
Voronezh 64	TU-144	Fighters	No	
Possibly Kuybyshev 18	TU-154	None	No	Other Tupolev-designed aircraft have been produced at this plant.
Saratov 292	YAK-40	Missiles	No	
Rostov 168	MI-6, MI-10	None	Yes	
Kazan 387B	MI-8	None	No	
Possibly Ulan Ude	KA-26	AN-24	No	

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ENGINE PRODUCTION

<u>Plant</u>	<u>Engine</u>	<u>Engine Used in</u>	<u>Plant Visited in Past?</u>	<u>Remarks</u>
Kazan 16	NK-8	IL-62	No	Possibly also producing NK-8 for TU-154.
Kazan 16 or Kuybyshev 24	NK-144	TU-144	No	
Kuybyshev 24	NK-12MV	AN-22, TU-114	No	
Perm 19	AI-20	AN-8, AN-10 AN-12, IL-18	No	Soloviev's design bureau also at this location.
	D-20P	TU-124		
	D-30	TU-134		
	D-25V	MI-6, MI-10		
	TV2-117	MI-8		
Zaporozhe 478	AI-20	AN-8, AN-10 AN-12, IL-18	Yes	Ivchenko's design bureau also at this location.
	AI-24	AN-24		
	AI-25	YAK-40		

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