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Additions and corrections are welcome at sovtransresearch@yahoo.com**

Antonov An-8

The comparatively rare An-8 is a high-wing design from which the An-10 and An-12 were born. The first aircraft was built at Kiev-Svyatoshino, factory # 473, the prototype being equipped with TV-2T turboprop engines and was first flown on 11 February 1956. Production subsequently switched to Tashkent factory # 84 where aircraft equipped with AI-20D turboprop engines were built. The type entered service with the military in the late 1950s and the first units to convert to the An-8 were the 227th and 374th Transport AvPolks of the VTA. Before its retirement, Monino's An-8, c/n 9340504, belonged to the Air Defence Transport Aviation Regiment (a support unit of the Air Defence Force) in the Caucasian military district. When Antonov designed his first military aircraft with a cargo ramp, he hoped to obtain new powerful engines (at that time on the drawing board only) from Kuznetsov. The An-8 was designed for a pair of engines in the 6000 ehp range. When the TV-2T appeared it was installed on the prototype, but Kuznetsov failed to achieve reliable work of this early design as he was too busy with two other projects: the NK-12 for the Tu-95 and the NK-4 for the Il-18 and An-10. So, only when Ivchenko designed the upgraded version of the AI-20 (intended for the Be-12 amphibian), did it find a place on the An-8. The problem was that the great loss of power, 5,250+ ehp of the AI-20D comp the 6,250 ehp of the TV-2T, seriously degraded the performance.

The An-8 was not, as often thought, regarded as a "stopgap" until the An-12 became available; in fact, at the development stage there was a large anti-An-12 lobby in the Soviet Air Force which claimed that the new type was unnecessary and the cheaper An-8, which also required less metal to build, would cater for all of the Soviet Army's transport needs in the foreseeable future. So both the Soviet Air Force and the Soviet industry used the An-8 not only as a cheaper option than the An-12 but also more useful when volume was required rather than payload and the runway was long enough. Actually the next 40 years of service proved this to be right. Little over a hundred aircraft that were surviving by the early seventies were withdrawn from military service and civil registered. They all ended up with various Ministries involved with all kinds of Production Factories. These ministries were: the Ministry of Aviation Industry (MAP, Ministerstvo Aviatsonnoi Promyshlennosti or Minaviaprom), the Ministry of General Machine-Building (MOM, Ministerstvo Obshchevo Mashinostroyeniya or Minobshchemash, the Agency for Soviet space and missile programmes), the Ministry of Shipbuilding (MSP, Ministerstvo Sudostroitelnoi Promyshlennosti) and other industries. They all retained their Air Force grey c/s with the addition of a blue cheatline and wore Aeroflot titles, although some were painted in the full 1973 standard livery, still in use in the nineties. Some MOM aircraft had blue/white tails, and at least one An-8 had the red/white "polar" colour scheme. When an aircraft is reported in the listing below as 'no titles' it also means it carried no Aeroflot titles! Since December 1994 some An-8s have appeared on several African, Middle East and Asian registers, often with Sharjah as being their home base. By early 1997 the An-8 was no longer allowed to fly in the CIS, also causing those left as being airworthy to flee to these so called "convenience registers". Probably less than twenty were still serviceable by the turn of the century. The c/n can be presented in two different ways and is normally to be found on the tail of the aircraft; military examples also carried it on the starboard side of the nose, aft of the flight deck. The c/n plate is situated between the cockpit roof windows above the flight engineer's seat.

The construction number for the first 50 An-8s built in 1959 is explained as with most other Tashkent built aircraft. The first digit represents the year built followed by the number 34 indicating the factory number (84 !), then the two-digit batch number, the last two digits being the number in the batch.

From 1960 the c/n system changed; according to some sources, the reason for changing the system was the parallel production of the An-12 therefore avoiding errors to aircraft by production number. The An-12 received the usual wholly numeric system whilst the An-8 switched to the use of Cyrillic characters in the c/n to indicate the batch. However, others state this reason is not correct. Firstly, no confusion should possibly arise because anybody can see that An-8 c/n 0702 is not the same as An-12 c/n 0702 (in any document the aircraft type always comes first, not the c/n)! To take this logic further, what were the men at Tashkent supposed to do with the An-8s (which had purely numeric c/ns) already built and delivered. Even more to the point, the Kiev aircraft factory concurrently built the An-24, An-26, An-30 and An-32 all of which had c/ns in the same system and there was no confusion at all). Secondly, the An-8 c/n system was changed in 1960 whereas An-12 production in Tashkent began in 1961 ! That said, the reason for the change in the c/n system probably is different; but, since the people who took the decision are probably all deceased by now, we may never learn the truth.

With the second system used for the 101 aircraft built from 1960 to 1961 the first digit indicated the year of manufacture (0 for 1960 and 1 for 1961), then a Cyrillic letter standing for a batch number; A, B, V, G, D, E, Zh, Z, I and K, followed by the number 34 indicating the factory number (84 !), the final two digits representing the number in the batch (10 for the first, 20 for second and so on but ending with 01 for the 10th aircraft).

The construction number is normally to be found on the tail of the aircraft; military examples also carried it on the starboard side of the nose, aft of the flight deck. The construction number plate is situated between the cockpit roof windows above the flight engineer's seat.

NOTE 1: the 7th character (ë = yó) is not used as this is too similar to the sixth character (e and ë in Cyrillic).

NOTE 2: when stencilled the A (Alpha) is sometimes stencilled as an H (Cyrillic November) as the top of the letter had to remain open for stencils. Good example is c/n 0A3420 which was checked as being 0H3420 but confirmed in the records as 0A3420. We have received photo proof of various examples of this kind of stencilling in the technical lettering on Soviet Aircraft.

1 An-8 prototype (izd. P) built by factory # 473 at Kiev-Svyatoshino

---	no code	An-8	Antonov Des. Bur.	f/f	11feb56	powered by TV-2T engines; in Soviet Air Force c/s with Red star on tail; completed factory trials 02oct56; underwent state trials oct/nov56; received AI-20D 01jul/23oct57; flew again 30oct57; completed factory trials 21nov58 after protracted problems with the new engines; fate unknown
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151 An-8 built by factory # 84 at Tashkent from 1957 to 1962

8 34 01 01	not known	An-8	Soviet Air Force	mfd	aug58	first Tashkent production aircraft; f/f dec58 with AI-20D engines
8 34 01 02	not known	An-8	Soviet Air Force	mfd	1958	
8 34 01 03	not known	An-8	Soviet Air Force	mfd	1958	
8 34 01 04	not known	An-8	Soviet Air Force	mfd	1958	
8 34 01 05	not known	An-8	MAP Kom-na-Amu MSZ	rgd	22sep66	canx 15nov72
8 34 02 01	not known	An-8	Soviet Air Force	mfd	1958	
8 34 02 02	not known	An-8	Soviet Air Force	mfd	1958	
8 34 02 03	not known	An-8	Soviet Air Force	mfd	1958	
9 34 02 04	not known	An-8	MAP Kom-na-Amu APO	rgd	28jul66	f/n SVO 17oct71; canx 12sep79
9 34 02 05	not known	An-8	Soviet Air Force	mfd	1959	
9 34 03 01	not known	An-8	MAP Kirov MSZ	rgd	08apr76	f/n DME late77; canx 01nov89
9 34 03 02	not known	An-8	Soviet Air Force	mfd	1959	crashed on approach to Tula 14oct59 due to pilot error; was the first An-8 crash
9 34 03 03	not known	An-8	MAP Arsenyev MSZ	rgd	21jun79	f/n BTK 31aug91; l/n KJA 01jul92; canx but date unknown
9 34 03 04	not known	An-8	Soviet Air Force	mfd	1959	
9 34 03 05	"14"	An-8	MAP Kom-na-Amu APO	rgd	19jul79	canx 14dec88
CCCP-08822		An-8	Soviet Air Force	mfd	1959	photo 1959, in Ukrainian aviation magazine; also reported as "92"; see "92" red at the end of the file; started factory trials 20jun59, underwent state trials 07aug/30oct59; some sources report that c/n 9340304 rather than 9340305 underwent state trials
CCCP-78736		An-8	MAP Arsenyev MSZ	rgd	30mar77	registration was already worn by An-22 c/n 7340105 by this time and it seems this was not noticed for some considerable time, possibly due to the An-8 being on the commercial register whilst the An-22 was on the military register
9 34 03 06	not known	An-8	Soviet Air Force	mfd	24may59	f/n Arsenyev-Varfolomeyevka jan81; in all-grey c/s with blue cheatline; canx 16jan90
CCCP-69305		An-8	MAP Kuibyshev APO	rgd	30oct79	f/n VKO 14mar90; l/n VKO 08jul92
RA-69305		An-8	Aviakor Samara	Sae	30aug97	l/n Samara-Bezrymanka 13aug99; canx but date unknown; Aeroflot c/s, no titles; flew until end June 1994
9 34 03 07	not known	An-8	Soviet Air Force	mfd	1959	
9 34 03 08	not known	An-8	Soviet Air Force	mfd	31may59	
CCCP-69329		An-8	MAP Omsk Motors	rgd	27may80	first reported DME 23apr87 in incident report (ie, minor technical problem); canx 26jun89; f/n OMS 11jul93 in grey c/s with blue cheatline, no titles, wfu; l/n OMS 12jun94 missing engines and rudder; was operated by the MOM/Omsk Production Association named after P.I. Baranov
9 34 03 09	not known	An-8	Soviet Air Force	mfd	1959	
9 34 03 10	not known	An-8	Soviet Air Force	mfd	23may59	
CCCP-69336		An-8	MAP Kirov MSPO	rgd	14aug80	opb the Kirov Machinery Production Association named after the 20th Congress of the Communist Party of the Soviet Union; in Aeroflot c/s; w/o 15jun83 on a cargo flight from Kharkiv-Sokolnikovo when a fuel leak caused a fire of the left engine, the crew tried to return to Kharkiv-Sokolnikovo, but the aircraft lost height, did not reach the airfield, crash-landed in a field and was partially destroyed by the fire, all 5 crew and 2 passengers escaped unhurt; t/t 6,803 hours and 4,971 cycles; canx 19dec84
9 34 04 01	not known	An-8	Soviet Air Force	mfd	1959	
9 34 04 02	not known	An-8	Soviet Air Force	mfd	1959	
9 34 04 03	not known	An-8	Soviet Air Force	mfd	1959	
9 34 04 04	not known	An-8	Soviet Air Force	mfd	1959	
9 34 04 05	not known	An-8	Soviet Air Force	mfd	1959	
9 34 04 06	not known	An-8	MAP NovosibirskAPO	mfd	jul59	rgd 10aug81; f/n TAS 15sep87; canx but date unknown
9 34 04 06	not known	An-8	Soviet Air Force	mfd	15jun59	

	CCCP-69352	An-8	MAP Ulyanovsk APO	rgd	21sep82	mfd either 15jun59 or 31jul59; first reported LED 22feb87 in incident report; f/n DME 14sep87; l/n UUD 24aug93; in Aeroflot colours with blue tail; was in a document 05aug92 as operated by Volga-Dnepr; canx 17jan95
9 34 04 07	not known	An-8	Soviet Air Force	mfd	1959	
9 34 04 08	not known	An-8	Soviet Air Force	mfd	1959	
9 34 04 09	not known	An-8	Soviet Air Force	mfd	1959	
	CCCP-69326	An-8	MAP Kom-na-Amu APO	rgd	27feb80	first reported OZH 02oct87 in an incident report; f/n LED 13mar91; l/n DME 10sep92; canx 05apr96
9 34 04 10	not known	An-8	Soviet Air Force	mfd	31aug59	
	CCCP-69330	An-8	MAP Voronezh MeZ	rgd	22oct80	first reported Tyumen-Roshchino 29apr87 in incident report; f/n LED 03may89; canx 23oct92; l/n VOZ 18sep94 wfu without tail; was operated by the MOM/NPO Energiya, Voronezh Machinery Plant; used call sign CCCP-10388 at some stage
9 34 05 01	not known	An-8	Soviet Air Force	mfd	1959	
9 34 05 02	"16" red	An-8	Soviet Air Force	mfd	1959	
9 34 05 03	not known	An-8	Soviet Air Force	mfd	06aug59	f/n Oranienburg 06aug68
	CCCP-69348	An-8	MAP Ulan-Ude APO	rgd	04dec81	first reported DME 29dec87 in an incident report; canx but date unknown
9 34 05 04	"10" red	An-8	Soviet Air Force	mfd	sep59	arrived Monino 20may76 and displayed in the Air Force museum; t/t 3,350 hours and 3,450 cycles
	"10" green	An-8	Soviet Air Force	mfd	apr91	c/n confirmed from an old photo taken at Monino; c/n also given as such in a museum book; the aircraft was repainted at some stage and the code was painted in this colour; l/n (N55.833235 E38.180890) 01dec18
9 34 05 05	not known	An-8	Soviet Air Force	mfd	sep59	
	CCCP-79166	An-8	MAP Kazan Motors	rgd	09dec75	in grey c/s with blue cheatline; f/n SVO 23aug79; seen without titles HRK 1991
	RA-79166	An-8	Kazan Motors	SVO	19mar93	last flew in 1994; canx 06mar96; the fuselage without wings sat at Kazan-Borisoglebskoye, l/n aug99
9 34 05 06	not known	An-8	Soviet Air Force	mfd	sep59	
	CCCP-69337	An-8	MAP Ulan-Ude APO	rgd	22oct80	f/n DME 15mar90; seen VKO 27apr93; l/n Staraya Russa may99/sep02, but not since; canx but date unknown
9 34 05 07	not known	An-8	Soviet Air Force	mfd	oct59	
	CCCP-69351	An-8	MAP Omsk Motors	rgd	06may82	f/n OMS 11jul93 in all- grey c/s with blue cheatline, no titles; l/n OMS 12jun94, wfu and missing engines; canx but date unknown
9 34 05 08	not known	An-8	Soviet Air Force	mfd	sep59	
	CCCP-69344	An-8	MAP Irkutsk APO	rgd	20apr81	c/n checked DME 11feb86; c/n given in the Soviet register in error as 9340505, see CCCP-79166; canx 24oct89
9 34 05 09	not known	An-8	Soviet Air Force	mfd	1959	
9 34 05 10	not known	An-8	Soviet Air Force	mfd	1959	
9 34 06 01	not known	An-8	Soviet Air Force	mfd	1959	
9 34 06 02	not known	An-8	Soviet Air Force	mfd	oct59	
	CCCP-69322	An-8	MAP Kirov MSPO	rgd	10dec79	f/n BAK 08dec92; canx but date unknown
9 34 06 03	not known	An-8	Soviet Air Force	mfd	nov59	
	CCCP-69323	An-8	MAP Rostov VPO	rgd	11dec79	in all-grey c/s with blue cheatline, no titles; f/n LED 01sep88; l/n LED 30jun90
	RA-69323	An-8	Rostvertol	ROV	14jul94	in all-grey c/s with blue cheatline, no titles; canx 12sep95; l/n ROV 14may96, wfu; no longer present aug99, so probably broken up
9 34 06 04	"15" red	An-8	Soviet Air Force	mfd	27jun59	early history unknown; toc by 131 sad at Odessa in 1974 (prepared for that by 173 osae at Vinnitsa); last overhaul completed in 1975 (by 123 ARZ at Staraya Russa); preserved at the territory of a military unit at Osinovaya Roshcha near Levashovo (N60.117580 E30.203641) seen sep06/oct07; subsequently moved closer to the perimeter fence/gate and looked to be in good condition; f/n aug12; l/n mar23
9 34 06 05	not known	An-8	Soviet Air Force	mfd	30nov59	
	CCCP-98110	An-8	MAP Ulan-Ude APO	rgd	18may77	f/n DME 14nov77; reg became a Yak-40 by 28feb78
	CCCP-27213	An-8	MAP Ulan-Ude APO	rgd	28feb78	canx 02dec86
9 34 06 06	not known	An-8	Soviet Air Force	mfd	1959	
9 34 06 07	not known	An-8	Soviet Air Force	mfd	1959	
9 34 06 08	not known	An-8	Soviet Air Force	mfd	1959	
9 34 06 09	not known	An-8	Soviet Air Force	mfd	1959	
9 34 06 10	not known	An-8	Soviet Air Force	mfd	dec59	photo in Czech book published 1982; canx 29nov90
	CCCP-13370	An-8	MAP Moskovski OAO	rgd	17apr74	
9 34 07 01	not known	An-8	Soviet Air Force	mfd	1959	
	CCCP-79163	An-8	MOM "Zlatoust" MSZ	rgd	09oct75	canx 24oct79
9 34 07 02	not known	An-8	Soviet Air Force	mfd	dec59	
	CCCP-69339	An-8	MAP Kazan APO	rgd	17feb81	canx 14feb83
9 34 07 03	not known	An-8	Soviet Air Force	mfd	31dec59	
	CCCP-13363	An-8	MAP Rostov VPO	rgd	03jan74	in grey c/s with blue cheatline, no titles; f/n LED 04may89; reported at SIP feb94; sat wfu at ROV, seen 14jul94/14may96; canx 12sep95; scrapped at ROV before aug99
9 34 07 04	not known	An-8	Soviet Air Force	mfd	dec59	
	CCCP-69325	An-8	MAP Kom-na-Amu APO	rgd	21dec79	f/n DME 02aug90; canx 05apr96; sat wfu at Komsomolsk-na-Amure-Dzymgi around 2006/07
9 34 07 05	not known	An-8	Soviet Air Force	mfd	dec59	did not fly in 1988 and was parked in a wood, not far from the AZIG (later KNAAPO) transport aircraft depot, in good condition but derelict, although all cockpit equipment, landing gear and powerplant were in place, the aircraft was not guarded and there was relatively easy access to it, by the autumn of 1990 it was already on fire and in disrepair, in 1993-95 it was dragged to the territory of ELPTS formation (spun off from KNAAPO, it still left something of it), territorially the plane was dragged about 200 metres across the same field and used as a shed not far from Dzemgi airport runway it was parked until about 2006-07, which was the last time seen
9 34 07 06	not known	An-8	Soviet Air Force	mfd	1959	
	CCCP-27202	An-8	MOMS Ulyanovsk APK	rgd	28nov77	f/n ULY 25aug92; trf to Aviastar 1992
	RA-27202	An-8	Aeroflot c/s	VOG	30aug93	in a document 05aug92 as operated by Volga-Dnepr; c/n checked 30aug93; in Aeroflot blue c/s; canx 15may96 as to Liberia
	EL-RDK	An-8	Aeroflot c/s, n/t	SHJ	aug96	in Aeroflot blue c/s; l/n SHJ 03oct96
	EL-RDK	An-8	Air Pass, n/t	VFA	30nov97	in all-white c/s; seen HLA 19jun98
	TL-ABA	An-8	Centrafican, n/t	PTG	03jul98	arrived this date as EL-RDK and r/r on paper
	TL-ACM	An-8	Centrafican, n/t	PTG	01aug98	in all-white c/s; illegal TL- registration !; l/n HLA 20aug98 when it departed to unknown destination
	TL-ACM	An-8	all-white c/s, n/t	RKT	21nov99	l/n RKT 09apr00; crashed on take-off Pepa, Congo, 19apr00 due to a bird strike, reportedly operated for Rwandan Air Force
9 34 07 07	not known	An-8	Soviet Air Force	mfd	1959	
9 34 07 08	not known	An-8	Soviet Air Force	mfd	1959	
	CCCP-69331	An-8	MAP Orenburg MSZ	rgd	08may80	
	RA-69331	An-8	Kit Air	REN	dec96	l/n REN 29aug97 derelict; canx but date unknown
9 34 07 09	not known	An-8	Soviet Air Force	mfd	1959	
	CCCP-27205	An-8	MAP Arsenyev MSZ	rgd	26dec77	damaged Arsenyev-Varfolomeyevka (AAPO factory airfield) mar80, ran into trees at the edge of the airfield when brakes failed during taxiing; canx 08jun81
9 34 07 10	not known	An-8	Soviet Air Force	mfd	jan60	
	CCCP-27201	An-8	MAP Kazan APO	rgd	18oct77	f/n SVO 06dec89; in all-grey c/s with blue cheatline and small Aeroflot titles by the nose
	RA-27201	An-8	MAP Kazan APO	Kzp	21may97	in all-grey c/s with blue cheatline; was wfu before jun94; l/n Kazan-Borisoglebskoye 17aug99 fuselage only; canx but date unknown
0A 34 10	not known	An-8	Soviet Air Force	mfd	16feb60	
	CCCP-48094	An-8	MSP Komsom-na-Amu	trf	18jun75	rgd 18nov75; operated by the MSP/Shipbuilding Factory named after the Lenin Young Communist League (Komsomol); used call-sign CCCP-08053; w/o 30aug77 on a cargo flight at night when the artificial horizon failed, the crew lost spatial orientation and put the aircraft into a steep dive, it disintegrated in mid-air when the design speed limit was exceeded and crashed 10 km from Bratsk, all 5 crew and both passengers killed; t/t 6,200 hours and 3,889 cycles; canx 22feb78
0A 34 20	not known	An-8	Soviet Air Force	mfd	1960	
	CCCP-69319	An-8	MAP Orenburg MSZ	rgd	04apr77	f/n LED aug78; in all-grey c/s, blue cheatline with Aeroflot titles; l/n REN 29aug97 derelict; canx but date unknown
0A 34 30	not known	An-8	Soviet Air Force	mfd	1960	
	CCCP-69324	An-8	MAP Arsenyev MSZ	rgd	10dec79	f/n DME 15sep86; in all-grey c/s with blue cheatline; l/n LED 02sep88; canx 28may03
0A 34 40	not known	An-8	Soviet Air Force	mfd	13feb60	
	CCCP-69338	An-8	MAP Gorki APO	rgd	28oct80	was operated by NAZ/"Sokol"
	RA-69338	An-8	MAP Gorki APO	EVN	mar93	in all-grey c/s with blue cheatline, small Aeroflot titles by the nose; CofR renewal 25jun93; still current on Russian register 19mar03, but given as canx in the feb04 register with no canx date given
0A 34 50	not known	An-8	Soviet Air Force	mfd	1960	
0A 34 60	not known	An-8	Soviet Air Force	mfd	21feb60	
	CCCP-27209	An-8	MAP Arsenyev MSZ	rgd	26dec77	f/n DME 22may91
	RA-27209	An-8	Progress Arsenyev	w/o	30sep94	on the leg from Chaibukha to Provideniya of a flight from Arsenyev to Provideniya with the MTOW exceeded when attempted to take-off from Chaibukha with locked controls, the crew did not try to abort the take-off (the captain was intoxicated) so that the aircraft overran the runway at high speed, broke through the perimeter fence and ended up in the swampy crater of an open-cast mine, 4 of the 6 crew and 4 of the 15 passengers killed and all survivors injured; t/t 15,611 hours and 5,815 cycles
0A 34 70	not known	An-8	Soviet Air Force	mfd	1960	
	CCCP-69311	An-8	MAP Arsenyev MSZ	rgd	16oct79	f/n IKT 25sep86; canx but date unknown
0A 34 80	not known	An-8	Soviet Air Force	mfd	1960	
0A 34 90	not known	An-8	Soviet Air Force	mfd	1960	
0A 34 01	not known	An-8	Soviet Air Force	mfd	1960	
	CCCP-69315(2)	An-8	MAP Orenburg MSZ	mfd	01apr60	rgd 26apr83; was operated by MOM/"Strela" (Arrow) Production Ass, Orenburg; see c/n 0Zh3480
	RA-69315(2)	An-8	Kit Air	early94		in all-grey c/s with blue cheatline; l/n REN 29aug97; was already canx 05apr96 as to United Arab Emirates
	EL-ASA	An-8	ex Kit Air, n/t	SHJ	19jan98	c/n not confirmed; according to the Liberian register, the registration was an An-12 c/n 3340909 with rgd 14dec97; l/n JNB 28jan98
	no reg	An-8	all stripped	JNB	07apr98	l/n JNB 15may98, in the process of being repainted
	EL-ALE (2)	An-8	Southern Cross	QRA	04jun98	in all-white c/s with blue cheatline and titles and additional 'Cargo' on the forward fuselage; l/n QRA 12aug98; see c/n 113460

	TN-AFN	An-8	Trans Air Congo	JNB	08nov98	in all-white c/s with blue cheatline and titles and additional 'Cargo' on the forward fuselage; postcard exists BZV dated 2000; photo JNB oct01, reported as impounded; later wfu and partially dismantled at PNR, broken up by summer 2004; canx 26apr15
OB 34 10	not known	An-8	Soviet Air Force	mfd	1960	
OB 34 20	not known CCCP-69314	An-8 An-8	Soviet Air Force MTM Omsk ZTMS	mfd rgd	15mar60 18may77	Zavod transportnogo mashinostroyeniya im. Oktyabrskoi revolyutsii; dbr 09aug79 while taxiing before take-off at Moscow-Domodedovo when the brakes overheated due to crew error and caught fire, 1 of the 8 crew and 1 of the 2 passengers killed during the evacuation of the burning aircraft (they ran into the propeller of the left engine) and 2 crew injured (they suffered burns); t/t 5,229 hours and 3,090 cycles; canx 14nov79
OB 34 30	not known CCCP-79167 CCCP-79167 RA-79167 4R-SKJ	An-8 An-8 An-8 An-8	Soviet Air Force MSS "Amur" Gorki MAP Komsom-na-Amur Sky Cabs, n/t Sky Cabs, n/t	mfd rgd trf CMB CMB	1960 29may67 18jul86 14sep97 08jun98	f/n DME 21apr78 trf to MAP Komsomolsk-na-Amure MSP; l/n LED 30may92 in Aeroflot c/s with blue tail in basic Aeroflot c/s with blue tail; l/n CMB 14jan98; was already canx 16dec96 as to Sri Lanka c/n confirmed in register; leased to Sky Cabs; in basic Aeroflot c/s with blue tail; l/n CMB 12dec98, with RA-79167 still on the wings
	4R-SKJ 3C-DDA 3C-DDA	An-8 An-8 An-8	Sky Cabs Air Mark, n/t Mandala Air Cargo	SHJ DRW SHJ	16feb99 25sep99 05mar00	l/n CMB 26apr99; in white c/s with red cheatline and grey undersides with titles in white c/s with red cheatline and grey undersides, only carries 'Air Cargo' titles; l/n SIN nov99 in white c/s with red cheatline and grey undersides; l/n CMB 01oct00; seen stored FJR aug02/mar03 and jun03/nov05 with titles covered; not seen since, broken up ?
OB 34 40	not known CCCP-26183	An-8 An-8	Soviet Air Force MOMS "Zlatoust"MSZ	mfd rgd	01may60 23dec67	operated by MOM/NPO "Energiya", Zlatoust Machinery Plant (Chelyabinsk Defence Nuclear Factory), dbr Yerevan 20nov88 when crew retracted the gear by mistake after landing
OB 34 50	not known CCCP-69335	An-8	Soviet Air Force	mfd	apr60	
OB 34 60	not known CCCP-27203 RA-27203 D2-FVB	An-8 An-8 An-8 An-8	MAP Kom-na-Amu APO Soviet Air Force MOM "Zlatoust" MSZ MOM "Zlatoust" MSZ Von Haaf Air	mfd rgd rgd SHJ LAD	10jun80 apr60 28nov77 20aug94 13jan95	canx but date unknown f/n LED 11sep87; l/n RVH 12may91 canx but date unknown c/n not confirmed, but is the only known MOM "Zlatoust" MSZ An-8 not confirmed as to Angola and slots in with the sightings at SHJ aug94 and LAD jan95; photo on Google Earth and the internet shows it abandoned nose down at Kuito Airport (S12.399399 E16.956894), Angola, after an apparent landing mishap, in all-grey c/s with blue cheatline, small emblem on the fin; still there in 2010 but no longer visible on image dated 29aug11
OB 34 70	not known CCCP-93911	An-8	Soviet Air Force	mfd	apr60	
OB 34 80	not known CCCP-59504	An-8 An-8	MAP NovosibirskAPO Soviet Air Force MAP Moskovski OAO	rgd mfd rgd	08apr76 31may60 21jun79	f/n Novosibirsk-Yeltsovka 23jun94; c/n earlier reported as 1V3470 in error; canx but date unknown f/n TBS sep80; c/n earlier reported in error as 0E3480; l/n DME 1983, in all-grey c/s with blue cheatline, small Aeroflot titles on the nose trf date not confirmed in all-grey c/s with blue cheatline, small Aeroflot titles by the nose; belly-landed next to the runway at Elista 29sep94 after a hydraulics fire in the port main wheel well shortly after take-off; t/t 14,447 hours and 6,880 cycles; canx 29dec95
OB 34 90	not known	An-8	Soviet Air Force	mfd	1960	
OB 34 01	not known CCCP-13349	An-8 An-8	Soviet Air Force MAP Ulan-Ude APO	mfd rgd	may60 29jan74	f/n Ulan Ude-Vostochny 20apr97, no titles; canx but date unknown
OV 34 10	not known CCCP-13365	An-8 An-8	Soviet Air Force MAP Irkutsk MSZ	mfd rgd	jul60 04oct73	
OV 34 20	not known CCCP-69320	An-8 An-8	Soviet Air Force MAP NovosibirskAPO	mfd rgd	may60 20sep79	canx but date unknown mfd reported both as being 24may60 and 31may60 in Aeroflot c/s; w/o 10oct90 in a cargo flight from Moscow to Novosibirsk-Yeltsovka when approached in difficult weather conditions, both engines flamed out at a height of 140 metres some 3,000 metres before the runway threshold (probably due to crew error) and the propellers were not feathered so that the aircraft rapidly lost height, hit the overhead contact line of a railway line 2,010 metres before the runway threshold, collided with the embankment of the railway line, caught fire and burnt out, 4 of the 5 crew members and all 5 passengers were killed and the sole survivor (the captain) was injured; t/t 11,726 hours and 5,739 cycles; canx 19apr91
OV 34 30	not known	An-8	Soviet Air Force	mfd	1960	
OV 34 40	not known	An-8	Soviet Air Force	mfd	1960	
OV 34 50	not known CCCP-13366	An-8 An-8	Soviet Air Force MAP Moskovski OAO	mfd rgd	28may60 04oct73	f/n DME 14nov77; canx 01jun94; in all-grey c/s with blue cheatline and small Aeroflot titles by the nose; l/n KRR 15jul94/09sep94 wfu
OV 34 60	not known	An-8	Soviet Air Force	mfd	1960	
OV 34 70	not known CCCP-79165	An-8	Soviet Air Force	mfd	1960	
OV 34 80	not known CCCP-69332	An-8	MAP Kom-na-Amu APO	rgd	14nov75	f/n DME 11mar79; canx 14dec88
OV 34 90	not known CCCP-93918	An-8	Soviet Air Force	rgd	16apr80	canx but date unknown; wfu before jun94
OV 34 01	not known CCCP-69349	An-8 An-8	MAP Gorki APO Soviet Air Force MOM "Zlatoust" MSZ	mfd mfd rgd	1960 08apr76 01aug60 03jun82	canx 06dec91 first reported Chelyabinsk 21may87 in incident report; f/n LED 17apr92, in all grey c/s with blue cheatline; c/n checked as 0G3401 in error, see next line and c/n 0G3401; was operated by the MOM/NPO "Energiya", Zlatoust Machinery Plant (Chelyabinsk Defence Nuclear Factory) on control columns showed ex CCCP-693.. ! l/n SHJ 13mar96; was reported impounded Somalia and likely this was the An-8 impounded briefly in jul96 and released 01aug96 after illegal landings 09jul96 at Borama and Odeweine according to a UN report c/n confirmed but according to Liberian register this registration was a DC-8 rgd 18aug95; presumably an illegal registration a poor quality photo exists, but registration could not be determined this date; a subsequent photo dated BXX 15mar10 confirms this registration, in good condition; photo BXX 13sep11 now missing parts and semi-derelict, lying on its belly, with hundreds of people crawling all over the aircraft; still visible on GE dec12 but gone by jul14
	D2-FVC D2-FVC D2-FVC	An-8 An-8 An-8	Von Haaf Air Air Cess, n/t Air Cess	LAD SHJ SHJ	13jan95 29oct95 02dec95	
	EL-AKT	An-8	Air Cess	SHJ	26jan97	
	D2-FVC	An-8	Air Cess	BXX	oct09	
OG 34 10	not known CCCP-69343 RA-69343 EL-ALC (1) EL-ALC (1) J2-KBG EL-AKY (1) EL-AKY (1) EL-AKY (1)	An-8 An-8 An-8 An-8 An-8 An-8 An-8 An-8 An-8	Soviet Air Force MAP Kaluga Motors MAP Kaluga Motors AFL white c/s n/t Santa Cruz Imp. Santa Cruz Imp. Santa Cruz Imp. El Magal Aviation Santa Cruz Imp.	mfd rgd VOG SHJ SHJ DXB rgd SHJ	23jun60 17mar81 30aug93 aug96 04aug96 09oct96 22jun97 28mar00	photo HRK 1990, in full Aeroflot c/s and titles in full Aeroflot c/s and titles; l/n KLF 25may95; canx 25sep95 as to Panama see c/n 0Z3410, also see An-12 c/n 5342801 and An-26 c/n 87307104 in basic Aeroflot 'blue' c/s with 'Santa Cruz Imperial' titles; l/n SHJ 08oct96, photo this date and c/n readable l/n SHJ 03apr97; c/n checked many times and photos show no doubt the same aircraft as EL-ALC (1) f/n SHJ feb98; photo taken feb98 shows ex J2-KBG and c/n readable; see c/n 0Z3410 in oct99 fleet list with this c/n and still present oct03/apr04 being worked on; still carries the basic Aeroflot c/s and J2-KBG still visible under paint; c/n 0G3410 readable; l/n SHJ 27mar04 doing engine runs f/n SHJ 03may04, l/n SHJ 15may04; rgd to Simax LLC of Oregon with AOC granted to Africargo Int'l/Inter Tropic Airlines; left SHJ 27may04 and seen EBB 29may04; AOC cancelled jun04; l/n GOM jul04; de-registered by Sierra Leone 18oct04 info from UN document photo as such, exact date unknown, in white c/s with grey belly, no titles acquired jun04; details from Kisangani Airlift's owner who reported aircraft on overhaul at NBO 12may05, in white c/s with grey belly, no titles; Antonov regard this aircraft as no longer airworthy from 23jun95 however, still seen flying GOM 04aug06 and 05mar08; l/n GOM (S1.6654808 E29.236840) 17aug09/05feb10, apparently wfu and later removed to the dump, (S1.6689132 E29.239237) seen there 24feb11; l/n 14nov12 in very poor condition
	9L-LEO	An-8	all-white c/s, n/t	rgd	22mar04	
	S9-DBC 60-DBC S9-DBC	An-8 An-8 An-8	Simax LLC, Oregon Kisangani Airlift	rgd LKG NBO	27oct04 2005 21feb05	
OG 34 20	not known CCCP-69316(2)	An-8 An-8	Soviet Air Force MAP NovosibirskAPO	mfd rgd	22aug60 20sep79	first reported Novosibirsk 17nov87 in incident report; f/n DME 12jun90; canx but date unknown; see c/n 0D3490
OG 34 30	not known CCCP-69340	An-8 An-8	Soviet Air Force MAP NovosibirskAPO	mfd rgd	1960 03oct80	mfd both reported as being 20jul60 and 22aug60; first reported DME 12aug87 in incident report; f/n DME 12apr91 canx but date unknown
OG 34 40	RA-69340 not known CCCP-69327 RA-69327 3C-QQE	An-8 An-8 An-8 An-8	MAP NovosibirskAPO Soviet Air Force MAP Moskovski OAO MAP Arsenyev APO all-grey c/s, n/t	VKO mfd rgd rgd SHJ	27apr93 01aug60 21aug81 12jul93 17apr01	photo DME 1983, in all-grey c/s with blue cheatline and small Aeroflot titles by the nose; l/n DME 15sep86 f/n VKO jul94, all-grey c/s with blue cheatline, no titles; canx 18dec00 to Equatorial Guinea was stored SHJ feb01/mar02; seen EBB 28apr03 flying between Kampala and Bunia on behalf of the Ugandan Air Force in white c/s with blue and thinner red cheatline; a photo taken 04aug03 shows an An-8 with this reg being pulled out of the sand in all-white c/s, no titles, so one assumes it is this c/n; f/n GOM 01mar04; c/n from UN documents; grounded at Goma by Congolese Aviation Authorities, still there nov04; w/o 22jan05 on a flight from Kindu to Kongolo (DR Congo) whilst opb Cie Aeriennne des Grands Lacs, when crashed into houses while on approach to Kongolo, some 100 metres short of the runway, all 3 crew and 7 passengers survived; see c/n 0Z3450 and 0E3440
	EL-WVA (3)	An-8	'Express' titles	r/r	may03	
OG 34 50	not known CCCP-69341 D2-FVA	An-8 An-8 An-8	Soviet Air Force MOM "Zlatoust" MSZ Von Haaf Air	mfd rgd LAD	1960 02feb81 31oct94	f/n DME 14sep87; canx but date unknown dbr when veered off runway on take-off Dundo (S7.4032527 E20.811605) 06dec94; still present on a photo on Google Earth 2007 mfd also reported as 16nov60 photo exists in all-grey c/s with blue cheatline and small Aeroflot titles by the nose canx 07feb96
OG 34 60	not known CCCP-98107 RA-98107	An-8 An-8 An-8	Soviet Air Force MAP Irkutsk APO Aeroflot c/s, n/t	mfd rgd IKT	19jul60 18apr77 07jul94	

0G 34 70	not known CCCP-98105	An-8 An-8	Soviet Air Force MAP Kirov Elek Za	mfd rgd	aug60 04apr77	f/n TAS 15sep87, but reported as an An-12 this date; canx but date unknown
0G 34 80	not known CCCP-78731	An-8 An-8	Soviet Air Force MAP Arsenyev MSZ	mfd rgd	1960 27dec71	canx 1981
0G 34 90	"19" red CCCP-13330	An-8 An-8	Soviet Air Force MAP Kom-na-Amu APO	mfd rgd	03aug60 25jan73	f/n Oranienburg 17jun68 f/n DME 14nov77; in full Aeroflot c/s and titles; l/n DME 12apr91; w/o 16may91 on the leg from Omsk to Irkutsk of a cargo flight from Tbilisi to Komsomolsk-na-Amure when came in too high on finals to Irkutsk-2 (Vostochny) so that the flight engineer (who was acting as the second pilot) put the engines on idle, the captain increased power again but the left engine flamed out and the propeller feathered, the aircraft banked, stalled, crashed 1,526 metres behind the runway threshold and caught fire, 1 out of 6 crew and 1 of the 3 passengers killed plus 3 crew and 1 passengers injured; t/t 17,293 hours and 6,708 cycles
0G 34 01	not known CCCP-59500	An-8 An-8	Soviet Air Force MAP NovosibirskAPO	mfd rgd	03jul60 22jan79	f/n MOW apr79; l/n Novosibirsk-Yeltsovka 23jun94
0D 34 10	no code	An-8	Soviet Air Force	photo		preserved at Tashkent Factory # 84 museum; c/n not confirmed, but '1210' is painted on the tail on both sides, which would fit for this c/n (1st aircraft in batch 12); f/n jun93; l/n dec19, gone by may20 and moved to the former factory airport with the wings separated; still seen there may22 (GE image) hopefully for future preservation
0D 34 20	"09" CCCP-27215 RA-27215 4R-SKI	An-8 An-8 An-8	Soviet Air Force MAP Kom-na-Amu MSP MAP Kom-na-Amu MSP Sky Cabs, n/t	mfd rgd VKO rgd	may60 18aug78 21mar93 19mar97	black and white photo exists taken at Lugansk-Ostraya Mogila in 1974, code probably blue and c/n can be read on the underside of the wing root f/n LED 03sep88; l/n LED 17may91, in Aeroflot 'polar' c/s in Aeroflot 'polar' c/s; l/n VKO 30aug93; canx 16dec96 as to Sri Lanka f/n CMB 16apr97; stored CMB since oct01, in basic ex-Aeroflot 'polar' colours; moved adjacent to the public viewing area by nov05, with registration removed; repainted by apr10, in white c/s with dark blue undersides and blue cheatline; c/n confirmed in register; seen 12nov14, registration just visible under the starboard wing; l/n jan15; scrapped between feb16 and jul16
0D 34 30	not known CCCP-69346	An-8 An-8	Soviet Air Force MAP NovosibirskAPO	mfd rgd	08aug60 02nov81	f/n OVB 30jun92; leased to IChP Avia (a privately-run enterprise named also Yuri Petrov's Airlines) in 1992; w/o 30oct92 (local time, according to Moscow time still 29oct92) on the leg from Petropavlovsk-Kamchatski to Chita of a cargo flight from Petropavlovsk-Kamchatski to Novosibirsk with the maximum landing weight exceeded by some 5 tonnes when ran out of fuel on final approach to Chita at night so that both engines failed successively and the aircraft crashed 1,657 metres before the runway threshold, all 5 crew and 9 passengers killed; t/t 10,683 hours and 5,124 cycles
0D 34 40	not known CCCP-69328 RA-69328	An-8 An-8 An-8	Soviet Air Force MAP Kazan APO MAP Kazan APO	mfd rgd SVO	aug60 26dec79 01may94	in all-grey c/s with blue cheatline, no titles; l/n Kazan-Borisoglebskoye 21may97; canx 02feb00 as to Equatorial Guinea
	3C-ZZO	An-8	no titles	BHK	31mar00	in all-grey c/s with blue cheatline; operator reported as Prompt Air
	3C-ZZO	An-8	Bismillah Airlines	SHJ	10nov00	in all-grey c/s with blue cheatline and titles; l/n SHJ 26may01; c/n checked as 0D3440; ex-reg ending '28' visible under the paint
	3C-ZZO	An-8	no titles	DIR	23mar02	seen SHJ 21may02 active, in all-grey c/s with red cheatline; seen again SHJ 04dec02, engine running; l/n DIR 06jan03
	3C-ZZO S9-DAJ	An-8 An-8	ExpoAir no titles	CMB FJR	22jan05 24nov05	in all-grey c/s with red cheatline and titles, active in all-grey c/s with red cheatline; seen FJR 19jan07 having been cleaned up; f/n PNR 23sep07, in all-white c/s, no titles; photo BVZ 08feb08 in good condition; l/n BVZ (S4.2497111 E15.248558) 02aug10/12aug13, derelict and with very dirty paintwork, resting on its tail in the military area
0D 34 50	not known CCCP-59503	An-8 An-8	Soviet Air Force MAP Kaluga Motors	mfd rgd	31oct60 18apr79	first reported Penza 10jul87 in incident report; f/n LED 03sep88; canx 10dec91; see c/n 0E3420
0D 34 60	not known CCCP-69345	An-8 An-8	Soviet Air Force MAP Arsenyev APO	mfd rgd	1960 21aug81	photo aug84, in grey x/s with blue cheatline and small Aeroflot titles by the nose; canx but date unknown
0D 34 70	not known CCCP-69350	An-8 An-8	Soviet Air Force MOM Orenburg MSZ	mfd rgd	01sep60 06may82	first reported Vitebsk 26dec87 in incident report; f/n LED 02jul90; l/n LED 26aug91; was operated by MOM/"Strela" (Arrow) Production Association, Orenburg; photo exists with c/n painted as 1D3470, probably just mis-painted
	RA-69350 EL-ALQ	An-8 An-8	Kit Air ex Kit Air, n/t	ph. rgd	in 1996 11nov97	in all-grey c/s with blue cheatline and whale logo on the fin; l/n REN 29aug97; canx but date unknown to Santa Cruz Imperial; f/n SHJ 19jan98; in all-grey c/s with blue cheatline, whale logo on the fin; l/n SHJ 01feb98
	3D-ADI	An-8	Southern Cross	SHJ	16mar98	l/n JNB 22mar98; c/n confirmed; ex-registration RA-69350 checked; in all-white c/s with blue cheatline and titles and additional 'Cargo' on the forward fuselage
	EL-ALQ EL-ALQ	An-8 An-8	Southern Cross Trans Air Congo	SHJ ph.	08nov98 mar02	l/n SHJ 22nov98 wrecked in a scrap yard, probably in the Congo, in a "nose high" position
0D 34 80	not known	An-8	Soviet Air Force	mfd	21sep60	
0D 34 90	not known CCCP-69316(1)	An-8 An-8	Soviet Air Force MAP Moskovski OAO	mfd rgd	1960 10aug72	w/o 10oct75 on take-off for a cargo flight from Sverdlovsk-Koltsovo when the left engine suffered an uncontained failure immediately after take-off and caught fire, the propeller could not be feathered (as control lines had been severed) and caused considerable drag, the aircraft went out of control and crashed upside down close to the runway, all 6 crew killed; t/t 4,361 hours 58 minutes and 3,045 cycles; canx 01jul76; see c/n 0G3420
0D 34 01	not known CCCP-69303	An-8 An-8	Soviet Air Force MAP Kaluga Motors	mfd rgd	sep60 12sep79	photo 1983, in all-grey c/s with 'wavy' Soviet flag on the fin; l/n SVX apr88; canx 06feb95
0E 34 10	not known CCCP-27217	An-8 An-8	Soviet Air Force MAP Kazan Motors	mfd rgd	1960 25oct78	photo in all-grey c/s with blue cheatline and small titles behind nose; wfu 1991; canx 06mar96
0E 34 20	CCCP-69353 RA-69353 EL-AKZ EL-AKZ	An-8 An-8 An-8 An-8	MAP Kaluga Motors MAP Kaluga Motors grey c/s, n/t Santa Cruz Imp.	mfd mfd KLF DXB rgd	31oct60 01may95 06mar96 24feb97	rgd 06jul82 no titles; f/n DXB 13jan96, in all-grey c/s with blue cheatline; l/n DXB 09feb96; canx 25sep95 as to Panama photo proof SHJ feb97 with this c/n according to Liberian register; f/n SHJ 09mar97; in all-white c/s with green cheatline, titles and tail logo; c/n checked as 0D3450 (already canx 1991) on plate in the cockpit, but many photos with c/n 0E3420 painted on
	EL-AKZ	An-8	ex Santa Cruz Imp.	SHJ	24oct00	in all-white c/s with green cheatline, no titles or tail logo; l/n SHJ 11feb03 complete; cannibalized and scrapped by oct04
0E 34 30	not known CCCP-13323	An-8 An-8	Soviet Air Force MAP Kaluga Motors	mfd rgd	24dec60 12dec72	in all-grey c/s with blue cheatline; f/n jun79; seen Myachkovo sep91/spring 1993, but gone by sep93; back into service in early 1993
	RA-13323	An-8	Kaluzhski Dvigatel	no	reports	w/o 12dec93 on a cargo flight to Yerevan-Zvartnots when touched down with 4 g 150 metres before the runway threshold after an unstable approach at night and broke up, all 5 crew and 3 passengers escaped unhurt; t/t 14,212 hours and 6,676 cycles; wreck still present by 16may96
0E 34 40	not known CCCP-69334	An-8 An-8	Soviet Air Force MAP Omsk Motors	mfd rgd	24dec60 03oct80	f/n DME apr82; was operated by MOM/Omsk Engine Production Association named after P.I. Baranov; photo SVX mar88, in all-grey c/s with blue cheatline, small Aeroflot titles below the cockpit; photo also exists in Aeroflot c/s with blue tail
	RA-69334	An-8	MAP Omsk Motors	OMS	29aug93	in Aeroflot c/s with blue tail; l/n PTG 12sep97 operating for Sultan Aviation; canx 16feb96 as to United Arab Emirates
	-- EL-WVA (2)	An-8 An-8	Air Pass c/s, n/t Air Pass c/s, n/t	PTG PTG	14nov97 07feb98	according to documents this date, was to become EL-WVA (2) l/n PTG 01sep98 and on TV dec98; rgd not available; reportedly a slide exists taken HLA jun00; a photo taken 31may02 shows an An-8 having overshoot the runway at Kalemie, Katanga (Congo) with serial EL-WVA in what looks like to be Air Pass/Centralfrican c/s; see c/n 0Zh3450 and 0G3440
	3X-GDQ 3X-GDQ 9Q-CXI	An-8 An-8 An-8	Sant'Air, n/t Pegasus Aviation Uhuru Airlines	BUX FIH FIH	17jul03 31mar04 may05	in white/grey c/s with blue cheatline, no titles in white/grey c/s with blue cheatline, with titles; reported as ex EL-WVA by a photographer; l/n TSH nov04 in white/grey c/s with blue cheatline, with titles; l/n FIH 21jul05; wfu in 2006; stored at FIH, seen mar08/may09, without titles; no mention of this in the 2008 DRC register; reported scrapped in early 2010
0E 34 50	not known CCCP-27204 RA-27204	An-8 An-8 An-8	Soviet Air Force MAP Kumertau VPO MAP Kumertau VPO	mfd rgd	20sep60 13oct77	first reported 15may87 in an incident report; f/n LED 22sep87; l/n LED 26aug91 CoFR renewal 14sep93; present in the Russian canx register since feb01, without any details; was offered to Atlant-Soyuz for purchase in mid 2002, with t/t 13,711 hours and 6,498 cycles; canx 13aug04 (from Russian canx register oct04)
	9Q-CGH	An-8	VAC	rgd	06mar06	with base given as Rutshuru; see sightings next line, was possibly not taken up as no sightings as such or any other proof of existence
	RA-27204	An-8	ex Aeroflot c/s	ROV	27jun06	no titles; stored at RZGA No. 412 with faded prefix and CCCP- prefix bleeding through; c/n checked; l/n 30jun08/sep20, as such (airport code changed from ROV to RVI 07dec17)
0E 34 60	not known CCCP-13372	An-8 An-8	Soviet Air Force MAP Kazan APO	mfd rgd	1960 24jan75	canx but date unknown; was wfu before jun94; an An-8 fuselage, cut in two at the place of the registration and reported as being CCCP-13371, was seen Kazan-Borisoglebskoye may97/aug99, as this reg was an An-26 c/n 1910 already rgd 24dec73 and canx 17jan00 we surmise this hulk was in fact CCCP-13372 !
0E 34 70	"76" red CCCP-13352	An-8 An-8	Soviet Air Force MAP Kom-na-Amu MSZ	mfd rgd	1960 16apr73	f/n Oranienburg 1973; photo at Demmin-Tutow 1973
0E 34 80	"06" red	An-8	Soviet Air Force	mfd	24dec60	canx 28mar80 reportedly crashed jul62 at Oranienburg but was seen Oranienburg 1966 possibly this was just the wreckage ?
0E 34 90	not known	An-8	Soviet Air Force	mfd	1960	
0E 34 01	not known CCCP-13327	An-8 An-8	Soviet Air Force MAP NovosibirskAPO	mfd rgd	nov60 18oct72	photo 1980s, in full Aeroflot c/s and titles; seen DME 09jun92; l/n Novosibirsk-Yeltsovka 23jun94; canx but date unknown
0Zh 34 10	not known CCCP-69307 EL-ALC (2)	An-8 An-8 An-8	Soviet Air Force MSS Kom-na-Amu APO Santa Cruz Imp.	mfd mfd GOM	1960 dec60 30oct97	rgd 09mar77; f/n LED 22sep87; l/n LED 13mar90; canx 16dec97 as to Sri Lanka l/n CMB 21jan98, in all white c/s with green cheatline, 'Santa Cruz' titles only; see c/n 0G3410, An-12 c/n 5342801 and An-26 c/n 7104

	EL-AKY (2)	An-8		no reports		see c/n 0G3410; this ex registration was given by the crew of 4R-EXA at CMB in dec98, visible under the paint the previous registration also looked like it ended in a 'Y'; regarding sightings, possibly it never operated as such
	4R-EXA	An-8	Santa Cruz Imp.	CMB	aug98	in all white c/s with green cheatline, 'Santa Cruz' titles only; opb Expo Aviation; l/n FJR 25may01; c/n reported in Sri Lankan register as 0J3410; three An-8s were seen stored FJR 05aug02, probably this aircraft was one of them, see next line
	3C-QRE	An-8	no titles	FJR	03mar03	named 'Miss Africa' and in the same basic c/s as 4R-EXA; it was reported in nov04 as being flown by Showa General Trading, a Ugandan airline run by Sam, a local businessman; leased by Engola (probably from SCI) for \$ 30,000 a month including aircrew and was flying on behalf of the Ugandan military; l/n FJR ov05/mar07, stored
	S9-GRE	An-8	no titles	FJR	27nov05	in all white c/s with green cheatline; seen FJR 13feb08 engineless, previous registration bleeding through; l/n active Bosaso, in Uganda and Ethiopia nov/dec13
02h 34 20	not known CCCP-69342	An-8	Soviet Air Force	mfd	1960	
02h 34 30	not known CCCP-72615	An-8	MAP Kom-na-Amu APO	rgd	25jan82	in full Aeroflot c/s and titles; f/n DME 15may93; canx 25mar99
02h 34 40	not known	An-8	Soviet Air Force	mfd	1960	
02h 34 50	not known CCCP-64457	An-8	MAP Novosibirsk AZ	rgd	23sep82	f/n Novosibirsk-Yeltsovka 23jun94; canx but date unknown
		An-8	Soviet Air Force	mfd	196	
		An-8	Soviet Air Force	mfd	1960	
		An-8	MAP Omsk Motors	rgd	02feb76	f/n LED 13sep87; was operated by MOM/Omsk Engine Production Association named after P.I. Baranov; in Aeroflot c/s and titles; l/n SVO aug91
	RA-64457	An-8	MAP Omsk Motors	OMS	29aug93	in Aeroflot c/s with old Soviet flag; canx 19may96 as to United Arab Emirates; still seen HLA 09nov97, c/n checked and operating for Sultan Aviation and again HLA 29nov97, but now without titles
	EL-WVA (1)	An-8	Interstate Aw, n/t	HLA	08dec97	in Aeroflot c/s still with old Soviet flag; l/n HLA 08jan98; see c/ns 0E3440 and 0G3440
	EL-WHL	An-8	Southern Gateway	HLA	31jan98	rgd not available; l/n KGL 27nov00 flying, with 'SG' on the tail and large 'Nazdorovje' titles on the forward fuselage; c/n checked; fate unknown
02h 34 60	not known	An-8	Soviet Air Force	mfd	1960	
02h 34 70	not known CCCP-78738	An-8	Soviet Air Force	mfd	29nov60	
		An-8	MAP Irkutsk MSZ	rgd	21mar72	was wfu Irkutsk-2 (Vostochny) by 1987 as time expired; damaged beyond repair 30sep87 by taxiing An-8 CCCP-98107 which suffered brake failure and ran into the parked aircraft; canx 18jul89
02h 34 80	not known CCCP-69315(1)	An-8	Soviet Air Force	mfd	1960	
		An-8	MAP Kom-na-Amu APO	rgd	19jan72	in standard 'blue' Aeroflot c/s; canx 30jul81; was preserved in a playground at Tartu (Estonia), photo in summer 1988 and l/n 1993; scrapped; see also c/n 0A-3401
02h 34 90	not known CCCP-48101	An-8	Soviet Air Force	mfd	31dec60	
		An-8	MAP Moskovski OAO	rgd	22jun77	f/n DME 20apr78; w/o 27sep88 on the leg from DME to Lviv at night of a flight from DME to Baku when a fuel leak caused a fire of the left engine, the crew opted for an emergency landing at Tula, but the burning engine broke off the wing, during the ensuing emergency descent the crew lost spatial orientation and the aircraft came out of the clouds at a height of 300 metres upside down and crashed in a wood-covered hillside 3.5 km north-east of Sosenski (Kozyolsk district of the Kaluga region, at N54°05'30" E36°00'00") while the left engine landed on a street at Sosenski, all 5 crew killed; t/t 12,272 hours 5 minutes and 5,853 cycles; canx 14nov88
12h 34 01	not known	An-8	Soviet Air Force	mfd	1961	
12 34 10	not known	An-8	Soviet Air Force	mfd	1961	
12 34 20	not known CCCP-93928	An-8	Soviet Air Force	mfd	feb61	
		An-8	MRP NPO "Leninets"	rgd	30aug68	f/n LED 29jul90; seen JIB aug93/dec93 reportedly opb Daallo Airlines, in all-grey c/s with blue cheatline with small Aeroflot titles by the nose; seen SHJ 16nov94, l/n LAD dec94/jan95, operated for Van Haaf Air; canx but date unknown
	D2-FVE	An-8	Von Haaf Air	SHJ	01jul95	in all-grey c/s with blue cheatline, no titles; see rgd next line
	EL-AKM	An-8	Air Cess, n/t	rgd	23jun95	f/n SHJ 06nov95; in all-grey c/s with blue cheatline, no titles; l/n SHJ 19jan96
	EL-AKM	An-8	Air Cess	SHJ	13mar96	l/n HLA 28nov97; named 'Mir' in full colours, for Air Pass
	EL-AKM	An-8	ex Air Pass c/s	RKT	12aug98	l/n KGL 16feb99/apr00 stored; fate unknown
12 34 30	not known	An-8	Soviet Air Force	mfd	1961	
12 34 40	not known	An-8	Soviet Air Force	mfd	feb61	
	CCCP-79161	An-8	MAP Moskovski OAO	rgd	19oct76	
	CCCP-26197	An-8	MAP Kirov MSZ	rgd	27oct71	
	CCCP-26197	An-8		ph.	1981	canx 13jan91 opb the Kirov Machinery Production Association named after the 20th Congress of the Communist Party of the Soviet Union; f/n DME 23jun79; ferried to Kirov-Fileika airfield for preservation 11apr81; canx 01jul81 preserved at ul. Sutyryna d. 39 near the "20th Congress" (now "Avitec") factory at Kirov-Fileika (N58.640345 E49.612087) from 26jul81, was used as children's cinema "Orlyonok" until the early 1990s and as café "Shtopov" aug06/aug14; photo 2008, in grey c/s with light blue cheatline and Russian flag on fin, no markings whatsoever apart from 'An-8' and without registration; was sold to the "Moi dom" building company 19dec11; l/n Kirovskaya Oblast 15dec19; displayed on a pedestal
12 34 60	not known CCCP-55502	An-8	Soviet Air Force	mfd	28feb61	
	RA-55502	An-8	MAP Kuibyshev APO	rgd	29may75	
	4R-EXB	An-8	MAP Kuibyshev APO	LED	07sep92	first reported Kuibyshev-Tsentralny 30jul87 in incident report; f/n LED 05may89; l/n VKO 20aug92
	3C-KKZ	An-8	Expo Aviation	CMB	aug98	l/n VKO 30aug93; operated in jul94 by the Samara Aviakor Plant; canx 14jul98 as to Sri Lanka
	3C-KKZ	An-8	Air Mark	XSP	30mar99	in Aeroflot c/s, no titles; l/n CMB 12dec98; c/n confirmed
	3C-KKZ	An-8	white/grey c/s	FJR	29dec01	with Air Mark Indonesian Aviation titles; l/n FJR 26may01; c/n checked; faded RA-55502 visible no titles; seen FJR aug02/apr04 stored engineless, by nov04 cannibalized and 'Air Mark' titles readable; l/n FJR 17may08, very derelict
12 34 70	not known CCCP-55517 ?	An-8	Soviet Air Force	mfd	1961	
		An-8RU	MAP GSOKB-473	photo		registration hard to read on old photo; used as a test-bed for SPRD-159 take-off rocket trials in 1963/64; w/o 16sep64 on a RATO test flight from Kiev-Gostomel when the left engine was shut down (as planned) 26 seconds after lift-off but the propeller did not feather, the aircraft banked and yawed which the crew was not able to counteract so that the aircraft crashed 1,850 metres behind the lift-off point and exploded, all 5 crew and 2 passengers (test engineers) killed; the An-8RU tests were stopped after this accident
12 34 80	not known CCCP-69302 CCCP-69302 RA-69302	An-8	Soviet Air Force	mfd	mar61	
		An-8	MAP Kharkov APO	mfd	mar61	rgd 10dec76
		An-8	MAP Arsenyev MSZ	trf	06may82	
		An-8	Progress Arsenyev	IKT	06jul94	in light grey c/s with blue cheatline, no titles; canx 04jun03; stored at the factory airfield at Arsenyev (N44.147183 E133.25724), awaiting the opening of the Far Eastern Aviation Museum, seen aug11; l/n on display 18sep22
12 34 90	not known	An-8	Soviet Air Force	mfd	1961	
12 34 01	not known CCCP-98109	An-8	Soviet Air Force	mfd	mar61	
	CCCP-27219	An-8	MAP NovosibirskAPO	rgd	22jun77	canx but date unknown, reg became a Yak-40 24jan78
	not known	An-8	MAP NovosibirskAPO	rgd	06jun78	canx 1979
11 34 10	not known CCCP-69333 RA-69333	An-8	Soviet Air Force	mfd	mar61	
		An-8	MOM Voronezh MeZ	mfd	13mar61	rgd 15sep80; f/n LED 05may89
		An-8	MOM Voronezh MeZ	LED	13jul94	no titles; operated by MOM/NPO "Energiya", Voronezh Machinery Plant; l/n VOZ 18sep94; was reported for Kit-Kosmos; canx 18may95
11 34 20	not known	An-8	Soviet Air Force	mfd	1961	
11 34 30	not known CCCP-13361	An-8	Soviet Air Force	mfd	13mar61	
		An-8	MAP Moskovski OAO	rgd	03jan74	photo exists date unknown in all-grey c/s with blue cheatline, 'wavy' Soviet flag on the fin with small Aeroflot titles and emblem by the nose; first reported DME 23nov87 in an incident report reported in a document as for Volga-Dnepr this date; f/n ULY 25aug92
	CCCP-13361	An-8	Volga-Dnepr n/t	DME	05aug92	in full Aeroflot c/s with blue tail; l/n ULY 12sep93, c/n checked; canx 17jan95
11 34 40	not known CCCP-13357	An-8	Volga-Dnepr n/t	mfd	07jul93	
	not known	An-8	Soviet Air Force	mfd	1961	
11 34 50	not known CCCP-13360	An-8	MAP Arsenyev MSZ	rgd	04may73	canx 16jan90
	not known	An-8	Soviet Air Force	mfd	1961	
11 34 60	not known CCCP-78739 CCCP-78739 RA-78739	An-8	MAP Moskovski OAO	rgd	30may73	f/n DME 14nov77; canx 1979
		An-8	Soviet Air Force	mfd	31may61	
		An-8	MAP Moskovski OAO	rgd	02feb76	first reported Ivano-Frankovsk 29jan87 in an incident report; f/n LED 23sep87
		An-8	MAP Kaluga Motors	trf	13jun88	
	EL-ALE (1)	An-8	MAP Kaluga Motors	KLF	01may95	in all-grey c/s with blue cheatline, no titles; canx 25sep95 as to Panama
		An-8	Santa Cruz Imp.	rgd	31may96	f/n SHJ aug96; in all-grey c/s with blue cheatline, no titles; l/n SHJ 01feb98; crashed on take-off Mogadishu 12mar98
11 34 70	not known CCCP-55521 RA-55521	An-8	Soviet Air Force	mfd	1961	
		An-8	MAP NovosibirskAPO	rgd	08feb68	in Aeroflot c/s and titles; f/n DME 24mar86; l/n DME 16aug92
		An-8	Novosibirskoye APO	Ovy	dec01	in Aeroflot c/s and titles; canx but date unknown; fuselage used as a storage shed at Novosibirsk-Yeltsovka (N55.087422 E82.998547), seen dec02/jun15, still with 'Aeroflot' titles
11 34 80	not known CCCP-83961	An-8	Soviet Air Force	mfd	1961	
	not known	An-8	MAP Zhukovski	rgd	19jan72	canx 15may73
	not known	An-8	Soviet Air Force	mfd	1961	
11 34 01	not known	An-8	Soviet Air Force	mfd	1961	
1K 34 10	not known CCCP-06190	An-8	Soviet Air Force	mfd	1961	
		An-8	Novosibirsk SNKh	rgd	13jul62	last An-8 built; trf to MAP Novosibirsk APO canx 1979

Construction numbers of the following aircraft are unknown:

---	CCCP-08770	An-8	Aeroflot	DME	03apr74	reported in an incident report (came close to landing on a runway occupied by another aircraft due to ATC error) but this registration was very probably used only as an ATC call sign, since it does not fit into the usual An-8 registration blocks (like CCCP-48094 which used the call sign CCCP-08053); registration not on Soviet civil register
---	CCCP-55321	An-8	Aeroflot	LED	06jul70	l/n DME 24mar86; misread for CCCP-55521 ?; registration not on Soviet civil register
---	CCCP-55322	An-8	Aeroflot	ph.	nov66	probably a fake registration as not on Soviet civil register
---	CCCP-69773 ?	An-8	Aeroflot c/s	VOZ	nov91	first two digits in registration not 100 % sure, difficult to read on photo; registration was an An-2 1976/1995 reported in an accident report, possibly was the call sign; registration not on Soviet civil register
---	CCCP-72401	An-8	Aeroflot			

---	CCCP-72601	An-8	Aeroflot	ph.	1959	black and white photo exists at Borisoglebsk, in all-grey c/s with a cheatline on the upper fuselage; was a military aircraft as the registration was on the Soviet civil register 1972/1988 as an An-2; I/n IKT 28jun82
---	CCCP-72624	An-8	Aeroflot		early70	photo in "Krylya Rodiny" magazine, probably a military aircraft as the registration was not on Soviet civil register
---	CCCP-72838	An-8	Aeroflot			photo exists, probably a fake registration as registration was not on Soviet civil register
---	CCCP-86725	An-8	Aeroflot	ph.	13jul61	in "Krasnaya Zvezda" newspaper, probably a military aircraft as the registration was not on Soviet civil register
---	"07"	An-8	Soviet Air Force			photo with another coded "23"
---	"10"	An-8	Soviet AF/PVO	IEV	1976	photo; in all-grey c/s with Red star on the fin; the same aircraft as c/n 9340504 ?
---	"13"	An-8	Soviet Air Force			exists
---	"20" red	An-8	Soviet AF/PVO	mfd	ca.1960	opb 436 otap at Stupino-Krutyshki; w/o 30mar78 on an IFR training flight with the windscreen shutters lowered when lost height soon after take-off and crashed in a forest 4 km from the runway, all 6 crew killed, the cause of the crash was never established
---	"22"	An-8	Soviet AF/PVO	no	reports	opb 23 otap at Chirchik; w/o 16dec66 on a flight from Andizhan to Chirchik with ammunition on board when undershot on finals to Chirchik at night in bad visibility and caught fire, 6 of the 7 crew killed with another coded "07"
---	"23"	An-8	Soviet Air Force			photo at Neuhardenberg (formerly Marxwalde)
---	"29"	An-8	Soviet Air Force	f/n	23mar74	photo, in all-grey c/s with Red star on the fin
---	"36" red	An-8	Soviet AF/PVO	IEV	1976	opb 708 otvap at Kirovabad; w/o 13apr64 on a training flight at night when deviated from the planned flight path, descended too early and too fast and crashed into a mountain of the Caucasus' main divide near Kirovabad, all 6 crew killed
---	"41"	An-8	Soviet Air Force	no	reports	black & white photo
---	"50"	An-8	Soviet Air Force			photo large code worn below cockpit; an early production aircraft with no APU; see c/n 9340305
---	"92" red	An-8	Soviet Air Force	ph.	1990	fuselage only, covered in graffiti at Milovice
---	"93" red	An-8	Soviet Air Force			opb 978 otvap at Klin; w/o 20jan76 on a cargo flight from Kazi-Magomed (now Hacıqabul) to Baku-Nasosnaya when part of the left flap came off in-flight so that the aircraft went out of control and dived into the ground, all 7 crew members were killed
---	not known	An-8	Soviet Navy	no	reports	opb 912 otap; w/o 23jan66 when crashed on landing at Lakhta at night in difficult weather conditions, all crew and 16 passengers (all high-ranking officers from 392 odrap and Kipelovo air base) killed
---	not known	An-8	Soviet Air Force	w/o	22aug68	destroyed on landing at Ceske Budejovice-Plana after arrival from Plzen-Line when overrun runway into trees and was destroyed, 6 people were reportedly injured; reportedly removed later by Mi6 helicopter to an "unknown" place
---	EL-WBL	An-8	not reported	KGL	16feb99	not on Liberian register 13jul01, misread for EL-WHL seen KGL 27nov00 ?

Soviet Air Force An-8s noted at Oranienburg: on August 5th 1968: "02", "03", "07", "08", "09", "11", "12", "13", "14", "17", "20", "32", "42", "72", "74", "75", "76" (all red ?) reportedly this was for the intervention by the Warsaw Pact countries in Czechoslovakia later that same month. In July 1978 "28", "29", "30", "33", "34", "39", "52", "55", "56", "57", "64" (all red ?) were seen and this was due to some exercise. According to German sources the An-8 never was based at Oranienburg.

Antonov An-10 "Ukraina"

The 90 seat An-10 first flew from Kiev on 7 March 1957 and entered service on the Moscow-Simferopol route on 22 July 1959. A re-developed version, the An-10A, accommodating 100 passengers, entered service on 10 February 1960. Many An-10s sans suffix were converted to An-10As later. In total 109 aircraft were built, one prototype plus 108 production aircraft (1 built in 1957, 20 in 1958 46 in 1959 and 41 in 1960). Batches 01 to 16 had three aircraft whilst batches 17 to 26 had six aircraft each.

After two crashes in Lvov, flights were interrupted and new wind tunnel tests followed. The An-10 returned to service, after the vertical surfaces of the stabilizer were removed, the single ventral fin was replaced by two canted ventral fins and some changes to the flaps.

Several crashes followed during the next 13 years, but the one that occurred May 18th 1973 in Kharkov was fatal for the type. Most passengers on this flight were children, and the reaction to the crash was huge. All flights were immediately forbidden and on investigation it was discovered that wing spars had fatal defects caused by stress. Such defects were found on many other An-10s and the type's service on passenger routes was over. Civil operations of the aircraft officially ceased on 27 August 1973, to that date 12 had crashed and details are listed below.

The An-10s served in the VVS, both for staff/VIP role which was surprising regarding the number of An-12s in service. 11 aircraft were converted to An-10TS Transportno Sanitarny (Medevac) version for the Air Force. At the very end of the An-10s service life, it is known that five aircraft were at the Voronezh-Pridacha factory airfield on 16 May 1979.

Only very few are known to have survived of which half a dozen have been seen preserved or dumped throughout the Soviet regions in recent years, but most have subsequently been scrapped. The An-10 was one of the few types built in the former USSR which was given a name, "Ukraina", in addition to the designation.

Registrations for the An-10 were in the range CCCP-11132 to CCCP-11225, although a batch up to CCCP-11390 was reserved for them in the Soviet register. Several registrations were later re-issued on An-12s.

The construction number is explained as with many other Soviet built aircraft. The first digit represents the year built followed by the factory number (40 indicating factory number 64 !), then the two digit batch number and the last two digits are the number in the batch.

The construction number on red/white painted An-10s was normally stencilled on the ventral fin of 'straight' An-10s or on the outer faces of both ventral fins of the An-10A. Aircraft wearing the later blue/white colour scheme sometimes had the construction number stencilled on the vertical stabilizer.

An-10 prototype, mock-up and static test airframe built by factory # 473 at Kiev-Svyatoshino

---	not known	An-10	Antonov Des. Bur.	mfd	sep56	full-scale mock-up; photo exists
---	not known	An-10	Antonov Des. Bur.	mfd	sep56	full-scale mock-up designated 'Izdeliye U'; black and white photo exists with small Aeroflot badge beneath the cockpit and looks to have worn a registration; see CCCP-L7256
---	CCCP-U1957	An-10	Antonov Des. Bur.	r/o	feb57	prototype; initially with no registration and without end plates on the stabilizer, f/f 07mar57 from Kiev; powered by NK-4 turboprops; in Aeroflot c/s with 'Ukraina' titles; the first flights showed that the aircraft had insufficient directional stability; photos exist spring 1957 still with thin leading edge dorsal fin; photo VKO jul57 with a revised dorsal fin that was much deeper, still without end plates on the stabilizer; damaged 22jul57 on landing at Zhukovski when the starboard main undercarriage collapsed, repaired; end plates were added to the stabilizer; damaged again 21feb58 on landing at Svyatoshino, veered off the runway after engine #3 had not been feathered, again repaired; completed factory tests 25jun58 (80 flights, t/t 95 hours 38 minutes); undertook further testing whilst based at IEV 28jul58/30sep58 to determine the behaviour of the aircraft at high angles of attack and other extreme flight modes (46 flights, t/t 43 hours 30 minutes); trf 1958 for state tests held at the Civil Aviation Research Institute of the Air Force (Chkalovski) which were completed 13jun59
	'CCCP-11170'	An-10	Aeroflot		photo	was displayed at the Economic Achievements Exhibition (VDNKh) in Kiev in the 1960s and 1970s with this fake registration; removed in the 1980s and later preserved in the 'Antei' pioneers' camp (Antonov Design Bureau); later broken up; see c/n 9401502

108 An-10 built by factory # 64 at Voronezh-Pridacha from 1957 to 1960

8 40 01 01	CCCP-L5723	An-10	GKAT LII Zhukovski	f/f	05nov57	from Voronezh; pre-production aircraft, powered by AI-20 turboprops and fitted with end plates on the stabiliser; c/n given as such in MGA listing and confirmed as '0101' from plate, but given in some sources also as 7400101; in basic Aeroflot c/s, no titles; damaged 18apr58 on a test flight from Voronezh when the brace struts of the left flap failed, the aircraft banked to the left and went out of control temporarily, control was regained at a height of 500 metres, but the aircraft touched down hard short of the runway, damaging its tail; repaired; factory trials completed 24oct58; underwent state trials with the NII VVS at Chkalovski Jan59/13Jun59
	CCCP-L5723	An-10	Aeroflot/ShVLP	trf	1959	Ulyanovsk Advanced Flying Training College; trf to the Kuibyshev Aviation Institute 06nov59 for use as a ground instructional airframe; damaged during a test in the 1980s when dropped from the hoisting jacks; the fuselage was seen in the Institute (later Samara State Aerospace University) may96/apr03; the remains were broken up by 2004
8 40 01 02	CCCP-L5724	An-10	GKAT	mfd	1958	fitted with end plates on the stabiliser; in Aeroflot c/s including small titles on the red cheatline; made a demonstration flight from Voronezh to Tashkent and Tbilisi and back to Voronezh 16/17apr58; underwent service trials with the Ukrainian Aeroflot directorate until the end of 1958; photo exists; many sources give this c/n as crashed 29apr58, but according to the Aviation History Site project this is in error for c/n 8400202
	CCCP-L5724	An-10	GKAT LII Zhukovski	trf	1958	c/n confirmed
	CCCP-06178	An-10	GKAT LII Zhukovski	rgd	08feb64	c/n confirmed; canx 20may69
	CCCP-64452	An-10	MAP LII Zhukovski	rgd	31jan66	probably delivered to the Soviet Air Force
8 40 01 03	not known	An-10	history unknown	mfd	1958	delivered to GVF (civil aviation), ferried (flew) to OVB, went to SibNIA institute at Novosibirsk for static tests, all equipment and engines were dismantled/removed and sent to ARZ 412 to assist in preparation for repair and maintenance of Aeroflot An-10s
8 40 02 01	not known	An-10	GVF	no	reports	line for this registration left blank in the Soviet register; the following accident is believed to relate to this c/n rather than c/n 8400102 as reported by many other sources, see that c/n; dbr 29apr58 on its first flight (from Voronezh-Pridacha) when engine No. 1 overheated and failed shortly after take-off and the automatic engine control reduced the power of engine No. 4 in order to avoid asymmetric thrust, the same happened when engine No. 3 overheated and failed as well, as power was not sufficient to return to the airfield the crew decided to make a forced landing (with extended landing gear) in a field, the aircraft collided with the banks of a rivulet during the landing run, the tail broke off and the rest of the aircraft came to rest upside down, 1 of the 5 crew members (the flight engineer) was killed and all 4 survivors were injured (2 of them seriously); a photo of CCCP-11132 was published in 'Civil Aviation No. 9 for 1963'
8 40 02 02	CCCP-11132	An-10	GKAT Voronezh AZ	mfd	1958	

8 40 02 03	CCCP-11133	An-10	AFL/GosNII GVF	toc	01jan59	rgd 27mar59
	CCCP-11133	An-10	AFL/Privolzhsk-KUF	trf	Jul62	f/n SVO 29jul69; soc 27aug73 transferred to MAP VASO
8 40 03 01	CCCP-11134	An-10	AFL/Ukraine	toc	29oct58	the first An-10 delivered to Aeroflot; rgd 19nov58
	CCCP-11134	An-10	MPVO	trf	22apr61	was transferred to the MPVO (Mestnaya protivovozdushnaya oborona - Local Air Defence, part of the Civil Defence system, not of the Armed Forces) in exchange for An-12 CCCP-04362; canx date unknown
8 40 03 02	CCCP-11135	An-10	AFL/Ukraine-KBP	toc	16dec58	rgd 24dec58; f/n VKO mar59
	CCCP-11135	An-10	AFL/Privolzhsk-KUF	trf	unknown	on charge as of 01feb64; l/n KUF 06jul66; soc 27aug73 transferred to MAP
8 40 03 03	CCCP-11136	An-10	AFL/Ukraine	toc	30dec58	rgd 16jan59
	CCCP-11136	An-10	Aeroflot/USHVLP	trf	10aug59	Ulyanovsk Advanced Flying Training College; soc and canx 25mar61 as transferred to the Riga Institute of Civil Aviation; broken up
8 40 04 01	CCCP-11137	An-10	AFL/Ukraine	toc	30dec58	rgd 16jan59
	CCCP-11137	An-10	AFL/Far East	trf	07jun63	opb 198 LO 1-go Khabarovskogo OAO; in 85 passenger configuration as of 01dec63; later converted to 110 passenger configuration
	CCCP-11137	An-10	AFL/Ukraine	trf	20may64	
	CCCP-11137	An-10	AFL/Moldova	trf	18apr67	c/n painted on as '9400401'; opb 269 LO Kishinyovskogo OAO; dbr 12oct71 on landing at Kishinyov when came down so hard that the main landing gear broke, no casualties; soc 27apr72
8 40 04 02	CCCP-11138	An-10	AFL/Ukraine-IEV	toc	10jan59	rgd 03mar59; f/n LED 23feb59
	CCCP-11138	An-10	AFL/Ukraine-KBP	trf	12jul60	
	CCCP-11138	An-10	AFL/Ukraine-LWO	trf	20may72	soc and canx 27aug73 due to its poor technical condition; was preserved in a park at Lviv from 1975 and used as a children's cinema; damaged by arson in 1988 and scrapped
8 40 04 03	CCCP-11139	An-10	Kiev Inst.Civ.Avn	toc	17jan59	rgd 03feb59; used as ground instructional airframe by the Kiev Institute of Civil Aviation (KIIGA); soc 25mar61 as for 'display'; moved to a park in Kiev (near Sevastopol Square) in 1979 (probably may79) and used as a cinema (named 'Orlyonok'), registration painted out, f/n spring 1980; damaged by arson in 1993 (in late November or early December); wreck removed in early summer 1994 and transported to Zhulyany to be scrapped there
8 40 05 01	CCCP-11140	An-10	AFL/Ukraine-HRK	toc	30dec58	rgd 16jan59; f/n MHP 15aug64; l/n HRK 21dec66; soc 25nov69 as transferred to MAP Kiev APO
	CCCP-11141	An-10	AFL/Ukraine-IEV	toc	15jan69	rgd 03feb59
	CCCP-11141	An-10	AFL/Privolzhsk-KUF	trf	06feb62	l/n KUF 19mar71; soc 27aug73 as transferred to MAP
8 40 05 03	CCCP-11142	An-10	AFL/Ukraine-IEV	toc	29jan59	rgd 27mar59
	CCCP-11142	An-10	Antonov Des. Bur.	trf	29oct59	
	CCCP-11142	An-10	AFL/Ukraine-LWO	trf	30aug62	f/n LWO 28mar64; l/n LED 11jun71; dbr feb72 by a fire in ARZ-412 at Rostov-na-Donu; soc 27apr72
8 40 06 01	CCCP-11143	An-10S	Soviet Air Force	photo		staff aircraft of the commander of long-range aviation; in civil c/s with very small code on the nose
8 40 06 02	CCCP-11143	An-10	Aeroflot/USHVLP	toc	12jun59	Ulyanovsk Advanced Flying Training College; rgd 03jul59
	CCCP-11143	An-10	AFL/Belarus-MHP	trf	30jan64	l/n MHP 28mar64; soc 27aug73 as transferred to MAP
	CCCP-11143	An-10	MAP Kharkov APO	rgd	05nov73	in Aeroflot c/s; l/n HRK 26sep74; canx 05feb76; preserved in the 'PKIO' Park at Kharkov around 1976; destroyed by arson around 1994 and scrapped
8 40 06 03	CCCP-11144	An-10	Irkutsk Avin Inst	toc	25jan59	f/n IKT apr59; soc and canx 25mar61 as for 'display'
8 40 07 01	CCCP-11145	An-10	AFL/Ukraine-IEV	mfd	31dec58	toc 22jan59; rgd 27mar59
	CCCP-11145	An-10	AFL/Privolzhsk-KUF	trf	31jan62	opb 173 LO; f/n SVO 31oct68; l/n KUF 10apr70; w/o 31mar71 on the leg from Kuibyshev (now Samara) to Voroshilovgrad (now Lugansk) of a flight from Kuibyshev to Odessa when a part of the right outer wing (13 square metres) broke off during approach, the aircraft went out of control and crashed in a field near Volnukhino village (13 km south-west of Voroshilovgrad airport), all 7 crew and 58 passengers killed, the reason of the accident was never established (the investigating commission found no signs of fatigue); t/t 14,337 hours and 9,081 cycles; soc 29jun71
8 40 07 02	CCCP-11146	An-10	AFL/Ukraine-HRK	toc	26jan59	rgd 27mar59
	CCCP-11146	An-10	AFL/Privolzhsk-KUF	trf	unknown	on charge as of 01nov63; soc 29jun71 due to its poor technical condition
8 40 07 03	CCCP-11147	An-10	AFL/Ukraine	toc	27jan59	version for 100 passengers; rgd 27mar59
	CCCP-11147	An-10	Aeroflot/USHVLP	trf	18aug59	Ulyanovsk Advanced Flying Training College
	CCCP-11147	An-10	AFL/Moldova	trf	15feb64	opb Kishinyovski OAO
	CCCP-11147	An-10	MAP Kom-na-Amu MSZ	trf	27aug73	rgd 05nov73; canx 17feb76; was preserved in the park PKIO im. Gagarina at Dzyomgi, was used as the children's cinema and café around 1986/89; damaged by arson in 1991/92 and scrapped
9 40 08 01	CCCP-11148	An-10	Aeroflot/USHVLP	mfd	28feb59	Ulyanovsk Advanced Flying Training College, opb 1-y otrjad; toc 18may59; rgd 11jun59; w/o 27jan62 on a training flight from Ulyanovsk-Baratayevka at night when engine # 4 failed immediately after take-off and the propeller did not feather but went into auto-rotation causing drag, the aircraft banked to the right, lost speed and height and crashed 1,090 metres after lift-off, all 4 crew and 9 of the 10 trainees killed; t/t 622 hours and 1,435 cycles; soc and canx 29apr62
9 40 08 02	CCCP-11149	An-10	Aeroflot/USHVLP	mfd	16jan59	Ulyanovsk Advanced Flying Training College; toc 09may59; rgd 11jun59; w/o 15may70 on a training flight from Kishinyov when veered off the centre line to the right during finals with props # 3 and 4 feathered, the instructor initiated a late go-around with speed and height being lower than recommended in the flight manual for the case of two engines not working, the aircraft banked to the right when engines # 1 and 2 were set on take-off power and crashed in a field 1,850 metres from the runway's centre-line with a bank angle of some 90 degrees, all 11 crew (4 instructors and 7 trainees) killed, training on approaches with two engines only were not allowed at Kishinyov as the runway was only 2,000 metres long but the crew had ignored this restriction, also the crew had not informed ATC that two props had been feathered; t/t 4,641 hours and 11,820 cycles; soc 26jun70
9 40 08 03	CCCP-11150	An-10	Aeroflot/USHVLP	toc	16may59	Ulyanovsk Advanced Flying Training College; rgd 03jul59; soc 27aug73 due to its poor technical condition
9 40 09 01	CCCP-11151	An-10	AFL/Ukraine	toc	09apr59	rgd 24apr59
	CCCP-11151	An-10	AFL/Far East-KHV	trf	19may62	seen KHV 06jan65
	CCCP-11151	An-10	AFL/Moldova-KIV	trf	18jan65	soc 27aug73 as transferred to MAP
9 40 09 02	CCCP-11152	An-10	AFL/Ukraine-IEV	toc	09apr59	rgd 04jul59
	CCCP-11152	An-10	AFL/Privolzhsk-KUF	trf	28mar62	f/n LED 29jul70; soc 27aug73 due to its poor technical condition
9 40 09 03	CCCP-11153	An-10	AFL/N.Kavkaz-ROV	rgd	09mar59	toc 11apr59
	CCCP-11153	An-10	Aeroflot/USHVLP	trf	11feb61	Ulyanovsk Advanced Flying Training College;
	CCCP-11153	An-10	AFL/Moldova-KIV	trf	01jul63	f/n KUF 20oct67; l/n LED 30mar72
	CCCP-11153	An-10	MAP Voronezh	trf	26jun72	soc and canx 27aug73
9 40 10 01	CCCP-11154	An-10	AFL/N.Kavkaz-ROV	rgd	09mar59	toc 11apr59; f/n 03oct59
	CCCP-11154	An-10	Aeroflot/USHVLP	trf	unknown	Ulyanovsk Advanced Flying Training College; on charge as of 01apr61; soc 27aug73 due to its poor technical condition; fuselage only seen ULV sep92/jun02; registration was later worn by an An-12BK by aug92 which c/n is still not known
9 40 10 02	CCCP-11155	An-10	AFL/West Sib.-OVb	toc	28apr59	
	CCCP-11155	An-10	AFL/Far East-KHV	trf	22jun62	
	CCCP-11155	An-10	AFL/Ukraine-HRK	trf	01sep66	
	CCCP-11155	An-10	MAP	trf	27aug73	canx 15jan75; was used as a cinema "Polet" in the Central Park of Culture and Culture. Yu.A. Gagarin on Dzemga in the city of Komsomolsk-na-Amure 1970-1980s and later scrapped
9 40 10 03	CCCP-11156	An-10	AFL/Ukraine	toc	13may59	rgd 23jun59; f/n dec59
	CCCP-11156	An-10	AFL/Moldova-KIV	trf	13mar62	soc 28aug73 as transferred to MAP
	CCCP-11156	An-10	MAP NovosibirskAPO	trf	28aug73	canx jun76; was preserved at the NAPO children's camp "Chkalovets" near Burmistrovo (Iskitim, Novosibirsk region), decaying with time, l/n jan07; broken up by jul08
9 40 11 01	CCCP-11157	An-10	AFL/Ukraine-IEV	rgd	01may59	toc 16may59
	CCCP-11157	An-10	Aeroflot/USHVLP	trf	unknown	Ulyanovsk Advanced Flying Training College; on charge as of 04apr61
	CCCP-11157	An-10	AFL/GosNII GVF	trf	18nov63	
	CCCP-11157	An-10	AFL/N.Kavkaz-ROV	trf	unknown	on charge as of 01sep64; soc 27aug73 due to its poor technical condition; was preserved in the "Solnechny Gorod" park on prospekt Kommunisticheski street (near the "Skazka" bus stop) in the western part of Rostov-na-Donu from the mid-1970s, used as a children's cinema; destroyed by arson around 1987/88 and scrapped
9 40 11 02	CCCP-11158	An-10	AFL/Ukraine-IEV	rgd	25jun59	toc 19jul59; in standard 'blue' c/s; conducted the first scheduled An-10 flight from Moscow on 22jul59
	CCCP-11158	An-10	AFL/Belarus-MHP	trf	13mar62	f/n MHP 14jun63; l/n MOW 09jul70; featured in the Soviet movie "Mirovoi paren" shot at Minsk in 1971; soc 27aug73 due to its poor technical condition
9 40 11 03	CCCP-11159	An-10	AFL/N.Kavkaz-ROV	toc	25may59	rgd 12jun59
	CCCP-11159	An-10	Aeroflot/USHVLP	trf	11aug60	Ulyanovsk Advanced Flying Training College
	CCCP-11159	An-10	AFL/Ukraine-LWO	trf	13jun62	f/n LED 01aug70; dbr, details unknown, but no casualties; soc 27nov72
9 40 12 01	CCCP-11160	An-10	AFL/Ukraine	toc	27jul59	rgd 22sep59
	CCCP-11160	An-10	Aeroflot/USHVLP	trf	22jul60	Ulyanovsk Advanced Flying Training College
	CCCP-11160	An-10	AFL/Far East	trf	19jun62	
	CCCP-11160	An-10	AFL/Privolzhsk	trf	16oct64	f/n KUF 21mar68; soc 27aug73 as transferred to MAP
9 40 12 02	CCCP-11161	An-10	AFL/Ukraine	toc	23may59	f/n HRK 22jul59; rgd 25aug59
	CCCP-11161	An-10	Aeroflot/USHVLP	trf	unknown	Ulyanovsk Advanced Flying Training College; on charge as of 01sep60
	CCCP-11161	An-10	AFL/N.Kavkaz-ROV	trf	19jun62	photo 01jun63
	CCCP-11161	An-10	AFL/Moldova-KIV	trf	16oct64	soc 27aug73 due to its poor technical condition; was preserved in a playground at ul. Timoshenko at Kishinyov-Botanika (N47.04030 E28.87642) probably from 07/08apr78, seen 1981 in good condition; destroyed by arson and scrapped
9 40 12 03	CCCP-11162	An-10	AFL/Ukraine	toc	20jul59	rgd 25aug59
	CCCP-11162	An-10	AFL/Moldova-KIV	trf	10may62	f/n VKO 09oct69; soc 27aug73 due to its poor technical condition
9 40 13 01	CCCP-11163	An-10	AFL/Ukraine	toc	01aug59	rgd 25aug59
	CCCP-11163	An-10	AFL/East Sib.-IKT	trf	13feb62	soc 27aug73 as transferred to MAP
	CCCP-11163	An-10A	MAP Arsenyev MSZ	rgd	unknown	soc next to the Dvoretz Kultury (Culture Palace) of the "Progress" factory at Arsenyev in the 1980s; scrapped, date unknown
9 40 13 02	CCCP-11164	An-10	AFL/Ukraine-IEV	toc	01aug59	rgd 25aug59
	CCCP-11164	An-10	AFL/Privolzhsk-KUF	trf	13feb62	f/n LED jun63; l/n REN 20oct70; soc 27aug73 as transferred to MAP
	CCCP-11164	An-10	MAP Ulan-Ude VPO?	trf	20apr97	fuselage only seen Ulan Ude-Vostochny this date
9 40 13 03	CCCP-11165	An-10	AFL/Ukraine-IEV	toc	22jul59	rgd 25aug59
	CCCP-11165	An-10	AFL/Privolzhsk-KUF	trf	12may62	l/n KUF 29aug69; soc 27aug73 due to its poor technical condition
9 40 14 01	CCCP-11166	An-10	AFL/Ukraine-LWO	toc	27jul59	rgd 03oct59
	CCCP-11166	An-10	AFL/GosNII GVF	trf	05jun62	
	CCCP-11166	An-10	AFL/Ukraine-LWO	trf	unknown	on charge as of 01sep62; f/n LWO 28mar64; l/n VKO 30jun70; soc 27aug73 due to its poor technical condition

9 40 14 02	CCCP-11167	An-10	AFL/Ukraine-IEV	mfd	05jun59	toc	01aug59; rgd 25aug59; opb 86 OAO; w/o 16nov59 on the leg from Moscow-Vnukovo to Lviv of a round trip from Kiev when the stabiliser was subject to icing on approach to Lviv while descending through clouds, extending the flaps fully with an ice-covered stabiliser resulted in the aircraft losing longitudinal stability and pitching over at a height of some 110 metres, it went out of control, crashed in a snow-covered field 2,100 metres before the runway threshold and exploded, all 8 crew and 32 passengers killed (the real cause of the accident was not identified by the investigating commission, but became clear after the very similar crash of An-10A CCCP-11180 at Lviv under the same circumstances three months later); t/t 277 hours; soc 16dec59
9 40 14 03	CCCP-11168	An-10	AFL/Ukraine-IEV	toc	04aug59	trf	rgd 25aug59
9 40 15 01	CCCP-11168	An-10	Aeroflot/USHVLP	trf	unknown	trf	trf 03jun61 Kryvyi Rih Aeronautical School; soc and canx 27apr62 as for 'display'; broken up
	CCCP-11169	An-10	Antonov Des. Bur.	toc	10aug59	trf	only rgd 20oct63 according to the Soviet register which was probably due to a new CoR
	CCCP-11169	An-10	AFL/East Sib.-IKT	trf	22nov63	trf	f/n IKT 16feb66; dbr 12oct69 on a flight from Irkutsk to Mirny when overran the runway on landing and ended up in a trench, the runway had not been duly cleaned from snow and there were recently dug trenches (for laying cables) close to the runway of which the crew did not know, all occupants escaped unhurt; soc 22dec69; fuselage only extant at Mirny for many years, seen 02jul92/29oct16 being used as a shed
9 40 15 02	CCCP-11170(1)	An-10	AFL/Ukraine-IEV	toc	15nov59	trf	rgd 28nov59; initially a VIP aircraft; probably underwent trials with 235 OAO (a document contains the hand-written remark '235 otrjad' against this aircraft)
	CCCP-11170(1)	An-10	AFL/Belarus-MHP	trf	14apr62	trf	f/n MHP 05oct63; l/n SVO 29jul69; soc 27aug73 due to its poor technical condition; see the first prototype with the same registration
9 40 15 03	CCCP-11171	An-10	AFL/Ukraine-IEV	toc	03sep59	trf	rgd 03oct59 with changed wing construction and thus larger central saloon; initially a VIP aircraft (the first one built)
	CCCP-11171	An-10	AFL/Belarus-MHP	trf	16apr62	trf	l/n MHP 13may70; soc 27aug73 due to its poor technical condition; seen RSC aug93/sep94, derelict; scrapped by sep97
9 40 16 01	not known	An-10	history unknown				probably delivered to the Soviet Air Force
9 40 16 02	CCCP-11172	An-10A	AFL/Ukraine-IEV	toc	10dec59	trf	100 passenger configuration, the first serial production An-10A; f/n PIK 12dec59 and again 23dec59, with type painted as such; rgd only 24dec59
	CCCP-11172	An-10A	AFL/Ukraine-KBP	trf	apr60		
	CCCP-11172	An-10A	AFL/East Sib.-IKT	trf	04feb68	trf	l/n IKT aug68; ran off the runway at Mirny 08aug68 due to starboard main gear failure and hit a vehicle, dbr; soc 05feb69
9 40 16 03	CCCP-11173	An-10A	AFL/GosNII GVF	toc	31oct59	trf	rgd 01mar60; 100 passenger configuration; type painted as an An-10A and confirmed by photo
	CCCP-11173	An-10A	AFL/N.Kavkaz-ROV	trf	19aug61	trf	
	CCCP-11173	An-10A	AFL/GosNII GVF	trf	06oct61	trf	
	CCCP-11173	An-10A	AFL/N.Kavkaz-ROV	trf	22dec61	trf	f/n ROV 25may63; l/n LED 27may70 and LED 01aug70 in Aeroflot c/s; soc 27aug73 due to its poor technical condition
9 40 17 01	CCCP-11174	An-10A	AFL/Ukraine-HRK	toc	27jan60	trf	rgd 22feb60; 100 passenger configuration; type painted as an An-10A and confirmed by photo
	CCCP-11174	An-10A	AFL/Sykytyvkar-SCW	trf	18mar65	trf	carried a Komi directorate badge; damaged 10jan69 during a wheels-up emergency landing on snow near Ukhta, but repaired; soc 27aug73 due to its poor technical condition; was displayed at the Economic Achievements Exhibition (VDNKh) in Kiev, f/n aug79, l/n 13sep87; broken up 1990
9 40 17 02	CCCP-11175	An-10A	AFL/Ukraine	toc	01feb60	trf	rgd 11mar60
	CCCP-11175	An-10A	AFL/Moldova	trf	09nov60	trf	
	CCCP-11175	An-10A	AFL/Sykytyvkar-SCW	trf	09may64	trf	
	CCCP-11175	An-10A	AFL/Komi-SCW	trf	15feb66	trf	soc 27aug73 as transferred to MAP
	CCCP-11175	An-10A	MAP	rgd	unknown	rgd	canx 20apr76; preserved in Antoshka Park, Kemerovo city 1977 firstly as a cinema and later as a storage facility; became a victim of arson and subsequently broken up autumn 1998
9 40 17 03	CCCP-11176	An-10A	AFL/N.Kavkaz-ROV	toc	23jan60	trf	rgd 03feb60; soc 27aug73 as transferred to MAP
	CCCP-11176	An-10A	MAP Kuibyshev APO	trf	05nov73	trf	canx 19jan77
9 40 17 04	CCCP-11177	An-10A	AFL/N.Kavkaz-ROV	mfd	02nov59	trf	toc 23jan60; rgd 03feb60; f/n ROV 20apr66; soc 27aug73 as transferred to MAP
	CCCP-11177	An-10A	MAP Kuibyshev	rgd	unknown	trf	canx 08sep75 due to its poor technical condition
9 40 17 05	CCCP-11178	An-10A	AFL/West Sib.-OVV	toc	19nov59	trf	rgd 02dec59
	CCCP-11178	An-10A	AFL/N.Kavkaz-ROV	trf	aug60	trf	f/n ROV 12oct63; l/n ROV 14jul67; soc 27aug73 as transferred to MAP
	CCCP-11178	An-10A	MAP	rgd	unknown	trf	canx 08sep75
9 40 17 06	CCCP-11179	An-10A	AFL/West Sib.-OVV	toc	26jan60	trf	rgd 05feb60
	CCCP-11179	An-10A	AFL/Ukraine-KBP	trf	22feb61	trf	f/n IEV 20feb65
	CCCP-11179	An-10A	AFL/GosNII GA	trf	01dec67	trf	
	CCCP-11179	An-10A	AFL/Ukraine-HRK	trf	21dec67	trf	l/n HRK 07dec71; soc 27aug73 due to its poor technical condition
9 40 18 01	CCCP-11180	An-10A	AFL/Ukraine-IEV	mfd	30nov59	trf	version confirmed; toc 24jan60; rgd 20feb60; opb 86 OAO from 20feb60; w/o 26feb60 on the leg from Moscow-Vnukovo to Lviv of a round trip from Kiev when the stabiliser was subject to icing on approach to Lviv during descent through clouds, extending the flaps fully to 45 degrees with an ice-covered stabiliser resulted in the aircraft losing longitudinal stability and pitching over at a height of some 100 metres, it went out of control and crashed in swampy terrain 1,400 metres before the runway threshold; all 8 crew and 24 of the 25 passengers killed and the sole survivor severely injured (as a result of this accident, the An-10 flight manual was changed, for example limiting the extension of flaps under conditions of icing to 15 degrees); t/t 109 hours; soc 03sep60; canx 05sep60
	CCCP-11181	An-10A	AFL/Sykytyvkar-SCW	trf	30jan60	trf	rgd 10feb60
	CCCP-11181	An-10A	AFL/Far East-KHV	trf	16sep61	trf	
	CCCP-11181	An-10A	AFL/N.Kavkaz-ROV	trf	23nov64	trf	soc 27aug73 as transferred to MAP
9 40 18 03	CCCP-11182	An-10A	AFL/Ukraine	toc	01feb60	trf	rgd 12mar60; in MGA document as such, see next line
	CCCP-11182	An-10A	AFL/East Sib.-IKT	trf	01feb60	trf	in MGA document as such !
	CCCP-11182	An-10A	AFL/Moldova	trf	09nov60	trf	
	CCCP-11182	An-10A	AFL/Privolzhsk-KUF	trf	05jun61	trf	
	CCCP-11182	An-10A	AFL/Sykytyvkar	trf	09may64	trf	month not clear in MGA document; f/n KUF 03feb65; l/n jun71; soc and canx 27aug73 as transferred to MAP
9 40 18 04	CCCP-11183	An-10A	AFL/Far East-KHV	toc	11feb60	trf	rgd 14apr60
	CCCP-11183	An-10A	AFL/Belarus-MHP	trf	21oct61	trf	f/n KGD dec63; l/n MHP 08jul70; photo exists of this aircraft derelict somewhere after 1972; soc 27aug73 due to its poor technical condition
9 40 18 05	CCCP-11184	An-10A	AFL/Far East-KHV	toc	30jan60	trf	rgd 14apr60
	CCCP-11184	An-10A	AFL/Ukraine-KBP	trf	05sep61	trf	
	CCCP-11184	An-10A	AFL/GosNII GA	trf	12may65	trf	
	CCCP-11184	An-10A	AFL/Ukraine-KBP	trf	21jun65	trf	f/n LED 12sep70; soc 27aug73 due to its poor technical condition
0 40 18 06	not known	An-10A	history unknown				probably delivered to the Soviet Air Force
0 40 19 01	not known	An-10A	history unknown				probably delivered to the Soviet Air Force
0 40 19 02	not known	An-10A	history unknown				probably delivered to the Soviet Air Force
0 40 19 03	not known	An-10A	history unknown				probably delivered to the Soviet Air Force
0 40 19 04	no code	An-10AS	Soviet Air Force			photo	at the factory; in basic red/white Aeroflot c/s, no titles, with Red Stars; natural metal Soviet Air Force An-10s visible in the background; date unknown but probably after conversion to An-10KP, see next line
	CCCP-11854	An-10KP	Soviet AF/AFL c/s	Spr	1979		c/n confirmed from photographs; 'An-10A' painted on the fuselage behind the cockpit, but was an airborne command post; opb 226 osp at Sperenberg; wfu in 1970s; was to be displayed at the Soviet HQ at Wünsdorf, but this did not materialize; transported to the air-to-ground firing-range near Wittstock in the 1980s and used there as a target; wreck l/n there in 1993
0 40 19 05	CCCP-.....	An-10A	Soviet Air Force			photo	was based at Moscow-Ostafyevo; Salon aircraft used by the Commander of Long-Range Aviation (46 otap DA) until the early 1980s; preserved outside the Officers mess in 1984 and was to become a children's cinema, but was burnt and subsequently dismantled; photos exist of the wreck, with just the prefix visible
0 40 19 06	not known	An-10A	history unknown				probably delivered to the Soviet Air Force
0 40 20 01	CCCP-11120	An-10A	Soviet AF/AFL c/s			photo	probably delivered to the Soviet Air Force
							opb 70 oit apom at Chkalovskii (supporting the Cosmonaut Training Centre); registration not on the Soviet register; photo in "World Air Power Journal"
0 40 20 02	CCCP-11185	An-10A	Antonov Des. Bur.	toc	02apr60	trf	in Aeroflot c/s, 'An-10A' painted on the nose; underwent trials with AFL/GosNII GVF, for example flying on one engine; converted to, see next line
	CCCP-11185	An-10B	AFL/Ukraine	rgd	28jul65	trf	prototype of this version with seven-abreast reduced-pitch seating for 132 passengers; f/n VKO aug65; l/n AER 30jun70
	CCCP-11185	An-10B	MAP Arsenyev MSZ	trf	1970	trf	
	CCCP-11185	An-10B	Soviet Air Force	trf	07apr72	trf	no canx date known
0 40 20 03	CCCP-11186	An-10A	AFL/Ukraine-LWO	mfd	08mar60	trf	toc 02jul60; rgd 21jul60; opb 88 AO; w/o 28jul62 on the leg from Simferopol to Sochi-Adler of a flight from Lviv to Sochi-Adler when ATC gave a wrong correction of the approach pattern and the aircraft crashed at a height of some 500 metres into the wooded slope of a 700 metres high mountain near Orekhovo (21 km south-east of Adler airport) which was covered in cloud, all 7 crew and 74 passengers killed; t/t 1,358 hours and 1,059 cycles; soc 17aug62
0 40 20 04	CCCP-11187	An-10A	AFL/Ukraine-KBP	toc	02jul60	trf	rgd 21jul60
	CCCP-11187	An-10A	AFL/Belarus-MHP	trf	07sep61	trf	f/n MHP 22aug64; l/n MHP 18jul67; soc 27aug73 due to its poor technical condition
0 40 20 05	CCCP-11188	An-10A	AFL/Ukraine-KBP	mfd	30jun60	trf	toc 01jul60; rgd 21jul60; f/n VKO oct60
	CCCP-11188	An-10A	AFL/Ukraine-LWO	trf	1965	trf	opb 88 LD; dbr 08aug70 on a flight from Vinnitsa to Simferopol when smoke in the cabin made the crew attempt an emergency landing at Kishinyov, during the descent engine # 4 caught fire (it had lost oil due to a design deficiency), the fire was extinguished but some minutes later the propeller left the feathered position as oil pressure had dropped to zero, the aircraft became difficult to control and the pilot made a forced landing in a maize field 38 km north of Kishinyov airport at dusk, because of the uneven surface the floor of the aircraft was ripped off, 1 of the 107 passengers killed and 3 severely injured while all 7 crew survived (3 crew and 19 passengers slightly injured); t/t 13,868 hours and 9,670 cycles; soc 14oct71
0 40 20 06	CCCP-11189	An-10A	AFL/Ukraine-HRK	toc	02jul60	trf	rgd 21jul60; photo DOK 1963; f/n HRK 26may65; l/n HRK 10mar71; soc 27aug73 due to its poor technical condition
0 40 21 01	CCCP-11190	An-10A	AFL/Ukraine-KBP	toc	16jun60	trf	rgd 27jun60; soc 27aug73 due to its poor technical condition
0 40 21 02	CCCP-11191	An-10A	AFL/Ukraine-LWO	toc	14jun60	trf	rgd 23jun60; soc 27aug73 due to its poor technical condition
0 40 21 03	CCCP-11192	An-10A	AFL/N.Kavkaz-ROV	mfd	30jun60	trf	in 100 passenger configuration; toc 02jul60; rgd 19jul60; opb Rostovski OAO; converted to 112 passenger configuration, date unknown; f/n VKO 24jun69; l/n ROV 04jun70; soc 27aug73 as trf to the MAP; was preserved in the Pervomaiskaya roshcha park at Krasnodar and used as the "Annushka" children's cinema; scrapped in the late 1980s; the remains were transported to the premises of Alexander I. Uzhva at ul. Beregovaya in the Kubanoberezhnaya district of Krasnodar, seen there sep13/sep17 completely overgrown
0 40 21 04	CCCP-11193	An-10A	AFL/Sykytyvkar	mfd	30jun60	trf	toc 07jul60; opb 75 AO Sykytyvkar'skoi otdelnoi aviagruppy; rgd only 23mar61; w/o 08feb63 on a check flight from Sykytyvkar at night when engines Nos. 1, 2 and 3 flamed out on final approach in clouds under conditions

0 40 21 05	CCCP-11194	An-10A	AFL/N.Kavkaz-ROV	toc	09jul60	of icing (probably due to air intake icing), the propellers could not be feathered and were on auto-rotation, their drag causing loss of speed and height so that the aircraft crashed in a forest east of Verkhnyaya Maksakovka (10.2 km east of Syktyvkar airport), all 7 crew killed; t/t 2,156 hours and 1,158 cycles; soc 04apr63
0 40 21 06	CCCP-11195	An-10A	AFL/Far East-KHV	toc	21jul60	rgd 03oct60
	CCCP-11195	An-10A	AFL/Privolzhsk-KUF	trf	jan65	but MGA document reports trf 08jun60, which is before the toc date on the previous line !; f/n KUF 26oct66; f/n SVO 24may68; soc 27aug73 as transferred to MAP
0 40 22 01	CCCP-11196	An-10A	AFL/Syktyvkar-SCW	toc	09jul60	rgd 20may61; late rgd reported in register
	CCCP-11196	An-10A	AFL/Komi-SCW	trf	15feb66	soc 27aug73 due to its poor technical condition
0 40 22 02	CCCP-11197	An-10A	AFL/N.Kavkaz-ROV	toc	09jul60	rgd 28jul60; f/n VOG 15may64 (first flight of an An-10 to VOG); l/n LED 11jul70, active; soc 27aug73 as transferred to MAP; was preserved at ul. 40 let Oktyabrya in Krasnodar and used as a cinema, seen 1980; scrapped
						rgd 16aug60
0 40 22 03	CCCP-11198	An-10A	AFL/West Sib.-OVB	toc	04aug60	
	CCCP-11198	An-10A	AFL/Far East-KHV	trf	26apr61	
	CCCP-11198	An-10A	AFL/Syktyvkar-SCW	trf	29jan65	f/n SVO sep64
	CCCP-11198	An-10A	AFL/Komi-SCW	trf	15feb66	soc 27aug73 due to its poor technical condition
0 40 22 04	CCCP-11199	An-10A	AFL/East Sib.-IKT	toc	09aug60	rgd 29aug60; f/n IKT 04jun66; l/n IKT 04sep68; soc 27aug73 due to its poor technical condition
0 40 22 05	CCCP-11200	An-10A	AFL/Privolzhsk-KUF	toc	06aug60	rgd 20aug60; first An-10 based at KUF; soc 27aug73 due to its poor technical condition; was preserved as a cinema in the Gagarin Park at Kuibyshev in unusual white/orange c/s with 'Antoshka' titles, f/n 1989, l/n 26apr93; destroyed by arson and broken up reportedly sep96
0 40 22 06	CCCP-11201	An-10A	AFL/Ukraine-HRK	toc	06aug60	rgd 26aug60; f/n VKO jan63; soc 27aug73 due to its poor technical condition; l/n HRK 10mar74 at the maintenance base
0 40 23 01	CCCP-11202	An-10A	AFL/Ukraine-HRK	mfd	23dec60	toc 11jan61; rgd 25jan61; f/n AER 21dec66; l/n HRK 25aug71
	CCCP-11202	An-10A	MAP Kiev APO	trf	23jun72	to the Antonov Design Bureau at Taganrog for additional static tests, to study the cracks in the wing spar after the crash of CCCP-11215, the outcome resulted in the withdrawal of the An-10 airworthiness certificate for civil airliner use; soc 01jul74 as a result of these tests; believed preserved at per. Komsomolski, Tagenrog, photographed in 1976, until scrapped
0 40 23 02	CCCP-11203	An-10A	AFL/Ukraine-KBP	toc	12jan61	rgd 25jan61; f/n DOK 11sep63; soc 27aug73 due to its poor technical condition
0 40 23 03	CCCP-11204	An-10A	AFL/N.Kavkaz-ROV	toc	09jan61	rgd 23jan61; f/n ROV 13jan63; soc 27aug73 due to its poor technical condition; was preserved as a cinema at Novoherkassk from 1976; scrapped in the 1980s
0 40 23 04	CCCP-11205	An-10A	Antonov Des. Bur.	toc	11jan61	rgd 30jun62
	CCCP-11205	An-10A	AFL/GosNII GVF	trf	19jun62	
	CCCP-11205	An-10A	Antonov Des. Bur.	trf	06dec62	
	CCCP-11205	An-10A	AFL/GosNII GA	trf	16may65	
	CCCP-11205	An-10A	AFL/Ukraine	trf	28jun67	f/n DNK aug71; soc 27aug73 as transferred to MAP
0 40 23 05	CCCP-11206	An-10A	AFL/Privolzhsk-KUF	toc	13feb61	rgd 06mar61; f/n SVO sep64; l/n KUF 17jul70; soc 27aug73 due to its poor technical condition
	CCCP-34385	An-10A	MAP	photo		no mention of this in the Soviet register or any other documents, fake registration ?
0 40 23 06	CCCP-11207	An-10A	AFL/Privolzhsk-KUF	toc	13feb61	in 100 passenger configuration; rgd 06mar61; f/n feb69; damaged 28jan62 on the leg from Kuibyshev to Rostov-na-Donu of a flight from Kuibyshev to Sochi when the right hydraulics system failed in-flight, the crew extended the landing gear in emergency mode, but the left hydraulics system failed as well during the landing run due to faulty handling so that the brakes and the nose-steering did not work and the An-10A collided with Il-14M CCCP-61632 and a Li-2 which were parked on the apron (the Il-14M had to be struck off charge), suffering damage to the airframe and the engines, all 7 crew and all passengers escaped unhurt; repaired; soc 27aug73 as transferred to the MAP
0 40 24 01	CCCP-11208	An-10A	AFL/Syktyvkar-SCW	toc	09jan61	rgd 16jan61
	CCCP-11208	An-10A	AFL/Komi-SCW	trf	15feb66	soc 27aug73 due to its poor technical condition
0 40 24 02	CCCP-11209	An-10A	AFL/East Sib.-IKT	toc	10feb61	rgd 11mar61; f/n IKT 30mar66; l/n IKT 26aug70; soc 27aug73 due to its poor technical condition
0 40 24 03	CCCP-11210	An-10A	AFL/Syktyvkar-SCW	toc	26feb61	rgd 06mar61;
	CCCP-11210	An-10A	AFL/Komi-SCW	trf	15feb66	f/n LED 11jul70; soc 27aug73 due to its poor technical condition
0 40 24 04	CCCP-11211	An-10A	AFL/N.Kavkaz-ROV	toc	11jan61	rgd 23mar61; f/n ROV 30sep64; l/n PEE 26nov71; soc 27aug73 due to its poor technical condition
0 40 24 05	CCCP-11212	An-10A	AFL/Far East	toc	1961	in 100 passenger configuration; rgd 16mar61; opb 1-y Khabarovski OAO; dbr 08jun61 on landing (at Omsk ?) when the spars of the left wing, several formers of the fuselage and the fixation of the main landing gear were deformed; trf to the Omsk Aviation College (OAUSS GVF) 30oct61; soc 15may62 as to become an instructional airframe; used as a ground instructional airframe by the college until 1981; was displayed at ul. Krasny Put' in front of the Pioneers' Palace at Omsk from 1982; scrapped in 1995
0 40 24 06	CCCP-11213	An-10A	AFL/Syktyvkar-SCW	mfd	30dec60	toc 18jan61; rgd 30jan61
	CCCP-11213	An-10A	AFL/Komi-SCW	trf	15feb66	cabin layout increased from 100 to 112 seats in 1966; f/n LED 16jul70; soc 27aug73 due to its poor technical condition; arrived at Monino 14feb76, t/t 16,360 hours 55 minutes; preserved Monino museum (N55.834244 E38.180886), l/n 26sep20
0 40 25 01	CCCP-11214	An-10A	AFL/Ukraine-HRK	toc	10feb61	rgd 18feb61; f/n HRK 01apr61; soc 27aug73 due to its poor technical condition
0 40 25 02	CCCP-11215	An-10A	AFL/Ukraine-HRK	mfd	03feb61	toc 07feb61; rgd 18feb61; opb 87 LO; f/n OZH 25may63; w/o 18may73 on a flight from Moscow to Kharkiv when the wings folded up and separated during the descent at a height of 1,500 metres (due to fatigue cracks in the spars of the lower central wing panel), the fuselage continued to fly for 2.5 km before crashing into a forest near Russkaya Lozovaya (25.3 km north of Kharkov-Osnova airport), all 7 crew and 115 passengers killed; t/t 15,485 hours and 11,106 cycles; soc 19feb73
0 40 25 03	CCCP-11216	An-10A	AFL/Ukraine-HRK	toc	18feb61	rgd 18mar61; f/n HRK 28feb62; l/n VKO 06apr72; soc 27aug73 due to its poor technical condition
0 40 25 04	CCCP-11217	An-10A	AFL/N.Kavkaz-ROV	toc	10feb61	rgd 18feb61; f/n ROV 24jun64; l/n MRV 28jan71 on a flight MRV-TJM; soc 27aug73 as transferred to MAP
0 40 25 05	not known	An-10A	history unknown			CCCP-11218 which would logically fill this gap was not reported in the old Soviet register or MGA document; possibly a military aircraft
0 40 26 01	CCCP-11219	An-10A	AFL/Ukraine-KBP	toc	08feb61	rgd 18feb61; f/n VKO 30jun70; soc 27aug73 due to its poor technical condition
0 40 26 02	CCCP-11220	An-10A	AFL/Ukraine-KBP	toc	19feb61	rgd 14mar61; f/n HRK 22mar61; soc 27aug73 due to its poor technical condition
0 40 26 03	CCCP-11221	An-10A	AFL/Ukraine-KBP	toc	28feb61	rgd 16mar61; f/n KZN 13jan63; l/n VKO 30jun70; soc 27aug73 due to its poor technical condition
0 40 26 04	CCCP-11222	An-10A	AFL/Ukraine-HRK	toc	28feb61	rgd 16mar61; f/n VKO 25jan64; l/n SIP 26aug70
	CCCP-11222	An-10A	MAP Kiev APO	trf	jun72	used for tests for further development but the results were negative; never canx from old Soviet register
0 40 26 05	CCCP-11223	An-10A	AFL/Moldova	trf	28feb61	rgd 16mar61;
	CCCP-11223	An-10A	AFL/N.Kavkaz-ROV	trf	11mar64	f/n SVO 29jul69; soc 27aug73 as transferred to MAP
0 40 26 06	CCCP-11224	An-10A	AFL/Ukraine-KBP	toc	28feb61	rgd 16mar61; soc 27aug73 due to its poor technical condition
	CCCP-11225	An-10A	AFL/Ukraine-KBP	toc	14feb61	rgd 14mar61; f/n VKO 30jun70; soc 27aug73 due to its poor technical condition; was the last aircraft registered

Construction numbers of the following aircraft are unknown

---	CCCP-L5725	An-10	GKAT ?	mfd	1958	possibly c/n 8400103 or 8400201; made a flight from Moscow to SVX 10apr58 (pilot: Vladimir Larionov) and a photo shows fitted with end plates on the stabiliser; but there is no other information about an An-10 with this registration
---	CCCP-L7256	An-10	Antonov Des. Bur.			poor quality photos exist (one in flight); in c/s similar to the prototype with thin leading edge dorsal fin (which was replaced on the prototype before jul57), NK-4 engines ? and without end plates on the stabilizer, but the window configuration does not match the prototype, suggesting perhaps these were just 'publicity/marketing' photos of the mock-up (izdeliye U) which was completed in 1956 ?
---	CCCP-11927	An-10KP	Soviet AF/AFL c/s	photo		on the ground with fully deployed antenna suite and other gear; airborne command post; registration not on Soviet register; has two ventral fins so c/n probably in the 18th or 19th batch
---	CCCP-11939	An-10A	Soviet AF/AFL c/s	ph.	1971	possibly opb 374 vtap VDV at Tula-Klokovo; seen with parachutists of TsSPK VDV (Central Parachute Sports Club of the Airborne Forces) at Kirovoabad (now Ganja) in 1971
---	CCCP-11947	An-10A	Soviet AF/AFL c/s	photo		opb 374 vtap at Tula-Klokovo in 1960/70s; wfu 1976; sat in derelict condition near the end of the runway at TYA for about 20 years; photo in late 1980s; broken up probably in late 1990s
---	CCCP-12120	An-10KP	Soviet AF/AFL c/s	photo		opb 605 uap at Kamensk-Uralsky
---	CCCP-55501	An-10KP	Soviet AF/AFL c/s	photo		registration not on Soviet register; airborne command post, equipped with a TG-16 generator and several aerials on the fuselage; was preserved in a park at Baranovichi (Brest region of Belarus) and used as an aviation museum, seen 28sep94/01jul96; scrapped in 1999
---	CCCP-55505	An-10KP	Soviet AF/AFL c/s			registration not on the Soviet register; airborne command post, based at Minsk-Machulishchi in the 1960s and later replaced by Il-22M-11 CCCP-75916; scrapped at Stepyanka airfield near Minsk in the late 1980s
---	CCCP-55506	An-10	Soviet AF/AFL c/s	photo		in a newsreel featuring Gagarin (circa oct64); with red 'lightning-bolt' cheatlines and trim, type painted as An-10; opb 70 oit upon at Chkalovskii; l/n KGD 13jul65
---	CCCP-72605 ?	An-10KP	Soviet AF/AFL c/s	photo		airborne command post; registration not 100 % sure as faded and difficult to read on photo (could also be 72835); 'An-10A' painted on the nose; possibly initially opb 334 vtap at Pskov; later used as personal aircraft of the commander of the Far Eastern military district; wfu in the Far East; fuselage sat at a scrapyard outside Garovka airfield; broken up
---	"12" blue	An-10	Soviet Air Force	photo		in natural metal c/s
---	"14" blue	An-10	Soviet Air Force	photo		in natural metal c/s
---	"18" blue	An-10TS	Soviet Air Force	photo		in World Air Power Journal; in natural metal c/s
---	"19" blue	An-10TS	Soviet Air Force	ph.	31jan72	TASS news agency photo; in natural metal c/s
---	"20" blue	An-10TS	Soviet Air Force	photo		in natural metal c/s

Antonov An-12

Development of the An-12 (izdeliye T) was ordered, together with that of the An-10 (izdeliye U), by a decree of the Soviet Council of Ministers issued on 30 November 1955. Both aircraft were to have common features, and the first 100 An-12s built were in fact, as much as possible, standardized with the An-10, for example, the central part of their fuselage was pressurized. Theoretically, an An-10 could be converted to an An-12, and vice versa. However, in fact only one An-10 was converted to an An-12 by the Voronezh factory.

The prototype first flew on 16 December 1957, and the An-12 was officially commissioned in 1959. The first two aircraft built by the Irkutsk factory were equipped with NK-4 engines, but all subsequent An-12s got Zaporozhye-built AI-20 turboprops, a political decision as a 'Ukrainian' aircraft should be powered by 'Ukrainian' engines according to Ukrainian-born Soviet leader Nikita Khrushchov.

The An-12, which can carry up to 58 fully-equipped paratroopers or 82 soldiers, was produced by three factories: at Irkutsk, Voronezh and Tashkent. At least 800 aircraft are thought to have been produced initially for the Soviet Air Force. A civil version, the An-12B, became available in 1965, and production continued until 1972. The total number produced is reported as being 1,242, divided as follows: factory # 39 at Irkutsk 154 aircraft (1957-62), factory # 64 at Voronezh 258 aircraft (1961-65) and factory # 84 at Tashkent 830 aircraft (1961-72). A total of 183 was reported for export. As with other Soviet built aircraft, many modifications were made during the production life cycle. From the outset the key requirements were to improve the range and payload that could be carried, resulting in many modifications and new versions appearing in a short space of time. Some of these versions (An-12P, An-12AP etc.) were not actually built from new as such, the designation 'P' for example was used to denote an aircraft with additional fuel tanks. Some other versions mentioned in various documents as An-12TB, An-12TBK etc. also appear not to be an official designation by Antonov.

According to ex military pilots the 'T' purely refers to the product code (izdelye T) and there is absolutely no difference between the An-12A/TA, An-12B/TB etc.. Whilst refinements were continually being made, older aircraft were upgraded and converted during routine overhauls and line maintenance. As mentioned previously, additional fuel tanks were added under the floor and in the wings, engines were upgraded and with other changes to the radar and avionics suite. Some of the early production An-12s which are still in use today are therefore quite different from other aircraft built in the same period due to these ever on-going changes during production. Some modifications, however, were not undertaken on the older aircraft, from 1964 onwards the rudder featured a larger trim tab (Voronezh and Tashkent only) and in late 1965 (Tashkent only) the cargo ramp was widened by 105mm at the bottom to facilitate loading and unloading. This new design is easily recognisable by the prominent bulges on the side of the fuselage at the bottom by the hold. Towards the end of the production run in 1971 (batch 78 onwards at Tashkent), the number of windows on each side was reduced.

Some numbers of specialized versions built include: An-12BK-IS, 40 (plus 105 converted from An-12BKs), An-12B/BK-PP (An-12PP) - 27, An-12BK-PPS, 19, An-12PL (on skis), 2. The An-12BKV, An-12BL and An-12M remained prototypes with one example of each built. The "Tsiklon" (weather research) aircraft were called An-12BPTs; two were converted from An-12BPs. The An-12BK-PPS evolved from the An-12PP (the majority of these were subsequently upgraded to PPS standard) and further development of the An-12BK-PPS resulted in other ECM variants becoming redundant, with the majority then being de-converted and returned to normal transport aircraft during subsequent overhauls. It is still unclear whether the An-12BK-I is an official designation or whether this is just a de-converted An-12PP. The version, however, is mentioned in documents as in the inventory of aircraft for 117 vtap in 1976.

Note: 'Soviet AF/AFL c/s' stands for an aircraft operated in standard Aeroflot c/s but owned and operated by the Air Force whilst 'Soviet AF/AFL titles' stands for an aircraft operated in standard Air Force grey with small Aeroflot titles. As many reports are ageing and not always correct, this is not to be expected as 100 % correct. Many aircraft reported as 'Soviet AF/AFL c/s' should be reported as 'Soviet AF/AFL titles' as they were probably in grey Air Force c/s. However, the operator given as the Armed Forces is correct for most of these reported as such.

The production list is in sequence of the last four digits of the c/n per factory. Each of the three production plants is listed separately. Being produced at three locations, many aircraft carry the same last four digits in the c/n.

Normally, the construction number is painted on the tail of the aircraft, often only on the right hand side, but on military aircraft it might also be painted on the nose. Apart from the usual locations, grey-painted military An-12s sometimes carry the construction number under the wing leading edge at the roots. With factory 84 aircraft the construction number plate is attached to the rafter at the right hand side when entering the main door at the port side.

140 An-12 and 15 An-12A built by factory # 39 at Irkutsk-2 (Vostochny) from 1957 to 1962

The construction number is explained as with many other Soviet built aircraft. The first digit represents the year built followed by the factory number (9 indicating factory number 39 !), then the three-digit batch number and last two digits are the number in the batch. Originally built as An-12s, batch 1 consisted of 2 aircraft, batch 2 consisted of 3 aircraft, batches 3-5 consisted of 5 aircraft and batches 6-17 consisted of 10 aircraft, batch 18 consisted of 10 An-12As and finally batch 19 consisted of 5 An-12As. The An-12 was continually upgraded as the range/performance was poor. As a result many An-12s were upgraded to An-12As or An-12APs

7 9 001 01	no code	An-12	Antonov OKB	f/f	16dec57	first prototype, with NK-4 engines; in natural metal c/s with Red Star on the fin; severely damaged 26jun58 on a positioning flight to Khodynka for a demonstration to the military when the Captain throttled back engines #2 and #3 at a height of 25 m at the airfield boundary, the aircraft lost speed and landed hard, undershooting by 65 m and veered slightly to starboard, the starboard main gear unit collapsed and the aircraft ground looped, causing structural damage to the airframe and to #4 propeller, all crew escaped unhurt while a passenger (the deputy chief designer of Antonov OKB) was injured; the fate of the aircraft after the accident is not known
7 9 001 02	no code	An-12	Antonov OKB		photo	second prototype, with NK-4 engines initially with no anhedral on the outer wings; in natural metal c/s with Red Star on the fin; undertook factory tests; in the summer of 1958 after the accident of the first prototype, was used as a trials aircraft at Zhukovskii; later trf to Soviet Air Force
	"04"	An-12	Soviet Air Force		photo	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield; scrapped
8 9 002 01	not known	An-12	Soviet Air Force	no	reports	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield; scrapped
8 9 002 02	not known	An-12	Soviet Air Force	mfd	1958	opb 339 vtap at Vitebsk; w/o 31jan59 on a training flight from Vitebsk when engines Nos. 4 and 3 failed and the trim tab of the rudder inclined to the left (due to a short circuit in a terminal strip) shortly before lift-off, the crew failed to feather the respective two propellers, the aircraft lifted off with a right bank angle, the right wing collided with an earth wall and the aircraft crashed in a forest 160 metres further on, came to rest upside-down and caught fire, 6 of the 7 crew were killed, only the tail gunner survived
8 9 002 03	no code	An-12	Soviet Air Force	mfd	mar58	f/f 29mar58; underwent trials with the Flight Test Station (LIS) from 15apr58 until 13sep58 (total of 32 hours 44 mins flying time)
	"04" blue	An-12	Soviet Air Force		sep58	code applied; trf to an unknown Air Force unit until 04jan64; last flight to Monino 10jan64 and used as a ground instructional airframe by the "Zhukovskii" Air Force Engineering Academy; t/t 818 hours and 562 cycles; displayed in the Air Force museum at Monino since 17jul73, c/n from museum booklet; l/n 28jun04
8 9 003 01	not known	An-12	Soviet Air Force	Mon	26feb05	the first aircraft with an improved pressurizing system
8 9 003 02	not known	An-12	not known	no	reports	undertook tests in 1959 with weapons
8 9 003 05	not known	An-12	GK NII VVS	no	reports	underwent state trials between late 1958 and Jun59; also undertook tests with improved tyres (increased pressure) on the main wheels allowing the overall payload to be increased when parked
8 9 004 04	not known	An-12	not known	no	reports	the first aircraft with new tyres as standard following tests with c/n 8900305
	"23" blue	An-12	Soviet Air Force	IKT	06jul92	c/n painted as '8970404'; in all-grey c/s; used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield, l/n aug07; probably scrapped after the College was closed down Jan09
8 9 005 01	not known	An-12	not known	no	reports	used to test improved braking and flap deployment systems
8 9 005 03	"27" blue	An-12P	Soviet Air Force	IKT	04jul04	in grey c/s; used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield, seen jul04/aug07; probably scrapped after the College was closed down Jan09
8 9 006 01	not known	An-12		no	reports	the first aircraft with improved braking, flap deployment and fuel systems and a hatch for servicing the ailerons
8 9 006 03	CCCP-29104 not known	An-12 An-12	MOMS Omsk not known	rgd no	15dec65 reports	canx 18jul74; photo exists at Perm VATU in the mid 1970s, with small Aeroflot titles behind the nose
8 9 006 04	CCCP-04331 CCCP-04331	An-12 An-12	Polyamaya Aviats. AFL/Polar	mfd trf	30dec58 10feb60	removed toc 13mar59; opb Moskovskii AO undertook the first landing of an An-12 on the ice in the Arctic 04apr60 (a supply mission for the drifting polar station SP-8)
	CCCP-04331	An-12	AFL/East Siberia	trf	12jan62	trf to the Irkutsk Technical Aviation College (IATU GA) 16sep69, probably for use as a ground instructional airframe; soc 27apr72 as worn out; scrapped around 1988
8 9 006 05	CCCP-04343 CCCP-04343	An-12 An-12	Polyamaya Aviats. AFL/Polar-SVO	toc trf	13mar59 10feb60	opb 247 LO Moskovskogo AO w/o 14jan67 on the leg from Novosibirsk to Krasnoyarsk of a cargo flight from Moscow to Khabarovsk when a strong fire broke out in the cargo hold immediately after take-off, the crew tried an emergency landing, but was hindered by bad visibility (night and low clouds), 1 minute 51 seconds after lift-off and 24 seconds after the emergency occurred the aircraft crashed in a snow-covered field of the "Obsski" sovkhos (state farm) 3 km from the runway threshold and exploded, all 6 crew killed; t/t 4,376 hours and 1,698 cycles; soc 20feb67
8 9 006 06	not known	An-12	Soviet Air Force	h/o	31jan59	opb 339 vtap at Vitebsk; ferried to Irkutsk-2 sep59 and underwent modifications there 25sep59/27oct59; w/o 28nov59 on the leg from Irkutsk-2 to Byelaya of a positioning flight from Irkutsk-2 to Vitebsk when entered a dive, crashed near Byelaya airfield and exploded, all 6 crew and 4 passengers (aircraft mechanics) killed, the cause of the accident could not be established (probably either loss of control due to mechanical failure of an aileron or an in-flight fire); t/t 107 hours canx 16mar81; see c/n 3341005
8 9 006 08	CCCP-11528(1)	An-12	MAP Moskovskii OAO	rgd	04jun74	
8 9 007 01	"14" red	An-12	Soviet Air Force	Lev	10aug96	
8 9 007 04	CCCP-11795(2) RA-11795(2) RA-11795(2)	An-12 An-12 An-12	MOM Omsk Aeroflot Aviaobshchেমash	rgd OMS trf	20apr89 11jul93 12nov93	f/n OMS 19aug91 in Aeroflot c/s with blue tail; see c/n 1400103 in Aeroflot c/s with titles and blue tail in Aeroflot c/s with titles and blue tail; f/n OMS 12jun94; canx 27dec95
9 9 007 06	not known CCCP-48114 CCCP-48114	An-12 An-12 An-12	not known MAP Omsk APO MAP Zhukovskii	no rgd trf	reports 09mar77 unknown	the first aircraft with angle of flap release limited to 35° (previously this had been 45°) canx 18dec89
9 9 007 07	CCCP-48108	An-12	MAP Moskovskii OAO	trf	09mar77	f/n DME 14nov78; canx 26jan89; seen wfu DME 24apr89
9 9 007 08	CCCP-11529(1)	An-12	Soviet AF/AFL c/s	Spr	09nov72	was the c/n checked this date ?; see c/n 6344109
9 9 007 09	CCCP-11529(1) "3." blue "50" red	An-12 An-12 An-12	MOM Omsk APO Soviet Air Force Soviet Air Force	rgd	17sep74	canx 28aug78 and moved to Omsk Technical University; l/n 1980 was based at Alma-Ata and used for navigators' training used as a ground instructional airframe by the Novocherkassk Polytechnical Institute (NPI, now YuRGU) at Novocherkassk (N47.41148 E40.07265) from 1975 the first aircraft with an improved wing de-icing system; used as a ground instructional airframe at the Krasny Kut flying school (KLUGA), l/n 1986 based Oranienburg 1972/1973; seen wfu Kirovograd aug93/jul99
9 9 008 01	"93"	An-12	Soviet Air Force	ph.	1986	
9 9 008 04	CCCP-11664	An-12	Sov AF/AFL titles	Orn	29oct72	

9 9 008 05	CCCP-11680	An-12	Sov AF/AFL titles	Orn	18feb73	based Oranienburg 1972/1973
9 9 008 08	not known	An-12	Soviet Air Force	no	reports	opb 339 vtap; w/o 24nov62, whilst performing an approach at night (location not given) in minimum weather conditions, the captain increased the descent to try and visually see the runway, but diverted his attention from the instruments and the low altitude and hit the ground; the navigator was killed; the accident details only give the c/n as 0808
9 9 009 01	not known	An-12	Soviet Air Force	no	reports	the first aircraft with an improved cargo-bay hatch fixation system and a table on frame # 33 explaining the markings of the pipework; opb 43 otae at Novosibirsk-Tolmachovo; converted to An-12P
9 9 009 02	no code	An-12LL	Soviet Air Force	ZIA	dec91	first aircraft with VB-257-1 computer; converted to an avionics test-bed, probably for very-low-frequency communications; in all-grey c/s with wingtip and fin mounted cigar shaped antenna pods; dbr, following a hard landing at Mahlwinkel during the winter of 1991/92, exact date unknown; seen Mahlwinkel may92/apr94; broken up 1995
9 9 009 04	CCCP-72607	An-12	Sov AF/AFL titles	Orn	18jun73	based Oranienburg 1972/1976
9 9 009 05	"33"	An-12	Soviet Air Force	LED	12sep87	preserved in a museum ?
9 9 009 06	"45"	An-12	Soviet Air Force	photo		c/n not confirmed, only 0906 on photo
9 9 009 07	CCCP-48977	An-12A	MAP Irkutsk APO	mfd	24jun59	rgd 03jun82; f/n IKT 04jun87 in an incident report; canx 24oct89
9 9 009 08	CCCP-79164	An-12	LII Zhukovski	rgd	08apr61	trf to Soviet Air Force 30nov79
9 9 009 09	"34" red	An-12	Soviet Air Force	VIN	19aug97	c/n checked VIN 10may98; derelict in compound near airfield, l/n VIN 28jun99
9 9 010 03	not known	An-12	not known	no	reports	the first aircraft with an improved propeller feathering system
9 9 010 06	CCCP-11650(1)	An-12	Soviet AF/AFL c/s	PRG	feb81	c/n not checked, see next line; see c/n 6344305
9 9 010 06	CCCP-11650(1)	An-12	MAP Kuibyshev APO	rgd	03mar83	canx 26jan90
9 9 010 07	not known	An-12UD	Antonov OKB			prototype of a long-range version; underwent joint trials 20/27oct60; trf to Soviet Air Force
9 9 010 07	not known	An-12UD	Soviet Air Force	w/o	may68	due to crew error, further details not known
9 9 010 08	"61" blue	An-12A	Soviet Air Force	photo		in grey c/s
9 9 010 10	CCCP-04362	An-12	MAP Zhukovski LII	mfd	1959	powered by AI-20A series 02 engines
9 9 010 10	CCCP-04362	An-12	AFL/Polar	toc	08jun61	trf to Aeroflot in exchange for An-10 CCCP-11134, so was probably with MPVO (Mestnaya protivovozdushnaya oborona - Local Air Defence, part of the Civil Defence system, not of the Armed Forces) before the exchange as An-10 CCCP-11134 went to MPVO; rgd 15jul61; canx 26nov69
	CCCP-04362	An-12	Lyotnyy otryad MAP	trf	05mar69	p-ya A-1763
	CCCP-04362	An-12	Soviet Air Force	trf	10mar70	also carried code "05" red; used as a ground instructional airframe by 111 VAShM at Chortkiv, seen may97/jun99, c/n checked; being scrapped by jun99
9 9 011 01	CCCP-98116	An-12	MOM Omsk	rgd	10mar83	powered by AI-20A series 02 engines; canx 18nov88
9 9 011 02	not known	An-12	not known	no	reports	powered by AI-20A series 02 engines
9 9 011 03	"09" red	An-12	Soviet Air Force	KGO	15jul93	powered by AI-20A series 02 engines; seen wfu at KGO (N48.542311 E32.276030) jul93/19nov16
9 9 011 04	CCCP-48972	An-12	MAP Moskovski OAO	rgd	06jan78	powered by AI-20A series 02 engines; trf to MAP Irkutsk APO 24feb86; canx 18jul88
9 9 011 05	CCCP-11384	An-12	Soviet Air Force	rgd	25jul73	powered by AI-20A series 02 engines; used to test an improved undercarriage lowering system; reported on Russian register feb98 as canx but date unknown
9 9 011 06	not known	An-12	not known	no	reports	powered by AI-20A series 02 engines
9 9 011 07	CCCP-04373	An-12	AFL/Polar	toc	19feb63	powered by AI-20A series 02 engines; rgd 26feb63; l/n SVO 27mar68
9 9 011 07	CCCP-04373	An-12	AFL/USHVLP	trf	14jul70	Ulyanovsk Advanced Flying Training College; trf to the Leningrad Command and Staff College of Rail and Air Communications; burnt remains dumped at LED 11sep93, c/n checked
9 9 011 08	not known	An-12	not known	no	reports	powered by AI-20A series 02 engines
9 9 011 08	"36" blue	An-12	Soviet Air Force	ph.	31may09	preserved on a pond at Vysoke (Vinnitsa region of Ukraine) since 1991, reportedly came from Vapnyarka airfield, f/n jan09; c/n was checked 26aug10; l/n 29jul11
9 9 011 09	"09" red	An-12	Soviet Air Force	Sty	06aug96	powered by AI-20A series 01 engines
9 9 011 10	not known	An-12	not known	no	reports	powered by AI-20A series 01 engines
9 9 012 01	not known	An-12AP	Soviet Air Force	no	reports	the first aircraft with an improved undercarriage lowering system, powered by AI-20A series 01 engines; later opb mil. unit 15580; canx 30dec96
. 9 012 02	not known	An-12	not known	no	reports	powered by AI-20A series 01 engines
. 9 012 03	not known	An-12	not known	no	reports	powered by AI-20A series 01 engines
. 9 012 04	not known	An-12	not known	no	reports	powered by AI-20A series 01 engines
0 9 012 05	not known	An-12	not known	no	reports	powered by AI-20A series 02 engines as standard from this c/n onwards
9 9 012 06	CCCP-98115	An-12	MAP Omsk Motors	rgd	06feb84	canx 18apr89; fuselage only seen OMS 13jul93/12jun94; reg was reported seen overhead VKO 08jul92 in Aeroflot c/s inbound to OSF but was reported this day as an An-8 but must have been a reading error !
. 9 012 07	not known	An-12	Soviet Air Force	no	reports	opb 339 vtap at Vitebsk; dbr 19mar66 during Operation 'Truba' (delivery of pipes and other equipment to the Tyumen region for developing the oil and gas fields) when attempted to take-off from Tyumen with applied parking brake (the crew had forgotten to release it after having waited at the line-up for an An-2 to pass), the aircraft did not accelerate duly and overran the runway, coming to rest some 40-50 m from a steep ravine; provisionally repaired and used as ground instructional airframe by an unknown technical school
0 9 012 09	"64" red	An-12	Soviet Air Force	Orn	01jul72	seen Sperenberg dumped 14feb93 partly broken up
0 9 013 01	not known	An-12	not known	no	reports	the first aircraft with redesigned float valves for the fuel system and door latch installed on the cockpit cabin door
	CCCP-98119(1)	An-12	MOM Omsk	rgd	21dec83	canx 07jul87; see c/n 7344801
	"16" red	An-12	Soviet Air Force	OMS	29aug93	seen dumped
0 9 013 04	4L-11304(2)	An-12	Lasare Air	LCA	18sep95	l/n LBV 05sep97; see c/n 9346905; c/n confirmed
	EK-11304(2)	An-12	Dvin Air	LFW	28jul99	leased to Africa West Cargo; c/n from fleet list; ex Lasare c/s
	4L-11304(2)	An-12	Lasare Air	TBS	07dec00	l/n TBS 28mar02; seen TBS 05sep03 titles not noted and grounded
	EK-11304(2)	An-12	not reported	DXB	13dec03	mis-sighting likely as Armenian CAA says it was not registered at this time
0 9 013 06	ER-ACL	An-12BP	blue c/l, n/t	mfd	29dec64	mfd and sub-version from Moldovan register, presumably a re-manufacture date ?; rgd 15apr98; f/n HLA 28may98; operated for Tiramavia; canx 07jun01 as sold to Angola, but l/n BZV 21may02
	TN-AHA	An-12BP	Aéro-Frêt Business	rgd	25nov02	to Sabab Tours; f/n PNR 19oct03, no titles, only logo; l/n Dzhankoi 31jul06, c/n checked; this c/n was given with registration TN-AGY in ICAO/Antonov list jul06 and regarded as no longer airworthy, due to the service life not being extended according to civil aviation documentation; reported scrapped at Dzhankoi in 2014; canx only 26apr15
0 9 013 08	CCCP-04363	An-12	AFL/Polar	rgd	06sep60	on charge as of 01oct60; entered service 23dec60 according to Polar Directorate records; f/n SVO 1963
	CCCP-04363	An-12	Lyotnyy otryad MAP	trf	05mar69	p-ya A-1763
	CCCP-04363	An-12	Soviet Air Force	trf	10mar70	also carried code "01" blue; used as a ground instructional airframe by 111 VAShM at Chortkiv, seen may97/jun99, c/n checked; being scrapped by jun99
0 9 013 10	CCCP-04364	An-12	AFL/Polar	f/f	jul60	mfd 05aug60; h/o 20aug60; on charge as of 01oct60, entered service 23dec60 according to Polar Directorate records
	CCCP-04364	An-12	AFL/East Siberia	trf	09jan62	opb 134 ATO; trf to the Irkutsk Technical Aviation College (IATU GA) 01feb71, probably for use as a ground instructional airframe; soc 10may73 as worn out
0 9 014 01	not known	An-12	not known	no	reports	the first aircraft without pressure switches installed for the starboard hydraulic system
0 9 014 04	"28" red	An-12	Soviet Air Force	Orn	30sep76	
0 9 014 04	"88" red	An-12AP	Soviet Air Force	Gos	18aug91	
	UR-21510	An-12AP	Antonov Des. Bur.	Gos	22sep94	initially in white c/s with dark blue belly and medium blue cheatline and fin, with full titles; l/n as such BRU sep02; repainted in white/light grey c/s with thin light blue cheatline and fin, with full titles; f/n as such BRU 25aug03; l/n operational Gostomel 08jun06; current in fleet 28dec06; canx 01oct08; sat wfu at Gostomel, seen nov09/oct19; dbr 24feb22 when Gostomel airfield was occupied by Russian airborne forces
0 9 014 05	CCCP-11822	An-12AP	Sov AF/AFL titles	CAI	21oct73	in grey c/s with old style wavy Soviet flag; later opb mil. unit 20108 at Yakutsk; sat wfu at YKS, seen 03jul92/13may95; canx 30dec96
0 9 014 06	not known	An-12	Soviet AF/PVO	no	reports	opb 978 ovtap PVO at Klin; w/o 23dec62 on the leg from Klin to Norilsk-Nezhdannyy of a flight from Klin to Tiksi when an inexperienced air traffic controller allowed the crew to descend to 700 metres although the mountains of the Talnakhskiye gory range reach a height of 730 metres in the approach path, the aircraft collided with a mountain top near the Talnashki river (N69.529211 E88.531276) and fell into a gorge, 7 of the 8 crew killed and the sole survivor (the tail gunner) seriously injured; debris still found at the accident site by jul07
0 9 014 07	"87" blue	An-12	Russian Air Force	OVB	01jul92	equipped with guns; has got brackets for RR8311-100 air sampling pods on the forward fuselage like an An-12RR, but lacking the sensor pod of the An-12RR; in grey c/s with blue cheatline and a small 'polar bear' badge under the cockpit; probably initially based at Norilsk, hence the 'polar bear', and later opb 11 apso at Bratsk
0 9 014 08	not known	An-12	Soviet Air Force	photo		on the Sasavo LUGA web-page, in all-grey c/s
0 9 014 09	CCCP-12777(1)	An-12P	Sov AF/AFL titles	mfd	15dec60	last overhaul completed 27jan89 (by 123 ARZ); ex registration still visible under 'UR-' registration by late 1997; see EK-12777 c/n 00347305
	CCCP-11322	An-12P	Wings	rgd	26aug92	still with 'Aeroflot' titles; f/n OVB 22apr93; subversion and c/n painted on as such; l/n 12jul93
	EW-11322	An-12P	Wings	BRQ	16apr94	l/n Gostomel 03jul96
	UR-11322	An-12P	Antonov Des. Bur.	AMS	25aug96	no titles; probably delivered 02jul96; l/n AMS jun98; no longer in fleet list 1999
	LZ-MNN	An-12P	Scorpion Air ?	rgd	30sep99	rgd from Bulgarian CAA; see next line
	UR-BYW	An-12P	Scorpion Air ?	Ksv	14sep02	carried just 'Cargo' titles; l/n Kiev-Svyatoshino 02aug03
	LZ-MNN	An-12P	Scorpion Air	BGY	02jul04	already in fleet list 28nov03; in white/grey c/s with blue trim; and small 'maintained by Scorpion Air' badge by the cockpit and just 'Cargo' titles; CoFA expired aug07; seen SOF 28mar11 still with 'Cargo' titles; offered for sale by Aeroasia 02mar08 with t/t 10,839 hours and 7,167 cycles; was due to be scrapped aug11, but l/n 05sep11 and finally scrapped 11/14sep11
0 9 015 01	not known	An-12	not known	no	reports	the first aircraft with an improved connection between inner and outer wing sections
0 9 015 03	"16" red	An-12	Soviet Air Force	ph.		c/n clearly readable on tail
1 9 015 07	"92" red	An-12	Soviet Air Force	DME	16may95	converted in mid 1962 and opb GK NII VVS, to carry ballistic missiles to their launch sites, featuring a more efficient heating system, additional lighting and an insulation curtain installed in the freight hold; exact designation unknown; state trials determined some safety issues and further testing was abandoned by the military
1 9 015 10	CCCP-04366	An-12TP-2	ANTK im. Antonova	toc	mar61	special arctic version
	CCCP-04366	An-12TP-2	AFL/Polar	trf	unknown	on charge by 01dec61; rgd 21dec61; in 'polar' c/s with red cheatline and orange fin, carried a 'penguin' badge on the fin, 'Aeroflot' titles confirmed from photo at CHC dec61; took part in an Antarctic expedition 15dec61/02feb62; photos exist at Ice Station Molodoyozhnaya fitted with skis; dbr 04jun67 on landing at Blagoveshchensk when the left main landing gear collapsed; soc 26may70
0 9 016 01	not known	An-12	not known	no	reports	the first aircraft with thicker metal sheets on the ailerons and improved pilots' seats
1 9 016 08	"06" red	An-12	Soviet Air Force	photo		

	CCCP-04374	An-12	AFL/Polar	trf	23jun63	trf to the Irkutsk Technical Aviation College (IATU GA) 29jun64, probably for use as a ground instructional airframe; soc 08jan65
1 9 017 02	"41" red	An-12	Soviet Air Force	Cho	14may97	the first aircraft with electrically heated double triplex glass in the cockpit; used as a ground instructional airframe by 111 VASHM at Chortkiv; l/n 09may98/30jun99 in the process of being broken up
1 9 017 03	CCCP-04365	An-12	AFL/Polar	f/f	jun61	mfd 06jul61; opb 254 ATO; trf to the Technical School at Slavyansk 06oct70, probably for use as a ground instructional airframe; soc 16feb71 due to its poor technical condition; photo Slavyansk 1975; preserved Slavyansk city 1980/83, dismantled and broken up
1 9 017 05	"37"	An-12	Soviet Air Force		photo	at Fergana; in all grey c/s with Red star
1 9 017 06	CCCP-98101 RA-98101 D2-FVD	An-12P An-12P An-12P	MOM "Zlatoust" MSZ MOM "Zlatoust" MSZ Von Haaf Air, n/t	mfd LAD SHJ	jul61 dec94 23mar95	rgd 29apr84; the first aircraft with revised fuel filters fitted as standard in all-grey c/s with blue cheatline and small Aeroflot titles by the nose; soc and canx 01dec94 as to Angola in all-grey c/s with blue cheatline and 'D' painted on the nose, Angolan behind the cockpit; c/n checked at ROV nov95 during maintenance; see rgd next line
	EL-AKN EL-AKN 3D-SKN 3C-KKO	An-12P An-12P An-12P An-12P	Air Cess, n/t Air Cess Air Cess Air Cess	rgd SHJ SHJ SHJ	23jun95 may96 19jan98 22nov98	f/n SHJ 12jan96; in all-grey c/s with blue cheatline with 'D' (ex D2-FVD) painted on the nose; l/n SHJ 18jan96 in full c/s, named 'Flying Cat'; l/n SHJ 06dec97 in full c/s, named 'Flying Cat'; l/n SHJ 02apr98 l/n SHJ 15dec98; with 'N' (ex EL-AKN, 3D-SKN) painted on the nose
1 9 017 08	not known CCCP-69321	An-12 An-12	Soviet Air Force MAP Kom-na-Amu APO	mfd rgd	31aug61 29apr76	w/o 25sep85 on the leg from Dnepropetrovsk to Moscow-Domodedovo (at night) of a cargo flight from Dnepropetrovsk to Komsomolsk-na-Amure when a fuel leak in the nacelle of engine No. 1 caused a massive fire, the crew opted for an emergency landing at Kharkov, but the left outer wing and engine No. 1 broke off during the emergency descent from 7,500 metres, the aircraft went out of control, crashed in a field 6.5 km west of Rakitnoye (31 km south-west of Kharkov airport) and exploded, all 6 crew members and 3 passengers (aircraft mechanics) were killed; t/t 14,251 hours and 5,707 cycles; canx 12jan87; the Soviet register and the accident report both give this c/n, see c/n 1901709
1 9 017 09	? "84" red	An-12	Soviet Air Force	Cho	06jul94	used as a ground instructional airframe by 111 VASHM at Chortkiv; broken up before aug97; c/n reported as 1901708 but see that c/n
1 9 018 01	not known	An-12A	unknown			was the first aircraft with 26 integral wing tanks
1 9 018 04	"85" red	An-12A	Soviet Air Force	Cho	06jul94	used as a ground instructional airframe by 111 VASHM at Chortkiv; l/n 18aug97; broken up before may98
1 9 018 07	CCCP-12186	An-12AP	Soviet AF/AFL c/s	LED	17mar91	converted at Pushkin (20 ARZ) in 1982 to a Geophysical Survey Aircraft (Magnitometr/Relikt) with tapered MAD boom beneath the tail turret; operated by the Leningrad branch of the Earth Magnetism Institute (a division of the Soviet Academy of Sciences); l/n Pushkin 01sep91
1 9 018 09	"81" red	An-12A	Soviet Air Force	Cho	06jul94	used as a ground instructional airframe by 111 VASHM at Chortkiv; l/n 09may98, in the process of being broken up
2 9 019 01	"82" red	An-12A	Soviet Air Force		sep03	is in use as the HQ of an Aero Modelling club with code overpainted, situated in Keila, Estonia, about 200m north of route 8 on the road to Karjaküla (N59.319970 E24.406028) l/n 26apr22
2 9 019 05	not known	An-12A	unknown			was the second aircraft with 26 integral wing tanks

Export An-12s built by Factory # 39 at Irkutsk, c/ns unknown but export numbers were given

	02 4 001	BL532	An-12	Indian Air Force	d/d	01mar61	seen BOM feb73; photo Jodhpur 1973 in all-grey c/s, no code; scrapped
	02 4 002	BL533	An-12	Indian Air Force			l/n 16-01 ?; damaged 15aug61 when the nose gear collapsed on the 101st landing (it should have been replaced after 85 landings); photo circa 1964 exists flying over the Himalayas, without code, in all-grey c/s; l/n DEL 07nov67 in all-grey c/s; coded 'N'; the Indian Air Force state that this aircraft was w/o, but no further details are known
	02 4 003	BL534	An-12	Indian Air Force	DEL	06nov66	w/o 07feb68 on a flight from Leh to Chandigarh when descended too early over the Himalayas, hit the CB13 peak and fell into the South Dakka Glacier in the Chandra Bagga hill range in Northern Himachal Pradesh, killing all 98 (according to other sources 112) people on board; was opb 25 squadron at the time; parts of the wreckage were only found in aug03 some 35 years later and on 01jul18 further wreckage and a body were discovered
	02 4 004	BL535	An-12	Indian Air Force			in white c/s with grey undersides and small black cheatline, no code; scrapped
	02 4 005	BL536	An-12	Indian Air Force	w/o	photo 05aug61	l/n 16-03 ?; burnt out after landing at Chandigarh when the nose gear collapsed; opb 44 Sqn; parts from the wreckage, consisting of a pair of the horizontal stabilizers, the starboard wing and part of an engine cowling were seen at the Punjab Engineering College, Chandigarh in 2013
	02 4 006	BL537	An-12	Indian Air Force			scrapped
	02 4 007	BL538	An-12	Indian Air Force	Bmi	29oct67	coded 'Q'; scrapped
	02 4 008	BL539	An-12	Indian Air Force			scrapped
	02 4 009	CCCP-75622 9G-AAZ	An-12	all silver Ghana Airways	TIP d/d	nov60 04oct61	c/n not confirmed; photo at Accra in Air Pictorial may61 reportedly on delivery to Ghana Air Force
	02 4 010	505	An-12	Iraqi Air Force	BCN	sep61	c/n confirmed; f/n LGW 23oct61; wfu 1962, returned to Soviet Union 1963
	02 4 011	506	An-12	Iraqi Air Force	MLA	07aug61	in all-grey c/s; opb 23 Sqn; l/n LYE 29aug64
	02 4 012	507	An-12	Iraqi Air Force	ph.	1975	in all-grey c/s; opb 23 Sqn; fuselage dumped at Baghdad IAP, f/n sep03

258 An-12 built by factory # 64 at Voronezh-Pridacha from 1961 to 1965

Total production is reported as being 258 aircraft, however we come to 253 regarding batches 1 to 16 of six aircraft each, batches 17 to 28 twelve aircraft and batch 29 of thirteen aircraft. Voronezh stopped using the year of manufacture in the c/n from 1963. The c/n is explained as with many other Soviet built aircraft. The first digit represents the year built followed by the factory number (40 indicating factory number 64 !), then the two digit batch number and last two digits are the number in the batch. Aircraft up to c/n 401604 were built as An-12As, 401605 onwards were An-12Bs, with subsequent upgrades and conversions as per the other factories. The construction number is explained as with many other Soviet built aircraft. The first digit represents the year built followed by the factory number (40 indicating factory number 64 !), then the two digit batch number and last two digits are the number in the batch.

1 40 01 01	CCCP-48975	An-12AP	MAP Moskovski OAO	mfd	07jun61	rgd 05mar80; damaged in a landing accident Tyumen 23apr81; f/n DME 24sep87; l/n ULY 11sep93, in Aeroflot c/s
	UR-48975	An-12AP	Motor Sich	OZH	06jul96	in basic ex Aeroflot c/s with titles; l/n SHJ apr97
	UR-48975	An-12AP	Motor Sich	HLA	17sep97	in basic ex Aeroflot c/s, no titles
	UR-48975	An-12AP	AZAL Avia Cargo	OST	06feb01	in basic ex Aeroflot c/s with small 'AHC' titles and logo on the tail; l/n NUE sep01
	UR-48975	An-12AP	Motor Sich	OZH	28may02	in basic ex Aeroflot c/s, no titles; still in fleet list dec02
	ST-SIG	An-12AP	El Magal Aviation	SHJ	18dec03	c/n from the Sudanese CAA and on the register oct03; l/n SHJ 03jan04; crashed near Tatal, Sudan, 11may04 on a flight from Juba to El Obeid after all four engines flamed out, a forced landing was attempted with the engines feathered, the aircraft hit the ground nose first, bounced for 15 metres before hitting trees; all 7 crew were killed; t/t 16,609 hours and 7,753 cycles
1 40 01 03	CCCP-11795(1)	An-12AP	MOM "Polyot" Omsk	mfd	18jul61	Omsk Production Association "Polyot"; rgd 27jun78; in standard 'blue' 1973 Aeroflot c/s; w/o 25mar86 on a flight from Tbilisi to Omsk-Severny when tried to land at Omsk-Severny in below-minima weather conditions at night (Omsk-Tsentralny was closed due to bad visibility and the aircraft did not have enough fuel to divert to Tyumen), dropped below the glide path, hit three VASIs 2,130 metres before the runway threshold, crashed and caught fire, all 6 crew and 3 passengers killed; t/t 11,980 hours and 6,026 cycles; canx 07jul87; see c/n 8900704
1 40 01 04	CCCP-11327 RA-11327	An-12A An-12A	Aviaobshchemash Aviaobshchemash	mfd OMS	jul61 12jun94	rgd 25jun92 owned by PO "Sibirskiye pribory i sistemy"; in white c/s with light blue undersides and trim and thin dark blue cheatline, no titles; named 'Malvina' according to a crew member; new CoFR issued 20jun94; l/n IST 06oct97; dbr 08nov97 on a cargo flight from Istanbul to Bryansk when landed in below-minima weather conditions (poor visibility and low clouds) at night, on the second approach the pilot levelled out at a height of some 20 metres without having visual contact with the runway so that the aircraft came down hard 500 metres behind the runway threshold and 5 metres to the right of the centre-line, veered off the runway to the right after 200 metres and suffered structural damage, all 8 crew members and the sole passenger escaped unhurt, the crew had worked for 20 hours (flight time 12 hours) on the day of the accident; t/t 7,629 hours and 5,775 cycles; still current on register 13jan20
1 40 01 06	RA-12188 RA-12188	An-12AP An-12AP	primer c/s Gazpromavia, n/t	mfd trf	25sep61 20jul94	f/n ROV 14jul94 f/n ZIA 11oct94; in white/light blue c/s; CoFR renewal 25jun97; l/n SHJ 22nov98; soc and canx 10dec98 as to Sudan
	ST-AQE ST-AQE	An-12AP An-12AP	no titles United Arabian AI	LOS SHJ	09aug99 11nov00	c/n not checked, but the same c/s as RA-12188; named 'Kalaf'; not on register mar00 in white/light blue c/s; named 'Farahnaz'; c/n checked SHJ 21oct06; current on register jan07; opb AZZA Transport by spring 2007; dbr 24feb07 on a flight from KRT to EGN when crash landed at El Geneina, the cargo of weapons and ammunition was salvaged; seen being broken up apr07; remains still there 10apr11
1 40 02 01	no code RA-11311	An-12A An-12A	Soviet Air Force Alfa 92 Aviakomp.	mfd trf	1961 29apr93	photo f/n OVB jun96; in grey c/s, no titles; last CoFR renewal 19jul96; l/n OVB 05aug96; not canx from the Russian Register
1 40 02 03	"33" yellow "33" yellow	An-12AP An-12AP	Soviet Air Force Russian Air Force	mfd trf	1961 1992	opb 2 otae DA at Ostafyevo; in light grey c/s with blue spinner tips; photo at OSF 1982 opb 2 otae DA at Ostafyevo until 1997; in light grey c/s with blue spinner tips; f/n Ryazan-Dyagilevo 03sep93; l/n OSF 07may94 (c/n not checked)
1 40 02 04	"01" red	An-12	Soviet Air Force			opb 22 tbad at Engels
1 40 02 05	"50" red	An-12	Soviet Air Force	IKT	06jul92	c/n difficult to read, was with the Military Academy on the airfield, still present may95/aug07
1 40 02 06	"33" red	An-12	Russian Air Force	ph.	apr96	in all grey c/s with Red Star; preserved at Ukraina from the 1990s (N51.159843 E128.433600) after it was struck off following damage to the tail section during an in-flight fire; l/n nov16
1 40 03 01	"83" red	An-12AP	Soviet Air Force	mfd	28dec61	f/n Sperenberg 14feb93; first Voronezh-built aircraft with 20 seats in the compartment for accompanying personnel; based Lviv
	"83" blue	An-12AP	Ukraine Air Force	LWO	05jul94	and LWO 07sep96; offered for sale by Ukrainian privatisation agency in 2005 with t/t 8,073 hours and 6,491 cycles; l/n LWO 10jun10/sep12, engineless; see TN-AGP at end of file with unknown c/n
1 40 03 02	CCCP-11790	An-12LL	ELIIP "Vzlyot"	mfd	28dec61	avionics test-bed with extended tailcone (possibly accommodating a MAD sensor) and a massive antenna array replacing the rear cargo doors; photos exist in 1980s, in all-grey c/s with small 'Aeroflot' titles; later converted back to a standard transport aircraft

	RA-11790	An-12A	ELIIP "Vzlyot"	rgd	07apr94	in basic Aeroflot c/s, no titles; f/n HEL 20jun94; leased to Aero-Nika 11aug94; l/n Twenthe (Holland) 29aug94; w/o 29oct94 on the leg from Yuzhnosakhalinsk to Ust'-Ilmsk of a flight from Yuzhnosakhalinsk to Yermolino with the MTOW exceeded by 7,400 kg when encountered below-minima weather conditions (poor visibility and heavy snowfall) on approach to Ust'-Ilmsk at night, lost speed and dropped below the glide path, crashed into the eastern slope of a hill 2.1 km before the runway threshold, came to rest after 230 metres on the opposite slope of the hill and burnt out, all 9 crew and 14 passengers killed; t/t 7,748 hours and 3,966 cycles; canx 18sep97
1 40 03 03	not known not known	An-12 An-12	Soviet Air Force Ukraine Air Force	mfd trf	30nov61 1992	trf to Ukrainian MVS at an unknown date (was contained in a listing of MVS aircraft based at IEV); wfu and probably scrapped
1 40 03 04	not known "23" blue	An-12AP An-12AP	Soviet Air Force Ukraine Air Force	mfd KBP	1961 29aug93	opb 255 osae at Borispol; c/n checked 18mar97 and 15may98; l/n KBP 26jun99
1 40 03 05	"36" yellow "36" yellow	An-12AP An-12AP	Soviet Air Force Russian Air Force	mfd trf	1961 1992	opb 2 otae DA at Ostafyevo; in light grey c/s with blue spinner tips; photo at OSF 1982
2 40 04 01	not known	An-12A	Soviet Air Force	mfd	1962	opb 22 tbad at Engels; flew the coffin of famous Soviet writer and actor Vasili Shukshin from VOG to VKO oct74
	"02" red	An-12A	Russian Air Force	Eng	30jul97	opb military unit 21206 at Engels; offered for sale by the Russian privatisation agency 22jul98 with t/t 9,373 hours and 5,681 cycles; was preserved in the long-range aviation museum at Engels from 2000; l/n 10oct19 derelict
40 04 03	"12" red	An-12	Soviet Air Force	CRZ	18may96	opb 2 otae DA at Ostafyevo; in light grey c/s with blue spinner tips; unofficially named 'Lastochka' (swallow); photo at OSF 1982
2 40 04 05	"35" yellow	An-12AP	Soviet Air Force	mfd	1962	opb 2 otae DA at Ostafyevo until 1997; in light grey c/s with blue spinner tips; f/n Ryazan-Dyagilevo 03sep93; sat derelict at OSF, seen aug99/aug02; offered for sale by the Russian privatisation agency 19dec01; fate unknown, but probably scrapped
2 40 04 06	CCCP-06155 CCCP-11011(1) CCCP-11011(1)	An-12 An-12 An-12	GKOT Enterprise MOM Moscow MAP Kuibyshev	rgd rgd trf	24sep62 18may65 30mar83	version not given in Soviet register renamed MOM Vnuukovo 22apr71; version not given in Soviet register canx 15may91; see c/n 4342505 and 8346010
2 40 05 01	"34" yellow	An-12AP	Soviet Air Force	mfd	1962	the first Voronezh-built aircraft with 14 seats in the compartment for accompanying personnel; opb 2 otae DA at Ostafyevo; in light grey c/s with blue spinner tips
	"34" yellow	An-12AP	Russian Air Force	trf	1992	opb 2 otae DA at Ostafyevo until 1997; in light grey c/s with blue spinner tips; f/n OSF 24aug95; see c/n 5343310
2 40 05 02	CCCP-48970 RA-48970 RA-48970 LZ-BFC RA-48970	An-12 An-12 An-12 An-12 An-12	MAP Kumertau VPO Kumertau Express Bulg. Flying Cargo Bulg. Flying Cargo Kumertau Express	mfd trf AMS OST rgd	28feb62 15oct92 26jun94 08feb95 22nov96	in basic Aeroflot c/s with red cheatline and small titles l/n OST 12sep96; in basic Aeroflot c/s with red cheatline; leased from Kumertau Express f/n DME 19sep99, in basic Aeroflot c/s with red cheatline, no titles; l/n DME 03dec01; on Russian register sep01/mar03 as leased to Yermolino Airlines; seen Yermolino sep02/aug04, no titles; CoFR renewal 18jun03; soc and canx 01sep04; seen PES 16jun05 in white c/s with grey undersides, blue cheatline and blue engines, no titles; l/n PES 30sep05
	9L-LFQ	An-12	748 Air Services	rgd	02jun06	c/n confirmed; in white c/s with grey undersides, blue cheatline, blue engines, 'Cargo' titles and a crocodile on the fin; f/n NBO 18jul06; regarded as not airworthy in list from Antonov nov06 and banned from flying in Kenya; damaged 01nov06 on landing at LKG on arrival from Nairobi when it bounced several times before the nose-wheel collapsed; de-registered 08apr08; l/n LKG (N4.2030299 E34.353647) oct08 stored with damage to nose-wheel undercarriage; removal ordered 14aug20 failing which sale by auction will proceed; due for auction 22nov21, owner listed as Flight Path
2 40 05 03	CCCP-11337(1)	An-12	AFL/Polar-SVO	mfd	feb62	toc 01apr62; rgd 05apr62; opb 247 LO; w/o 11sep65 on the leg from Krasnoyarsk to Irkutsk of a flight from Tashkent to Yuzhno-Sakhalinsk with a cargo of grapes, as Irkutsk airport was closed due to bad weather the aircraft was diverted to Ulan-Ude (although that airport was not prepared to handle An-12s), the crew did not set QNH for Ulan-Ude on approach, causing false altitude readings, and the aircraft crashed at a height of some 1,200 metres into a wooded mountain slope 32 km north-west of Ulan-Ude, all 6 crew and 2 passengers killed; t/t 4,030 hours; canx 25sep65; see c/n 3341204
2 40 05 04	CCCP-11338(1)	An-12	AFL/North Kavkaz	rgd	23apr62	opb 77 ATO; temporarily detached to Aeroflot/Polar 25mar63; w/o 02apr63 on take-off from the snow runway at Magadan when ran off the runway to the right (the crew was inexperienced in flying under 'polar' conditions) and collided with a runway light and a snow mound, the fuselage broke into two parts in front of the wing, 1 of the 5 crew injured; canx 03aug63; see c/n 3341506
2 40 05 05	CCCP-11339(1) CCCP-11339(1)	An-12 An-12	AFL/Polar AFL/Privolzhsk-KUF	toc trf	16apr62 30may62	rgd 23apr62 soc 30dec76 as life time-expired; seen apr93/26oct23 in Samara State Aerospace University (N53.241779 E50.363101); see c/n 6344310
2 40 05 06	"32" yellow "32" yellow	An-12AP An-12AP	Soviet Air Force Russian Air Force	mfd trf	1962 1992	opb 2 otae DA at Ostafyevo; in light grey c/s with blue spinner tips; photo at OSF 1982 opb 2 otae DA at Ostafyevo until 1997; in light grey c/s with blue spinner tips; c/n checked OSF 24aug95 and OSF 21aug99; seen OSF 09jul00 in the process of being broken up (with the c/n painted out), the remains were gone by mar01
2 40 06 01	"31" yellow	An-12	Soviet Air Force	Rzd	03sep93	l/n Novgorod-Krechevitsy 21may99 c/n checked both times
2 40 06 02	"47" red	An-12AP	Russian Navy	mfd	1962	opb 46 otap at OSF; f/n OSF 16may99; seen OSF 21aug99, c/n checked both times; seen OSF jul00/aug01 with c/n painted out; offered for sale by Russian privatisation agency 19dec01; was reportedly to be preserved but not seen anywhere since
2 40 06 04	"29" yellow "29" yellow	An-12AP An-12AP	Soviet Air Force Russian Air Force	mfd trf	1962 1992	probably opb 2 otae DA at Ostafyevo probably opb 2 otae DA at Ostafyevo until 1997; c/n checked Ryazan-Dyagilevo 03sep93 and OSF 21aug99; seen OSF 09jul00 in the process of being broken up (with the c/n painted out), the remains were gone by mar01
2 40 07 01	RA-11308	An-12	Avkom, a/w, n/t	rgd	03mar93	f/n SVO 03may94; l/n BKA 24sep94; soc 23jun95 as life-time expired; c/n from Russian register feb98; canx 23jun98
	ST-APJ	An-12	Data Intl Aviation	SHJ	27mar99	l/n SHJ 25mar01; c/n from Sudanese CAA and stencilled in hold; seen KRT 19jun06 titles not reported; current on register jan07 as Air West
	ST-APJ	An-12	El Magal Aviation	KRT	29jun07	in all-white c/s with small titles and 'MGL' badge on tail; seen KRT 02sep12; l/n KRT apr13/jun15 in the storage area apparently wfu; broken up as seen in three pieces 16jun16
2 40 07 02	not known CCCP-11131 RA-11131 RA-11131 XU-315 XU-315 XU-315	An-12A An-12B An-12B An-12B An-12B An-12B An-12B	Soviet Air Force MAP Kuibyshev PO Klyuch Air, n/t Aeroflot c/s, n/t Yana Airlines ? President Airlines Imtrec Aviation	mfd rgd AMS OVV BKB BKK BKK	31may62 10apr91 02mar94 jun96 13jan99 03oct99 02aug03	last overhaul completed 26nov92; without tail turret with 'Samsarski Metallurg' titles, rgd 26oct94 to SAMEKO for Avia Y. Petro's Airlines; soc 12oct98 and canx 26oct98 as to Thailand c/n from fleet list; in basic Aeroflot c/s, no titles; l/n BKK 28jun99 in white c/s with grey undersides and blue tail; no titles after dec99 ?; l/n BKK 23nov00 in white c/s with grey undersides; named 'Elena'; seen BKK 21apr04 with additional 'Air People' titles; offered for sale oct05 with t/t 9,116 hours and 5,175 cycles; seen BKK 14jan06 with additional 'Bismillah' titles; sold to Congo and used by the Presidential Flight, still with 'Imtrec Aviation' titles, f/n FIH 13jul06; seen FIH 06jun08; l/n FIH 12may09
2 40 07 03	CCCP-11965 RA-11965	An-12 An-12	MAP Kuibyshev KBAS Russian Air Force	mfd Iva	may62 24apr97	rgd 05apr78; f/n SVO 08apr91 in all-grey c/s with 'wavy' Soviet flag and small Aeroflot titles by the nose opb 610 TsBPPLS VTA at Ivanovo-Severnoy; in all-grey c/s with Russian flag, no titles; already soc 1996; broken up at Ivanovo-Severnoy by 2006
2 40 07 05	CCCP-11386(1)	An-12A	AFL/East Sib.-IKT	toc	06sep64	rgd 22sep64; photo apr66 in Air Force grey c/s; soc 26oct76 as life-time expired; see also An-12BK with unknown c/n
2 40 08 01	"10" blue RA-13363	An-12AP An-12AP	Soviet Air Force grey c/s, n/t	mfd	03jun62	opb 245 osae at Legnica before 1991, departed to Smolensk with c/n visible; not on the Russian Federation register, was current as an An-8 until sep95
2 40 08 02	CCCP-06175	An-12A An-12A	Antonov OKB	mfd	photo nov62	the airframe was built at Voronezh, but the equipment was installed at Tashkent; equipped with the fuel automatics and other features of the An-12B; operator in register as 'organizatsiya p-ya 4 Kiev'; in grey c/s with white top of fuselage and a broad white band with a 'wavy' Soviet flag on the fin, a thin red cheatline, 'Aeroflot' titles and a red 'An' logo on a yellow oval (reportedly the export version of that logo); rgd 13aug63; went on a sales tour to India in late 1963
	not known "02" blue	An-12A An-12AP	Soviet Air Force Soviet Air Force	trf trf	1964 ? 1970s	trf to the Air Force based on a letter by p-ya 1405 dated 27jan61 (sic); based at Zavitsinsk opb 255 osae (military unit 13786) at Borispol; fish brine was spilt in the cargo bay at Magadan in 1989 or 1990, the smell never really went away
	"02" blue 11326	An-12AP An-12AP	Ukraine Air Force Khors Air	trf rgd	1992 12mar92	opb 255 osae at Borispol; in greenish grey c/s; sold in 1991 with t/t almost 16,000 hours in Aeroflot c/s, initially with 'Aeroflot' titles; later received 'Khors' titles; f/n as such Gostomel 08sep92; l/n as such OST 05may93
	UR-11326	An-12AP	Khors Air	SHJ	25dec93	reported for Ukraine Air Alliance; in basic Aeroflot c/s with 'Khors' titles; seen ATH 1997 with additional 'Heli Union' titles below the cockpit; l/n with Khors titles Gostomel 26jun99; f/n with a logo on the fin only and no titles ATH 09aug00
	UR-11326 UR-11326	An-12AP An-12AP	United Nations/WFP Khors Air	OST OUA	14feb01 28mar02	l/n OST 09mar01 in all-white c/s; initially without titles; l/n as such OUA 25aug02; f/n with titles MST 23mar03; l/n SHJ 16mar04
	UR-11326	An-12AP	Africa West Cargo	SHJ	mar04	still in basic Khors Air c/s, with small additional titles on the fin; last reported in the Brazzaville FIR 11aug04 as opb Africa West
	S9-DBA S9-DBA	An-12AP An-12AP	Golif Air Africa West Cargo	SHJ ACC	26oct04 12apr06	c/n confirmed by the CAA in 2007; in all-white c/s, no titles; l/n LFV 20dec04; in fleet list feb05 in all-white c/s; initially with small titles on the fin only; f/n with large titles ACC 21oct07; l/n operational ACC 19dec07; stored at RWN, seen oct08/jan10; seen being worked on (in bare metal) at RWN sep10/2014; sat wfu (without tail and engines) at RWN, seen in 2016
2 40 08 06	CCCP-11804(1) UK-11804(1) UK-11804(1)	An-12B An-12B An-12B	MAP Tashkent APO Uzbekistan Airways TAS a/c Prod Corp	mfd no rgd	jul62 reports 27dec94	rgd 17oct78; f/n SVX apr88; in Aeroflot c/s; l/n SVX 20apr93, c/n checked; see c/n 00346906 which was CCCP-11804(2) at the same time c/n again confirmed; in basic Aeroflot c/s with 'Uzbekistan' titles and flag behind the nose; f/n DME 15may95 and DME 21may96; l/n Tashkent-Tuzel 24may04, as such

	UK-11804(1)	An-12B	TAPC Aviatrans	Tac	26mar09	without engines; in nov06 fleet list with version as such; in basic ex Aeroflot c/s with 'Uzbekistan' titles and flag behind nose; formed out of the liquidated TAPO-Avia; canx from register date unknown; photo Tashkent-Tuzel 09mar10 still without engines; l/n Tashkent-Tuzel 11may15 but not present aug21, b/u ?
2 40 09 01	not known CCCP-11916	An-12A An-12LL	ELIIP "Vzlyot"	mfd	31jul62 sep84	first An-12A from Voronezh with reinforced centre wing as standard anti-submarine warfare trials aircraft with large nose radome and modified tail cone for MAD equipment; photo in all-grey c/s with 'wavy' Soviet flag on the fin and small Aeroflot titles by the nose; used for radiometric research of the sea surface (with equipment from the Institute of Space Research IKI) on Kamchatka in 1981/89; l/n may89; de-converted to a standard transport aircraft
	RA-11916 RA-11916 RA-11916	An-12 An-12 An-12	ELIIP "Vzlyot" ELIIP OAO Anton Air	rgd trf JNB	15jul92 29aug95 25feb99	f/n DME 06may94, in Aeroflot c/s; l/n TWN 05dec94 Yermolino Test Centre; seen AMS 06sep95, in Aeroflot c/s, no titles; CoFR renewal 18jan99 Isd from ELIIP OAO; in Aeroflot c/s, no titles; impounded MSU pre may00 having diverted there whilst on route to Harare, operator given as Central Air Cargo and owned by Yermolino Test Centre according to press reports; l/n MSU 10feb01
2 40 09 05	9Q-CWC "20" blue	An-12	Wimbi Dira Airways	rgd	13sep03	f/n BUX 31jul03; l/n FIH 11sep03; w/o on landing Aru (N2.8839789 E30.832195) 04oct05 whilst en route Kisangani-Bunia; parts of the wreck still visible on Google Earth dec08
2 40 10 03	not known	An-12 An-12AP	Russian Air Force Soviet Air Force	no	photo reports	opb 128 vtap at PanevePys; w/o 26may72 during a formation flying training flight at night from PanevePys when the crew of the An-12 flying in front of c/n 2401003 committed some mistakes which irritated the crew of c/n 2401003, they did not react adequately and lost control of the height after having been dazzled by a lightning, the aircraft slowly descended until hitting a tree and a chimney in a village near PanevePys, came down in a field and burnt out, 5 of the 6 crew killed
2 40 10 04	CCCP-11385	An-12A	AFL/North Kavkaz	toc	01sep64	rgd 05sep64; version in Soviet register as 'An-12TA'; soc 29aug77 as life-time expired; was preserved at Kremenchug (Ukraine); scrapped
2 40 10 06	"11" blue	An-12	Soviet Air Force	Spr	aug93	in all-grey c/s with Red star; based at Rostov-na-Donu Tsentralny
2 40 11 01	not known	An-12A				c/n and version only mentioned in technical documentation with regards to engine components
2 40 11 02	not known	An-12A				c/n and version only mentioned in technical documentation with regards to revised engine components
2 40 11 03	not known 4K-12425	An-12 An-12	Soviet Air Force Azerbaijani AF	BAK	13apr94	in white c/s with grey undersides and blue cheatline, no titles; l/n DME jun96; photo Baku-Qala (Kala) 2000 with serial removed; still on register 12dec00 but canx before 02dec02; an An-12 is visible on Google Earth stored at Baku-Qala (N40.399438 E50.203929) jun04/jul18; scrapped 2019
2 40 11 05	UR-PAS	An-12AP	Veteran	mfd	31oct62	f/n MSE 13oct98; named 'Andrey'; seen LOS 19sep04 with small additional 'Associated Aviation Cargo' titles and logo; seen Dzhankoi 25may06 in all-white c/s without titles; still in Veteran fleet list 27jun06; l/n as such SHJ 13sep08; seen SHJ 25nov08 in all-white c/s with 'Veteran' titles; seen FIH 14mar09 in all-white c/s without titles
	UR-PAS UR-PAS	An-12AP An-12AP	United Nations Veteran	FJR	photo 28jan11	in all-white c/s with large 'UN' on the tail in all-white c/s without titles, stored; officially cancelled 11jan13; l/n FJR may15/mar18, without engines; offered for sale as scrap jun15 coded 'S'; scrapped
2 40 12 04	BL726	An-12A	Indian Air Force	BAH	12jan74	no code; photo exists in all-grey c/s, coded 'I'; stored Indhira Ghandi Airport, with Indian Air Force Museum (N28.574166 E77.115750) aug94, coded 'G'; seen on display 01feb09 with badges of 44 squadron and 25 squadron, no code, seen 30mar11 with just 727 on one side; l/n 20feb15/may19, in all-grey c/s, Indian Air Force titles and full serial
2 40 12 05	BL727	An-12A	Indian Air Force	DXB	06jul77	scrapped
2 40 12 06	BL728	An-12A	Indian Air Force	DEL	17mar72	in white/grey c/s; lost in an accident
2 40 13 01	BL729	An-12A	Indian Air Force	DEL	06jun68	scrapped; c/n 2401303 supplied by Indian Air Force but sequence suggests given c/n is correct, also see next c/n !
2 40 13 02	BL730	An-12A	Indian Air Force	DEL	06jun68	scrapped; c/n 2401303 supplied by Indian Air Force but sequence suggests given c/n is correct, also see next c/n !
2 40 13 03	BL731	An-12A	Indian Air Force		photo	coded 'U', in white c/s with grey undersides and small black cheatline, with the remnants of a temporary camouflage scheme applied during the 1971 operations; later coded 'Z' and then coded 'Q'; photo proof exists of this aircraft with this c/n painted on the tail, although c/n 2401302 was supplied by the Indian Air Force; scrapped
2 40 13 04	? BL732	An-12A	Indian Air Force		31mar68	seen on an air power demonstration at Tilpat Ranges; wfu early 1993, for sale dec93 t/t 7,718 hours; no c/n or fate given by Indian Air Force !
2 40 13 05	BL733	An-12A	Indian Air Force			lost in accident
2 40 13 06	BL734	An-12A	Indian Air Force	w/o	16jul63	when crashed on landing at Palam, both pilots killed
2 40 14 01	BL735	An-12A	Indian Air Force		26jan68	flypast over Delhi; scrapped
2 40 14 02	BL736	An-12A	Indian Air Force		26jan68	flypast over Delhi; seen DEL 17mar72 coded 'N'; seen DXB 17may75 coded 'N', in white c/s with grey undersides and small black cheatline, with the remnants of a temporary camouflage scheme applied during the 1971 operations; l/n DEL 29sep83 coded 'U'; scrapped
2 40 14 03	BL737	An-12A	Indian Air Force		26jan68	flypast over Delhi; photo in white c/s with grey undersides and small black cheatline at Leh coded 'B', opb 44 squadron; lost in an accident
2 40 14 04	BL738	An-12A	Indian Air Force	Bmi	29oct67	coded 'C'; scrapped
2 40 14 05	BL739	An-12A	Indian Air Force		26jan68	flypast over Delhi, later reported coded 'D', call-sign VU-FPG; scrapped
2 40 14 06	BL740	An-12A	Indian Air Force			reported coded L ?; w/o 07jan74 when swung on take off due to an engine failure, hit a culve
2 40 15 01	BL741	An-12A	Indian Air Force		26jan68	flypast over Delhi; seen DEL aug81 coded 'Q', photos exist, date unknown coded 'F' and later 'G'; photo also exists, date unknown in white c/s with grey undersides and small black cheatline, no code; scrapped
2 40 15 02	BL742	An-12A	Indian Air Force		26jan69	flypast over Delhi; first code unknown, then coded 'E' and later coded 'T'; photo exists coded 'A' in all-grey c/s, with previous code 'T' overpainted; scrapped
2 40 15 03	BL743	An-12A	Indian Air Force	SVO	21may70	wfu early 1993, for sale dec93 t/t 6,718 hours
40 15 04	CU-T827	An-12A	Cubana	HAV	1965	crashed on approach to Mexico City 09feb67 killong all ten on board, t/t was only 993 hours 21 minutes, c/n confirmed; is not ex Indian Air Force, it was simply built to the same specifications as the Indian Air Force aircraft, the fact is CU-T827 was demilitarised; it is hard to imagine this would have been done if the aircraft was due to be returned to the IAF !
40 15 04	CU-T827	An-12A	Cubana	HAV	1965	crashed MEX 09feb67, t/t 993 hours 21 minutes, c/n confirmed; is not ex Indian Air Force, it was simply built to the same specifications as the Indian Air Force aircraft, the fact is CU-T827 was demilitarised; it is hard to imagine this would have been done if the aircraft was due to be returned to the IAF !
2 40 15 05	BL914	An-12A	Indian Air Force	Bmi	29oct67	and ATH 17jun71 coded 'M' and 'Z', call sign VU-PGH; c/n according to Indian Air Force 0401506 which is not correct !; scrapped
2 40 15 06	BL915	An-12A	Indian Air Force	Bmi	29oct67	scrapped
40 16 01	BL916	An-12A	Indian Air Force			scrapped
40 16 02	BL917	An-12A	Indian Air Force			fate not reported by Indian Air Force !
40 16 03	BL918	An-12A	Indian Air Force	w/o	16aug71	when crashed into a hill at Balluani village in Parner Taluk near Ahmednagar, Pune, during a bombing practice run, all 11 aboard killed
40 16 04	not known	An-12A				was the last An-12A built at Voronezh according to the type certificate; see 70-AAW at end of file
40 16 05	CCCP-11766 RA-11766 RA-11766 RA-11766 RA-11766	An-12B An-12B An-12B An-12BP An-12BP	AFL/Tyumen Tyumenskiye Al East Line Etele Air	mfd trf IST rgd	29apr63 31aug94 21jun98 14apr99	ex Soviet Air Force; version in Soviet register as An-12TB; toc 04dec80; rgd 20feb81; f/n SVO 27aug93 Tyumenskiye Avialinii; f/n TJM 14may95, in full Aeroflot c/s with titles version in Russian register as such; l/n RMI 19oct98 initially in basic Aeroflot c/s, no titles; f/n OST 26mar00; l/n as such DME 01apr01; seen SHJ 26may01 being painted all-white
	RA-11766 UR-CDB	An-12BP An-12BP	United Nations/WFP United Nations/WFP	SHJ SHJ	jan02 28feb04	canx 18apr02 as sold to Congo !; l/n SHJ 20feb04
	UR-CDB UR-CZZ	An-12BP An-12BP	Veteran Ukr Air Alliance	SHJ rgd	03may07 12apr13	c/n and former registration RA-11766 checked; opb Veteran; still in Veteran fleet list 27jun06; in full all-white UN c/s with 'United Nations Humanitarian Air Service' titles and WFP logo; l/n NBO 03jan07 owned by AMC-Aircraft Maintenance of the UAE; in all-white c/s, no titles; l/n FJR 30jun09; canx 17jul12 f/n 05may13 at Bila Tserkva, all-white c/s, faded UN marks still visible on tail; l/n Bila Tserkva 04jun13 as such; seen Bila Tserkva 12dec13, r/o after overhaul, in all dark blue c/s with red cheatline and Ukraine Air Alliance emblem on tail; l/n LWO 01oct19; ferried LPL-Chernivtsi 04oct19 for storage; back in service by 30apr20, noted at PVG; seen TSN 14may20; l/n YYC 20dec21; current on the register 13aug22
40 16 06	CCCP-11973 RA-11973 RA-11973	An-12B An-12B An-12B	AFL/Tyumen Aeroflot Tyumen Airlines	toc TJM trf	04dec80 14may95 29aug95	rgd 20feb81; ex Soviet Air Force engineless canx 25jun97; soc 03jul97 as life-time expired
40 17 01	CCCP-11340(1) CCCP-11340(1) CCCP-11340(1) CCCP-11340(1)	An-12B An-12B An-12B An-12B	AFL/Polar AFL/Ukraine AFL/East Sib.-IKT AFL/Ukraine	toc trf trf trf	11jun63 23nov70 04feb72 15jun73	rgd 12jun63; f/n SVO 17apr68; version in Soviet register given as 'TB'; see c/n 6344502
40 17 02	CCCP-11341(1) CCCP-11341(1) CCCP-11341(1)	An-12B An-12B An-12B	AFL/Polar AFL/International AFL/Moscow	toc trf trf	22jun63 01nov70 05jul71	soc 18nov76 as life-time expired rgd 15jul63; f/n SVO 14apr68; see c/n 00347606
40 17 03	CCCP-11342(1)	An-12B	AFL/Ukraine-HRK	mfd	13may63	dbt 17feb73 on landing at Amderma when touched down so hard that the right main gear broke and the aircraft veered off the runway into deep snow, suffering substantial damage, no casualties; soc 03jul73 rgd 19jul63; toc 28jun63; version in Soviet register and MGA document as 'TB'; soc 30jun77 as life-time expired; see c/n 00347607
40 17 04	CCCP-11864	An-12BP	Sov AF/AFL titles	mfd	1963	f/n HEL 12nov73, c/n checked; rgd 14jan74; opb 137 osae at OVB; carried a 'polar bear' badge on the nose with small 'Aeroflot' logo and titles with old-style wavy Soviet flag; seen OVB 21apr93 wfu, c/n not checked; offered for sale by Russian privatisation agency 10nov00 and sold to unknown owner at unknown date; sat wfu (without engines) at OVB, seen aug07/mar10; shall be made airworthy again, work started in summer 2010
40 17 05	CCCP-11765	An-12B	MAP Kiev MeZ	mfd	30jul63	late mfd; f/n ASM 1978; rgd only 28jul81; c/n not checked; seen Gostomel aug87/20aug88 and LED 30may90, in grey c/s with blue cheatline damaged 21jun90 when ran out of fuel and landed wheels-up at Tiksi (because there was no fuel at Batagai to top up the tanks !!!), used ATC call-sign CCCP-10622 that day; repaired
	UR-11765 LZ-SFM LZ-SFM UR-11765	An-12BP An-12BP An-12BP An-12BP	Antonov Des. Bur. all-white Air Sofia Antonov Des. Bur.	SOF rgd MST EMA	jun94 1993 23nov94 30may98	c/n not checked; in basic Air Force c/s f/n BRU 06jul94; l/n IST 07oct94 l/n MSE 21jul96 c/n checked; l/n VIE 02aug04; dbt 05sep04 on landing at KBP when veered off the runway and sheered off the undercarriage; later scrapped, wings and tail seen KBP jun05/aug06, fuselage seen lying on its side aug08; canx 01oct08; seen scrapped and in pieces Gostomel 06jul10/02oct10

40 17 06	CCCP-11343(1)	An-12B	AFL/Ukraine-HRK	rgd	19jul63	on charge as of 01oct63; version in Soviet register and MGA document as 'TB'; f/n Gross Dölln (Templin) 03may75; soc 18nov76 as life-time expired; see c/n 00347503
40 17 07	CCCP-11344(1)	An-12B	AFL/N.Kavkaz-ROV	toc	08aug63	rgd 18mar64; photo jan68; soc 14jan77 as life-time expired; seen in Kryvy Rih Aeronautical School (N47.934827 E33.321084) jul96/29mar17; see c/n 00347409
40 17 08	CCCP-11415	An-12BP	Sov AF/AFL titles	mfd	26may63	rgd 19jan73; f/n CAI 21oct73, c/n not checked; c/n checked HEL 05nov73
40 17 09	CCCP-11865	An-12	Sov AF/AFL titles	rgd	27jul94	f/n SHJ aug94; c/n checked 16jan95; l/n SHJ 30nov95; still current on register oct04, but canx before nov09
40 17 10	CCCP-11884	An-12BP	Sov AF/AFL titles	mfd	30jun63	f/n HEL 12nov73 c/n not checked; CoFA canx 01jun81; l/n NSK 13may95 derelict, c/n not checked in all-grey c/s with tail turret; seen LHM 05aug70; rgd only 17jan73; l/n HEL 13nov73, c/n not checked either time
	CCCP-11884	An-12BP	AFL/Yakutiya-YKS	toc	19jan79	rgd 17may79; mentioned in an incident report at Yakutsk 13feb87; f/n YKS 03jul92, in 'polar' colours
	RA-11884	An-12BP	Aeroflot	YKS	13may95	c/n checked
	RA-11884	An-12BP	Sakha Avia	trf	20jul95	f/n SHJ 06nov95; seen YKS 01jun08, no engines; listed in official fleet list 04may09 as stored; l/n YKS 28jun12, derelict; scrapped by jul13 with only parts remaining
40 17 11	CCCP-11421	An-12BP	Sov AF/AFL titles	mfd	30jun63	rgd 19jan73; f/n HEL 12nov73 c/n checked; became an ELINT test-bed; version in Soviet and Russian registers given as 'TB'
	CCCP-11421	An-12BP	AFL/Magadan-GDX	toc	01jun79	rgd 26jun79; reported near Petropavlovsk 25nov86 and Magadan Cape Schmidt airport 25feb87 in incident reports
	11421	An-12BP	United Nations	SJJ	08sep92	l/n GDX 08jul94
	RA-11421	An-12BP	all-white c/s, n/t	AMS	25apr93	f/n MRV 15may96; l/n Dzhankoi 22aug97, still in all-white c/s, no titles; soc 26dec97 as life-time expired/worn out; canx 30dec97
	RA-11421	An-12BP	North-East Cargo	trf	07aug95	l/n LAD 19aug99; c/n from JP-00; l/n LAD 15mar01 but titles not read off this date; not in fleet list jan02
	D2-FBJ	An-12BP	Alada	Yev	30apr99	no reports; operator as reported in register appears to be a corruption of ALADA, the previous operator; fate unknown; officially canx 26apr15
	TN-AGT	An-12BP	"Adala"	rgd	29jun01	with tail turret; opb 334 vtap at Pskov until 18jan79; f/n HEL 12nov73; rgd only 14jan74; see c/ns 7344705 and 402504
40 17 12	CCCP-11418(1)	An-12BP	Sov AF/AFL titles	mfd	30jun63	rgd 17may79; opb 2 LO; w/o 04oct88 on the leg from Tiksi to Batagai of a cargo flight from Tiksi to Yakutsk when the crew intentionally departed from the prescribed approach pattern at night and the aircraft flew into a hill at 537 metres above the runway level near Deputatski (25 km north-east of Batagai airport), all 6 crew killed; t/t 16,419 hours 41 minutes and 9,041 cycles; soc 30dec88
	CCCP-11418(1)	An-12BP	AFL/Yakutiya-YKS	toc	22jan79	toc 05oct63; rgd 25oct63; version in Soviet register given as 'TB'; with tail turret
						f/n YKS 03jul91
						l/n YKS 13may95
40 18 01	CCCP-11345	An-12B	AFL/Far East-KHV	mfd	28aug63	f/n DME 11jun01; l/n OST 08mar03; l/n HUY 22apr03, titles not reported; soc 29jul03 as leased to Armenia
	CCCP-11345	An-12B	AFL/Yakutiya-YKS	trf	26apr78	l/n DME 03mar04; photos show the registration without the dash after the prefix
	RA-11345	An-12B	Aeroflot	YKS	08jul94	with blue tail, no titles; f/n ICN 30sep04; canx to Bulgaria 09dec04
	RA-11345	An-12B	Sakha Avia	trf	20jul95	in basic Avial c/s, no titles; with additional 'Elf' and 'Moto 1' stickers during support of Dakar rally 2005; l/n
	RA-11345	An-12B	Avial NV	rgd	22nov00	MST 12feb05, as such; l/n DXB jun06, still basic Avial c/s, no titles
	EK-12001	An-12B	Air Armenia	EVN	09sep03	in all-white c/s, no titles; l/n OST 09jul07; see c/n 6343910
	RA-11345	An-12B	Avial NV	rgd	09jun04	l/n SOF 20jan08
	LZ-SFR	An-12B	Air Sofia	OST	15jan05	reported arrived FJR 16mar08 opb S Group Aviation; l/n FJR may10/mar18, stored; c/n confirmed by Kyrgyz CAA
	UN-11012(2)	An-12B	ATMA	LHR	01jun07	rgd 18sep63; soc 18nov76 as life-time expired; a photo exists taken nov77; see c/n 8345702
	UN-11012(2)	An-12B	Mithras Cargo	OST	15jul07	toc 11aug63 in MGA document seems too early regarding mfd and rgd; rgd 27sep63; opb 134 ATO; w/o
	YU-UIE	An-12B	United Internat.AI	INI	06sep07	07dec63 on the leg from Kirensk to Irkutsk (at night) of a positioning flight from Mirny to Irkutsk when engines # 1 and 2 lost power and eventually stopped immediately after take-off and the props did not feather automatically, the crew tried to return to the airport but the aircraft went out of control and crashed into a wooden house in the "Dom otdykha" settlement 750 metres south of the airport, all 6 crew killed, the reason of the accident was not established, shortcomings in the design of the electric equipment were suspected as well as fuel filters clogged by ice; t/t 379 hours and 188 cycles; soc 18sep64; see c/n 8346105
	EX-152	An-12B	all-white c/s, n/t	SOF	15mar08	rgd 16sep63; f/n Gross Dölln (Templin) 08may75; soc 25feb77 as life-time expired; see c/n 7345208
40 18 02	CCCP-11346(1)	An-12B	AFL/Privolzhsk	toc	09aug63	rgd 27sep63; crashed 15.6 km from Lensk 02nov68, CFIT at night in bad weather, all six crew killed; soc 08dec68; see c/n 9346302
40 18 03	CCCP-11347(1)	An-12B	AFL/East Sib.-IKT	mfd	31aug63	toc 26dec80; rgd 14jan81; ex Soviet Air Force; version in Soviet register given as 'TB'; first reported at Magadan-Sokol 05jan87 in an incident report; canx 12sep90 according to register and soc 18sep90 according to MGA document as life-time expired; seen BTK 31aug91/1992, wfu
						f/n HEL 12nov73, c/n not checked; present on Russian register feb98; canx but date unknown; see c/n 9346802
40 18 04	CCCP-11348(1)	An-12B	AFL/N.Kavkaz-ROV	toc	24aug63	toc 13sep63; rgd 27sep63; see c/n 402605
40 18 05	CCCP-11349(1)	An-12B	AFL/East Siberia	toc	01sep63	f/n Nikolaevsk na Amur 1968
						f/n VKO 08sep89
40 18 06	CCCP-11983	An-12B	AFL/Magadan-GDX	mfd	01jul63	l/n IKT 10may95 derelict; soc 01sep95 as life-time expired
						rgd 27sep63; soc 18nov76 as life-time expired; seen in Slavyansk Technical School (N48.816539 E37.652899) may98/sep12, also marked "14" red by aug12; see c/ns 4341910 and 402606
						rgd 03oct63; version in Soviet register given as 'TB'; soc 25feb77 as life-time expired; see c/n 402812 and UR-11352 with unknown c/n
						rgd 03oct63; version in Soviet register given as 'TB'
40 18 07	CCCP-11425(1)	An-12	Soviet AF/AFL c/s	rgd	19jan73	last digit of year unreadable; soc 28mar77 as life-time expired
40 18 08	CCCP-11350(1)	An-12B	AFL/Privolzhsk	mfd	11sep63	with tail turret; toc 21sep63; rgd 22oct63
	CCCP-11350(1)	An-12B	AFL/Far East-KHV	trf	15oct63	f/n YKS 03jul91; in 'polar' colours
	CCCP-11350(1)	An-12B	AFL/East Sib.-IKT	trf	08feb78	in 'polar' colours; l/n YKS 13may95
	RA-11350(1)	An-12B	Aeroflot	IKT	06jul94	not in 2000 fleet list; wfu at YKS (N62.098622 E129.76545) l/n aug03/jan13; in official fleet list 04may09 as stored
40 18 09	CCCP-11351(1)	An-12B	AFL/Privolzhsk	toc	09sep63	toc 26dec80; rgd 14jan81; ex Soviet Air Force; version in Soviet register given as 'TB'
40 18 10	CCCP-11352(1)	An-12B	AFL/East Siberia	toc	12sep63	f/n GDX 08jul94, in full Aeroflot c/s with titles; l/n GDX 12may95, as such; the company went out of business in 1998 and trf, see next line
						MagadanAviaLeasing; soc 04feb00; canx 21feb00 as to Angola
40 18 11	CCCP-11353	An-12B	AFL/East Siberia	toc	12sep63	l/n SHJ 17apr01; c/n checked
	CCCP-11353	An-12B	AFL/Moscow	trf	23may73	l/n SHJ 19aug02; named 'Emmanuel'; c/n checked ?
	CCCP-11353	An-12B	AFL/Yakutiya	trf	10jul7	in basic Aeroflot c/s, with titles and badge on tail; named 'Emmanuel'; photo SHJ 27jan03, no name on port side; version as 'TB' in fleet list
40 18 12	CCCP-11354	An-12B	AFL/Far East-KHV	mfd	31aug63	named 'Irena'; in full British Gulf c/s with titles as such; at DXB 28feb04 with additional 'leaping Leopard' motif; l/n SHJ 14mar04
	CCCP-11354	An-12B	AFL/Yakutiya-YKS	trf	30jul78	no titles; named 'Irena', with 'leaping Leopard' motif; l/n DXB 24mar07
	RA-11354	An-12B	Aeroflot	YKS	08jul94	no titles; named 'Irena', with 'leaping Leopard' motif; l/n MVQ 13feb09; seen PNR 29nov09, in full c/s without titles; version as 'TB' in fleet list
	RA-11354	An-12B	Sakha Avia	trf	20jul95	c/n confirmed by CAA; f/n MZR 02jul10 still in full British Gulf c/s; reportedly cancelled sep11; donated to Minsk Borovaya Aviation Museum feb12 and seen Mogilev 11jun12 being dismantled; transported to the museum by road 20oct12; seen Borovaya 14sep13, fuselage only, no tail or wings; seen Borovaya 09jun14, wings and tail now attached, no engines; l/n Borovaya 01jul14
40 19 01	CCCP-11986	An-12B	AFL/Magadan-GDX	mfd	31aug63	restoration completed and preserved in all-grey c/s with this fake code; seen Borovaya 22aug19; seen 07oct20 once again dismantled, fuselage in two pieces, for removal to a new site in Lipki as Borovaya is being built on; f/n Lipki feb21; seen still in pieces at Lipki aug21; l/n Lipki 08sep23 complete, but no engines
	RA-11986	An-12B	MagadanAviaLeas.	trf	1998	f/n LAD 23nov75, c/n not checked; CoFA canx 01jun81
	D2-FCV	An-12B	Aeroflot c/s, n/t	SHJ	23jan01	f/n LAD 23nov75, c/n not checked; l/n SKD 18sep87
	S9-CDB	An-12B	Aeroflot c/s, n/t	SHJ	05aug02	opb 610 TSBPIPLS VTA at Ivanovo-Severnoy; wfu 1998; l/n Ivanovo-Severnoy 15jun99, derelict/wfu; canx 16oct01; broken up at Ivanovo-Severnoy by 2006
	EX-160	An-12B	British Gulf Int.	SHJ	13sep02	f/n OVB 21apr93 c/n checked
	EX-160	An-12B	Royal AI Cargo	LHE	04jul03	rgd 19jan73; version in Russian register given as 'TB'
	EX-160	An-12B	British Gulf Int.	SHJ	19may04	on charge as of 01jan85; was reported GDX 01dec87 in an incident report; f/n IKT 06jul92
	S9-SAJ	An-12B	British Gulf Int.	DXB	07jul07	f/n GDX 08jul94, in Aeroflot c/s with titles; seen SHJ 27mar99 in Aeroflot c/s, no titles; l/n SHJ 05apr99, as such; soc 12feb99; canx 25feb99 as to Congo
	EK-11986	An-12B	Air Highnesses	rgd	22jun10	reportedly w/o BVZ 09oct99 in a landing accident; c/n from CAA; canx only 26apr15
	"12" red	An-12B	Soviet Air Force	Msb	oct14	with tail turret; f/n HEL 05nov73, c/n checked; rgd only 14jan74; rgd 17may79; f/n YKS 03jul92 in 'polar' c/s
40 19 02	CCCP-12107	An-12	Sov AF/AFL titles	rgd	19jan73	c/n checked
40 19 03	CCCP-12103	An-12	Soviet AF/AFL c/s	rgd	19jan73	f/n SHJ 06nov95; dbr 24feb96 on the leg from Moscow to Omsk of a flight from Moscow to Yakutsk when the crew was negligent in calculating the fuel, all 4 engines flamed out on approach to Omsk at a height of 1,150 metres due to fuel starvation, the aircraft landed wheels-up in a snow-covered field near Ludino (22 km north-west of Omsk airport) and the wing hit a car which was travelling along a field path, all 7 crew and 3 passengers escaped unhurt; soc and canx 19jun96
	RA-12103	An-12	Russian AF/AFL c/s	Iva	06sep95	with tail turret; opb 334 vtap at Pskov until 07mar79; rgd only 19jan73; f/n HEL 06nov73, c/n not checked
40 19 04	CCCP-12106	An-12	Soviet AF/AFL c/s	rgd	19jan73	trf 17may79 according register; mentioned in incident report at Magadan-Sokol 01dec87; f/n YKS 04jul92, in 'polar' Aeroflot c/s
40 19 05	CCCP-11863	An-12B	Soviet AF/AFL c/s	mfd	31aug63	soc 04jul95 as life-time expired; canx 07jul95; photo KRT oct98, in 'polar' Aeroflot c/s, titles not visible at SHJ, date unknown; c/n from Sudanese CAA; in white/dark blue c/s with bronze cheatline, no titles; named 'Kalaf'; canx before jan07
	CCCP-11863	An-12B	AFL/Magadan-GDX	rgd	07dec84	rgd 19jan73; f/n HEL 06nov73, c/n checked; see c/n 9346308
	RA-11863	An-12B	Magadanaerogruz	trf	20may93	in all-grey c/s with small Aeroflot titles; c/n checked
40 19 06	TN-AFX	An-12B	Hellier Internat.	rgd	01jul99	l/n SVO 29aug95; l/n LAD 01apr96; canx 08apr96 as to Angola
	CCCP-11403	An-12BP	Sov AF/AFL titles	mfd	30sep63	l/n SHJ 17nov97
	CCCP-11403	An-12BP	AFL/Yakutiya	toc	01feb79	
	RA-11403	An-12BP	Aeroflot	YKS	08jul94	
	RA-11403	An-12BP	Sakha Avia	trf	20jul95	
40 19 07	CCCP-11234	An-12BP	Sov AF/AFL titles	mfd	30sep63	
	CCCP-11234	An-12BP	AFL/Yakutiya-YKS	toc	29jan79	
	RA-11234	An-12BP	Sakha Avia	trf	19oct94	
	ST-AQG	An-12BP	AZZA	photo		
40 19 08	CCCP-12108(1)	An-12B	Sov AF/AFL titles	mfd	sep63	
	"16" red	An-12B	Soviet Air Force	KUO	01jun86	
	RA-11318	An-12B	ex Russian AF	ROV	14jul94	
	RA-11318	An-12B	Moscow Airways	trf	06jan95	
	D2-FVG	An-12B	Von Haaf Air, n/t	SHJ	08nov97	

	TN-AFJ	An-12B	ACA-Ancargo Air	SHJ	13aug98	in basic Moscow Airways c/s, '1318' visible under paintwork; l/n SHJ 20aug98; operated under a contract with the Irish company 'Heliier International', disappeared 27dec98 over the Angolan province of Lunda Norte on a flight from Luanda to Lukapa, probably shot down with a shoulder-fired SAM by UNITA rebels and crashed in the bush near Caunfo, all 4 crew killed; officially canx 26apr15 with tail turret; opb mil. unit 78684 until 09dec80; in 'polar' c/s rgd 27mar81; still in ex Soviet Air Force c/s; f/n YKS 04jul92, in 'polar' colours
40 19 09	not known CCCP-11767 RA-11767 RA-11767	An-12BP An-12BP An-12BP An-12BP	Soviet Air Force AFL/Yakutiya-YKS Aeroflot Sakha Avia	mfd toc ROV trf	30sep63 13dec80 14jul94 20jul95	still in basic 'polar' Aeroflot c/s; f/n YKS 07oct00; sat wfu at YKS, l/n jul04/Jun09; listed in official fleet list 04may09 as stored; l/n YKS 20jul10, very tatty 'polar' c/s no titles or prefix; dark blue and white c/s; seen Chelyabinsk-Shagol 05dec15; l/n wfu Novosibirsk-Yeltsovka 2017, reported scrapped sep17
40 19 10	CCCP-11989 RA-11989 RA-11989	An-12BP An-12BP An-12BP	AFL/Krasnoy.-NSK Aeroflot Norilsk Avn Ent.	mfd SVO trf	21dec63 31may93 22dec95	toc 23dec80; rgd 14jul81; f/n ADD jan85; ex Soviet Air Force Aeroflot 'polar' c/s; l/n PEE 23aug95; c/n checked soc 30jun97 as worn out and canx same date; l/n NSK 07apr06, fuselage only without tail, in 'polar' c/s with Aeroflot titles
40 19 11	CCCP-11227 RA-11227	An-12B An-12B	Soviet Air Force Russian AF/AFL tit	rgd DME	14jan74 05may94	first Voronezh built aircraft with reinforced chassis as standard allowing the normal and maximum take-off weight to be increased seen VKO 25apr94; canx before feb01; l/n CKL 22aug03, in all-grey c/s with blue cheatline and Russian flag on the fin, no titles; preserved at Baikounur-Kraini; f/n 18jul06; still visible on GE image dated dec20, but moved and now stored at the Eastern end of the airfield (N45.626440 E63.229828); valued for auction 09oct20, various auction attempts followed
40 19 12	not known CCCP-12121 RA-12121	An-12BP An-12BP An-12BP	Soviet Air Force Sov AF/AFL titles Russ. Navy/AFL c/s	mfd rgd OSF	14jul64 25dec73 24aug95	opb 223 LO; f/n RHE 04sep78, escorting Soviet Air Force MiGs; c/n checked Kubinka sep93 opb 46 otap at OSF; current on register feb98; l/n OSF 21aug99; offered for sale by the Russian privatisation agency 30jun00; canx but date unknown
	RA-11372(3)	An-12BP	NPP "Vega-M"	rgd	23oct03	leased to LII im. Gromova 02dec02 and to Vim Avia 15oct03; canx 20apr04 as leased to Moldova; see c/n 402402 and 5343204
	3X-GDM (2)	An-12BP	PMT Air	KUL	27jun04	c/n confirmed in an ICAO/Antonov document jul06; l/n KUL 10oct04; Antonov regarded this aircraft as no longer airworthy from 06jul05; see c/n 8345809
	TN-AHG EX-098 EW-252TI	An-12BP An-12BP An-12BP	Elite Consult Reem Air Gomelavia	rgd DXB TLL	13apr05 31dec05 06apr07	f/n SHJ 26oct05; c/n from the CAA; in white/light grey c/s; l/n SHJ 17dec05; canx only 26apr15 c/n confirmed from dec05 fleet list; l/n DXB 15nov06 c/n from the Belarusian CAA; in white/light grey c/s; l/n with titles TLL 06apr07; canx 08jun07; seen without titles KIV 28jun07, see below
	ER-ACX	An-12BP	Tiramavia	KIV	28jun07	in white/light grey c/s without titles, registration only painted in cockpit; application for registration refused due to the AOC of Tiramavia being withdrawn
	EW-252TI RA-11372(3)	An-12BP An-12BP	Gomelavia Avial NV	KIV DME	02jul07 29sep07	in white/light grey c/s; seen without titles KIV 02/27jul07; l/n DME 02sep07, titles not reported in white/light grey c/s with titles plus logo on fin; rgd 26oct07 to Technoline FZC of Sharjah, UAE; l/n operational KHV 23dec09; t/t 11,678 hours and 6,544 cycles by 01jan10; CofA expired 06mar10, but still current on register aug10; sat wfu at PKV, seen may10/apr16 but gone by aug17 ex Soviet Air Force; toc 12jan81; rgd 18jun81; soc 19feb88 as trf to Bulgaria on the basis of a decree issued 09jun87; see c/n 1340106
40 20 01	CCCP-11976(1) LZ-BAE LZ-BAE LZ-BAE LZ-VEF	An-12BP An-12BP An-12BP An-12BP	AFL/Urals Balkan Heavylift Balkan Vega	mfd rgd LTN OST SOF	31oct63 30mar88 01oct95 01sep96 04mar04	f/n VIE 14may88; without tail turret; l/n SNN 05apr94 in full c/s; l/n OST 20jun96 l/n SOF 21oct03; sold nov03 named 'Paisii Khilendarski'; damaged 04mar06 on landing at Sal (Cabo Verde), veered off and overran the left side of the runway, with the # 1 propeller and left wing tip hitting the runway; repaired and left SID jun06; l/n PDV 04sep07
	RDPL-34156 UP-AN216	An-12BP An-12BP	Lao Air JSC Air Company	PDV SIN	27nov07 sep09	c/n confirmed; ferried PDV-AMD 27nov07; l/n SIN 29jul08 c/n confirmed; in the same c/s as RDPL-34156; l/n PNH 10feb10; destroyed 21apr10 when crashed near Barangay Laput, Mexico (Philippines) operating for Inter Island Airlines on lease from PMT Air, on a flight from Cebu to Angeles City-Diosdado Macapagalim, the crew reported a fire onboard minutes before the crash, 3 of the 6 crew were killed
40 20 02	not known CCCP-12122(1) RA-12122(1)	An-12BP An-12BP An-12BP	Soviet Air Force Sov AF/AFL titles Russ. Navy/AFL c/s	mfd rgd OSF	30jun64 25dec73 24aug95	opb 223 LO; f/n Sperenberg 10jan75; l/n Sperenberg 27feb92; see c/n 5343507 and 9346203 opb 46 otap at OSF; l/n Ryazan-Dyagilevo 27may99; earmarked for sale by the Russian privatisation agency 30jun00 and offered for sale 30aug01; canx but date unknown
	RA-11373(3)	An-12BP	NPP "Vega-M"	rgd	13jan03	leased to LII im. Gromova 02dec02/31dec03; canx 08jul04 as sold to Uzbekistan; see c/ns 02348304 and 402403
	UK-12002	An-12BP	Avialeasing	OPF	09apr05	c/n confirmed; opb SRX Transcontinental, based at Miami; in white c/s with light and dark blue trim and light grey tail, with large 'SRX' and small 'Operated by Avialeasing' titles; l/n OPF feb17
	UR-CPZ	An-12BP	AeroVis Airlines	rgd	18oct17	to AVFL Logistics of Cyprus; l/n OPF 23nov17; in white/light bluish grey c/s with "AeroVis" Airlines LTD' titles; ferried OPF-YYT-SNN-ZRH-RWN 27-30sep18; l/n JNB 30mar19; current on the register 13aug22
40 20 03	CCCP-11851 11851 RA-11851	An-12B An-12B An-12B	MAP Omsk Motors MAP Omsk Motors MAP Omsk Motors	rgd OMS OMS	04oct86 12jun94 29aug93	f/n ADD nov88 in Aeroflot c/s; l/n SVO 09apr91; version in Russian register given as 'TB' Aeroflot c/s
40 20 04	CCCP-12123 RA-12123	An-12BP An-12BP	Soviet AF/AFL c/s Russian Air Force	rgd SVX	25dec73 13aug01	Aeroflot c/s; trf 12nov93 to Aviaobshchemash; damaged landing accident Nizhnevartovsk 01nov96 but present on Russian register feb98/oct04 f/n KUO 04aug74 c/n checked; l/n SVX apr93
40 20 05	CCCP-11985	An-12BP	Sov AF/AFL titles	Cal	oct73	c/n not checked but present on Russian register feb98; canx but date unknown
	"18" yellow	An-12BP	Kazakh Air Force	photo		with a larger area rudder trimmer; f/n SDA 16mar79; seen Aktyubinsk apr93/jan03 preserved in the ALVUGA school compound, in all grey c/s with Aeroflot titles preserved Aktoke Military Institute (N50.285035 E57.147131) in all grey c/s with Kazakh star on tail and this fake code; l/n 02may22
40 20 06	"63" CCCP-11991 RA-11991 RA-11991 LZ-ASY TN-AGK (2)	An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP	Soviet Air Force AFL/Yakutiya-YKS Aeroflot Antei Aviostart ? Trans Air Congo	mfd toc YKS trf SVO rgd	29nov63 19dec80 08jul94 20jul95 29may00 17jul00	with tail turret; old code visible SHJ 25jan03, after the paint had been stripped rgd 27mar81; mentioned in an incident report at Krasnoyarsk 10aug87; photo YKS aug87, in 'polar' c/s in 'polar' c/s; l/n YKS 13may95; soc 25feb00; canx 01mar00 as to Bulgaria c/n checked; in basic 'polar' Aeroflot c/s, no titles; l/n LXR 30jun00 f/n SHJ 05aug02, still in basic 'polar' Aeroflot c/s, no titles; seen SHJ 09nov02, in bare metal c/s; checked SHJ 04dec02 as ex '11991'; seen BVZ 11aug04 with blue tail; c/n confirmed from register; seen PNR 11oct04 c/n checked; in white/light grey c/s with blue tail, engines and cheatline; Antonov regard this aircraft as no longer airworthy from 28jun06, but it received technical attention SHJ jan07; l/n PNR 23jan11; w/o 21mar11 on a cargo flight from Brazzaville to Pointe-Noire when attempted an emergency landing on the sea after both starboard engines failed while on approach to Pointe-Noire, but flipped upside down due to asymmetric power and crashed into buildings in the residential area of Roy-Kitoko Daniel in the Mvou-Mvou neighbourhood (north-east of and immediately adjacent to the city centre of Pointe-Noire), all 4 crew and 19 persons on the ground killed plus 14 persons on the ground injured; canx only 26apr15; see c/n 9346504 last overhaul completed 28mar86; rgd 22dec86; version in Soviet register given as 'TB'; photo in Aeroflot colours with blue tail with additional large 'Cargo' titles in red; l/n SVO 12aug91
40 20 07	CCCP-11532 RA-11532	An-12B An-12B	AFL/Magadan Aviaobshchemash ?	mfd no reports	29nov63	reported for Aviaobshchemash in 1997; Antonov regard this aircraft as no longer airworthy from 1999; sold 03mar00 with t/t 14,199 hours and 7,325 cycles, was based at Samara-Bezymyanka at that time; soc and canx 05apr00 as sold to Moldova
	ER-ADB T-308 D2-MBE	An-12BP An-12BP An-12BP	Tiramavia Angolan Air Force Angolan Air Force	rgd LAD ODS	13apr00 06feb03 31dec06	canx 27feb02 as sold to Angola; version in Moldovan register as such reported in the Namibian FIR jun02/aug04; see details of the tie-up below; l/n LAD 02jun05 probably this is the aircraft seen at ODS 02may06 in white/grey c/s with the basic Aeroflot c/s shining through the faded paint, no markings, the ICAO/Antonov document jul06, gives this c/n as D2-MBE; repainted in dark grey colour scheme with light grey undersides; l/n KLD feb08, with T-308 visible under the paint on the side of the fuselage
	T-308	An-12BP	Angolan Air Force	NOV	aug08	in dark grey c/s with light grey undersides, no titles; photo LAD 19dec08 with D2-MBE clearly still visible on the dorsal fin overpainted; l/n LAD 28mar09
	D2-MBE T-308 "14" yellow	An-12BP An-12BP An-12BP	Angolan Air Force Angolan Air Force Russian Air Force	LAD LAD mfd	23jul12 oct14 30nov63	in dark grey c/s with light grey undersides, with one engine missing in dark grey c/s with light grey undersides; l/n LAD oct14 wfu probably opb 181 osae at Irkutsk-1; f/n IKT 05jul92; offered for sale by Russian privatisation agency 19dec01/dec07; l/n IKT 27jul14, engineless and derelict, resting on its tail
40 20 08	"28" yellow "28" yellow	An-12BP An-12BP	Soviet Air Force Russian Air Force	mfd trf	1963 1992	opb 2 otac DA at Ostafyevo; in light grey c/s with blue spinner tips opb 2 otac DA at Ostafyevo until 1997; in light grey c/s with blue spinner tips; c/n checked OSF 19aug01; l/n OSF 21aug01; offered for sale by the Russian privatisation agency 19dec01; fate unknown, but f/n IKT 06jul92; opb mil. unit 64330 at Irkutsk; offered for sale by Russian privatisation agency 30jun00
40 20 10	"12" yellow not known RA-11374(3)	An-12BP An-12BP An-12BP	Soviet Air Force Soviet Navy NPO "Vega M"	mfd no reports rgd	30nov63 reports 24oct02	opb 46 otap at OSF; canx 21jan02 leased to Anteks-Polyus 21oct02/31dec03; canx 06jun04 as sold to Sudan in non-airworthy condition; see c/ns 3341501 and 402404
	ST-ASA	An-12BP	AZZA	KRT	17jan06	c/n from CAA; initially in white c/s with light blue undersides and Russian flag on fin, no titles; l/n as such EGN 16jul07; seen MJI 31oct07 in white/grey c/s with green fin, red/green/black stripes on the forward fuselage and 'AZZA Air Transport' titles; l/n as such KRT 28apr09; seen KRT 25dec09, titles not reported; photo KRT 31mar10, in the same c/s with registration overpainted, but still visible, unable to see if titles were still worn
	no serial	An-12BP	Sudanese Air Force	KRT	14oct10	in all-white c/s, 'ST-ASA' overpainted but still visible under the paint; seen KRT 08may12 and 15dec13, 'ST-' registration no longer visible, but 'RA-11374' still visible on top of the wing; this aircraft was reported to have crashed 07oct12 some 25 miles South West of Khartoum, but there is evidence to suggest this is not correct (see ST-ARV c/n 7345310); seen KRT 22oct14 unmarked, wfu and missing two engines, in white c/s, with the red and black stripes on the forward fuselage and green bleeding through on the tail; l/n mar23, again confirmed as this airframe; destroyed KRT as of 21apr23 during fighting between different factions of the military
40 20 12	CCCP-11396	An-12	Soviet AF/AFL c/s	LED	27may70	c/n not checked; rgd 14jan74; seen CAI aug75 c/n not checked; CofA canx 01jun81
40 21 01	not known	An-12B	not known	w/o	aug64	location unknown, due to multiple engine shutdown during take-off, the cause was later found to be as a result of air getting into the fuel lines; the accident details only give the c/n as 2101 with the version as such

40 21 02	CCCP-11241 RA-11241 4L-11241 4L-CAA 4L-CAA ST-SAR	An-12 An-12 An-12 An-12 An-12	Sov. Navy/AFL c/s Russ. Navy/AFL c/s Lasare Air Lasare Air Sarit Airlines Sarit Airlines	rgd OSF SHJ SHJ SHJ SHJ	14jan74 24aug95 26apr00 19aug00 19oct00 24oct00	f/n LAD 17nov75; l/n OSF 07may94 c/n checked; canx as to Georgia but date unknown l/n SHJ 11may00; c/n not checked l/n SHJ 17oct00, titles removed this date; c/n not checked ! c/n not checked ! l/n SHJ 11may03, c/n checked; dbr on landing Wau Sudan, 24sep03 and seen there derelict apr07 and l/n there at (N7.7241412 E27.969523) at Google Earth oct12; moved 200 metres to the West and l/n aug20 f/n HEL 05nov73 c/n checked
40 21 03	CCCP-12117	An-12	Sov AF/AFL titles	rgd	19jan73	f/n LAD 05nov75 c/n not checked; CofA canx 01jun81
40 21 04	CCCP-11411	An-12	Soviet AF/AFL c/s	rgd	19jan73	f/n ARN 07nov73; CofA canx 01jun81
40 21 05	CCCP-11254 "21" red	An-12 An-12BP	Soviet AF/AFL c/s Soviet Air Force	rgd Eng	19jan73 30aug97	c/n checked; in all grey c/s with 'polar bear' badge below cockpit c/n checked HEL 05nov73; rgd 14jan74; small titles on nose only; see c/n 6343805
40 21 07	CCCP-11265(1)	An-12	Soviet AF/AFL c/s	CAI	20mar70	rgd 14jan74; f/n LAD 27nov75; photo exists, in all-grey c/s with 'wavy' Soviet flag, carried code "78" in the rear windows; version in Russian register given as "TBP"
40 21 08	CCCP-12116	An-12BP	Sov AF/AFL titles	mfd	30dec63	rgd 26jun79; first reported SVX 27dec87 in an incident report
	CCCP-12116 CCCP-12116 RA-12116 RA-12116 EL-ALB	An-12BP An-12BP An-12BP An-12BP An-12BP	AFL/Magadan-GDX Aeroflot Magadan Cargo Al Sky Cabs Aeroflot c/s, n/t	toc SVO trf DXB rgd	01jun79 30jun92 20may93 21aug96 24feb96	f/n GDX 08jul94; in Aeroflot c/s and titles; l/n KLF jun95; seen AER 14may96, in Aeroflot c/s, no titles soc 11jun96 as to United Arab Emirates; see rgd next line ! operated by Santa Cruz Imperial, c/n given as 402112 according to Liberian register !; l/n SHJ 05oct96, in basic ex Aeroflot c/s with tail logo (dark blue circle)
	EL-ALB	An-12BP	Santa Cruz Imp.	SHJ	06oct96	in basic ex Aeroflot c/s with Santa Cruz Imperial titles and tail logo; l/n SHJ 05apr99; seen 19sep99 with titles removed; seen SHJ 26apr00 being cannibalised with outer wings, engines and tail already removed; l/n SHJ 11may00; broken up SHJ by mid00
40 21 09	CCCP-12119 CCCP-12119 RA-12119 RA-12119 CCCP-12112(1)	An-12BP An-12BP An-12BP An-12BP An-12BP	Soviet Air Force AFL/Magadan Aeroflot North-East Cargo Soviet AF/AFL c/s	rgd toc LAD trf rgd	14jan74 01jun79 19mar93 25jul94 19jan73	version in Russian register given as "TBP" rgd 26jun79; f/n DME 17feb92; no titles titles not reported this date; seen DME 01sep93, in full c/s with titles; l/n LYE 25jun94 in full Aeroflot c/s with titles; l/n MRV 15may96, as such; soc 02sep97 as life-time expired; canx 04nov97 opb 194 vtap at Fergana; f/n CAI aug75; canx 21nov83 (a 'paper exercise'); left Fergana for Ethiopia 04nov84; see c/n 01347907
40 21 11	CCCP-11236 CCCP-11236 CCCP-11236 RA-11236	An-12BP An-12BP An-12BP An-12BP	Sov AF/AFL titles AFL/Yakutiya-YKS Penas Air Cargo Aeroflot c/s, n/t	mfd toc CGK YKS	30jan64 01feb79 23may92 08jul94	with tail turret; opb 334 vtap at Pskov until 25jan79; rgd only 19jan73; f/n HEL 13nov73, c/n not checked trf 17may79 according to register; f/n ULV 1985 in 'polar' colours; l/n SVO 14aug92 due to a sloppy paint job the registration was applied as 'RA 11Z36' (with no dash and a 'Z' instead of a '2') !
	RA-11236	An-12BP	Sakha Avia	trf	20jul95	f/n SHJ nov97; arrested and stored at SHJ, seen 1998/mar99, titles painted out; soc and canx 19feb99 as to United Arab Emirates
	S9-BAN S9-BAN TN-AGQ	An-12BP An-12BP An-12BP	Aeroflot c/s, n/t Natalco Air Lines Natalco Air Lines	SHJ SHJ rgd	16sep99 28mar00 10jan01	registration taped on this date, still 'RA-11236' under wings l/n SHJ 26apr00 f/n PNR 19oct03; same c/s as S9-BAN and same Arabic titles; wfu at the Aero Club at PNR, seen oct04; l/n PNR 12nov09/07aug11, nose up position; former registration S9-BAN bleeding through; canx 01jun16
40 21 12	3D-ALB	An-12	Southern Cross		1998	no reports; in Swaziland register as such and exported as, see next line; probably the c/n given is in error for 402108; EL-ALB was also given as 402112 in the Liberian register, but confirmed as c/n 402108 and seen many times active during 1998 at SHJ
	EL-ASJ	An-12	Santa Cruz Imp.	SHJ	11mar98	sighting correct ? or in error for EL-ALJ which was based at SHJ the same time; EL-ALB was also seen active the same week, see previous line; not on Liberian register 13jul01
40 22 01	? T-1201	An-12B	Indonesian AF	KHI	22sep64	h/o 29sep64 at Husein Sastranegara (Bandung); opb Skuadron 32 at Husein Sastranegara (Bandung) from 27jul65; photo exists; later crashed, details are not known (one An-12 is known to have crashed circa 1965/1966 at Halim)
40 22 02	? T-1202	An-12B	Indonesian AF	h/o	29sep64	at Husein Sastranegara (Bandung); crashed after take-off at Palembang (South Sumatra) 16oct64, which was flown by the crew of Major Boltunov from 566 vtap (Sescha); of the 16 onboard, 3 passengers were killed, the whole crew survived as a result of the front fuselage section separating at frame # 14 upon impact with the ground
40 22 03	T-1203	An-12B	Indonesian AF	h/o	29sep64	at Husein Sastranegara (Bandung); photo 1960s, with military serial by the nose and on the tail, c/n clearly readable; opb Skuadron 32 at Husein Sastranegara (Bandung) from 27jul65; photo exists Malaysia 1966 named 'Ampera'; withdrawn from service circa 1970 (due to a lack of spare parts) and returned to the Soviet Union
40 22 04	? T-1204	An-12B	Indonesian AF	h/o	29sep64	at Husein Sastranegara (Bandung); photo exists, with military serial by the nose and on the tail; opb Skuadron 32 at Husein Sastranegara (Bandung) from 27jul65; later crashed, details are not known (one An-12 is known to have crashed circa 1965/1966 at Halim)
40 22 05	? T-1205	An-12B	Indonesian AF	h/o	29sep64	at Husein Sastranegara (Bandung); photo exists with military serial by the nose and on the tail; opb Skuadron 32 at Husein Sastranegara (Bandung) from 27jul65
	PK-PUB	An-12B	Indonesian AF		photo	tie-up not confirmed, but likely, see next line; photos exist, wearing civil registration with military serial overpainted on tail and small 'Ministry of Air Communication' titles, named 'Ardjuna'
	T-1205	An-12B	Indonesian AF		photo	exists with military serial on the tail and last two digits of the serial by the nose, civil registration overpainted on tail, named 'Ardjuna'; withdrawn from service circa 1970 (due to a lack of spare parts) and returned to the Soviet Union
40 22 06	? T-1206	An-12B	Indonesian AF	h/o	29sep64	at Husein Sastranegara (Bandung); opb Skuadron 32 at Husein Sastranegara (Bandung) from 27jul65; was reportedly operated for a period of time by the 'Ministry of Air Communication' with civil marks; photo exists with military serial on the tail and last two digits of the serial by the nose, with probably a civil registration overpainted on tail; later crashed, details are not known (one An-12 is known to have crashed circa 1965/1966 at Halim)
40 22 07	no code	An-12LL	Soviet Air Force		photo	ELINT equipment test-bed with long tailcone and SLAR housed in slab-sided fairings mounted high on the rear fuselage; first Voronezh built aircraft with a larger area rudder trimmer as standard; in all-grey c/s with Red Star on the fin; the call-sign '08256' was later applied to the fuselage, see next line
40 22 08	08256 "33" yellow "33" yellow	An-12LL An-12BP An-12BP	Russian Air Force Soviet Air Force Russian Air Force	ZIA mfd trf	06jul93 1964 1992	in service until 1998; l/n ZIA 29jun02, without engines; still in all-grey c/s with Red Star on the fin probably opb 2 otae DA at Ostafyevo probably opb 2 otae DA at Ostafyevo until 1997; in light grey c/s; c/n checked OSF 24aug95 and OSF 21aug99
40 22 10	CCCP-83962	An-12B	LII Zhukovski	mfd	jan64	rgd 02nov76; converted and became the An-12BK prototype, underwent flight tests aug66; version in Soviet register given as 'TB'; black and white photo exists, in all-grey c/s with (blue) cheatline and Soviet flag on the fin, small Aeroflot titles by the nose; l/n Baikonur-Kraini apr91
	RA-83962 RA-83962	An-12B An-12B	LII Zhukovski Gromov Air	ZIA ZAG	15may93 14jul93	in Aeroflot c/s with blue tail; l/n ZIA 06jul93 in Aeroflot c/s with blue tail, no titles; l/n ZIA 09jul94; still with Initsiativa-4-100 radar housing; soc and canx 09sep98
	D2-FBK	An-12B	Air Mapeko, n/t	LAD	15apr98	l/n LAD 29apr98; disappeared without traces 26oct98 over the Angolan province of Lunda Norte on a flight from Nzaji to Luanda, probably crashed and all 4 crew and 2 passengers killed; however, the former Angolan ambassador to Russia, General Monteiro, stated in 2006 that Angolan government communications intelligence intercepted messages from the crew as late as apr01, saying that the aircraft had been hijacked by a gang of diamond smugglers and was still in use with them
40 22 11	not known UR-11300 UR-11300 UR-UDN	An-12BP An-12BP An-12BP An-12BP	Soviet Air Force ? Polissyaaviatrans Atlant Ukrainian Cargo Aw	mfd no reports VIN Yev	31mar64 13may97 18sep09	in basic Aeroflot c/s; c/n checked VIN 28jun99; offered for sale in 2005 with t/t 7,076 hours and 7,236 cycles version given as An-12P on Ukrainian register; in white/light grey c/s with dark blue cheatline, still with 'Atlant' titles; canx 01oct08; sat wfu in YeARZ at Yevpatoriya, seen feb12/jan16, former registration partly visible under paint; will probably be scrapped
40 22 12	"12" red	An-12BP	Soviet Air Force	ALA	22apr93	l/n ALA 04jun97 c/n checked
40 23 01	"12" red CCCP-98117 RA-98117 RA-98117 RA-98117	An-12BP An-12B An-12B An-12B An-12B	Kazakh Air Force MAP Moskovski OAO MAP Moskovski OAO Aviatrans Sakhaviatrans	ALA mfd UUS Mya lsd	02oct94 06may64 24may93 24may94 01oct99	rgd 05nov83; in Aeroflot c/s; f/n LED 13jun87; l/n DME 15mar90 in Aeroflot c/s l/n DME 29jun98; trf to Atran 24may94, but did not wear these titles carried 'Sakhalin' titles; CofR renewal 16jun00; f/n Myachkovo 17feb01; still on Russian register feb04, but no longer by nov04; seen wfu DME apr04/sep13, engines and other parts removed; scrapped
40 23 02	1216/SU-AOJ 1216/SU-AOS 1216/SU-AOJ	An-12BP An-12BP An-12BP	Egyptian Air Force Egyptian Air Force Egyptian Air Force	CAI TIP CAI	14may68 13mar69 16dec77	photo proof as such, but c/n not mentioned
40 23 03	? 1217 ?	An-12BP	Egyptian Air Force			not confirmed to Egypt !, reportedly destroyed in 6-day war 1967
40 23 04	? 1218 ?	An-12BP	Egyptian Air Force			not confirmed to Egypt !, reportedly destroyed in 6-day war 1967
40 23 05	1219/SU-AOI 1219/SU-AOT	An-12BP An-12BP	Egyptian Air Force Egyptian Air Force	LHR CAI	02jan66 13dec76	and CAI 19aug74; reportedly broken up only one report as such but is possible
40 23 06	1220/SU-AOR	An-12BP	Egyptian Air Force	ph.	1973	seen AMS 19jul74 and CAI 13dec76; reportedly broken up
40 23 07	1221/SU-AOZ	An-12BP	Egyptian Air Force	KAN	26apr68	and somewhere oct69; seen CAI dec76/oct89 dumped, reported broken up; only report as 1221 in oct89, doubtful ?; c/n surmised but also reported as c/n 402312, but this can not be correct, see this c/n and LHR 20aug66
40 23 08	1222/SU-AOJ 1222/SU-APB 1223	An-12BP An-12BP An-12BP	Egyptian Air Force Egyptian Air Force Egyptian Air Force	CPH CAI ph.	17aug66 23apr70 1966	and AMS 17jul74, CAI 19aug74; reportedly broken up in white c/s with light grey belly; provided by the Air Force in 1964 to be used as a test-bed for the Brandner E-300 jet engine (for the Helwan HA-300 fighter), the E-300 was carried on a special pyloning engine No. 2; the first test flight with the E-300 was conducted jun66 (it took 9 months to complete 30 flying hours); damaged in the morning of 05jun67 while being parked with Factory No. 135 at Helwan when was strafed by a fighter of the Israeli Air Force and hit by several 30 mm rounds that punctured fuel tanks; a test engine with the fully developed afterburner was installed mar68, but after only 5 flying hours the An-12 had to be returned to the Air Force
40 23 10	1223/SU-AOS CCCP-11368(1)	An-12BP An-12B	Egyptian Air Force AFL/Privolzhsk	ph. toc	dec69 02jul64	seen AMS 17jul74, CAI 13dec76, CAI 28nov81 and CAI oct93; reportedly scrapped rgd 27aug64; f/n SVO 01oct72; version in Soviet register given as 'TB'; soc 31may77 as life-time expired; see c/n 4342010 and 8346006
40 23 11	CCCP-11369(1)	An-12B	AFL/Polar	toc	27jun64	rgd 04jul64; version in Soviet register given as 'TB'; see c/n 6343810 and 00346909

	CCCP-11369(1)	An-12B	AFL/GosNII GA	trf	02feb65	
	CCCP-11369(1)	An-12B	AFL/Polar	trf	01sep65	f/n SVO 15apr68
	CCCP-11369(1)	An-12B	AFL/International	trf	01nov70	
	CCCP-11369(1)	An-12B	AFL/Moscow	trf	08jul71	
40 23 12	CCCP-11369(1)	An-12B	AFL/Yakutiya	trf	30jul75	soc 30jan78 as life-time expired
	CCCP-11370(1)	An-12B	AFL/Ukraine	toc	04jul64	rgd 12aug64; f/n 03may75; version in Soviet register and MGA document as 'TB'; see Egyptian Air Force 1221/SU-AOZ with surmised c/n 402307 and c/n 2340804; soc 14jan77 as life-time expired
40 24 01	CCCP-11371(1)	An-12B	AFL/Privolzhsk	toc	02jul64	c/n mentioned in technical documentation with regards to revised adapters; rgd 27aug64; f/n oct72; version in Soviet register given as 'TB'; see c/ns 4342108 and 00347406; soc 18nov76 as life-time expired
40 24 02	CCCP-11372(1)	An-12B	AFL/Polar	toc	06aug64	c/n mentioned in technical documentation with regards to revised stabilizer and trim components; rgd 12aug64; version in Soviet register given as 'TB'; took part in an Antarctic expedition; carried a penguin badge on the fin; see c/ns 401912 and 5343204
	CCCP-11372(1)	An-12B	AFL/International	trf	22jan65	
	CCCP-11372(1)	An-12B	AFL/Polar	trf	25jan66	f/n SVO 12jul70
	CCCP-11372(1)	An-12B	AFL/International	trf	01nov70	
	CCCP-11372(1)	An-12B	AFL/Moscow	trf	05jul71	
40 24 03	CCCP-11372(1)	An-12B	AFL/Yakutiya	trf	07aug75	soc 22oct77 as life-time expired
	CCCP-11373(1)	An-12B	AFL/Polar	toc	06aug64	rgd 12aug64; f/n SVO 10jul70; version in Soviet register given as 'TB'; see c/ns 02348304 and 402002
	CCCP-11373(1)	An-12B	AFL/International	trf	01nov70	
	CCCP-11373(1)	An-12B	AFL/Moscow	trf	08jul71	
	CCCP-11373(1)	An-12B	AFL/Yakutiya	trf	17jan77	canx 22jun78 as life-time expired; reportedly it was this aircraft which was preserved at the flying personnel's preventorium at Posyolok Geologov (10 km from Yakutsk airport) from the late 1970s; scrapped after one wing had broken off (not without the 'help' of hooligans) in 1987; hulk was returned to Yakutsk in the late 1980s and seen dumped YKS jul92 and many times since in an ever deteriorating condition until just remains were left by dec12
40 24 04	CCCP-11374(1)	An-12B	AFL/Komi-SCW	toc	unknown	on charge as of 01sep64; rgd 16sep64; version in Soviet register given as 'TB'; opb Syktyvkarski OAO; carried additional 'Komi Upravleniye' titles and a reindeer on the fin; dbr 16feb71 on a flight from Norilsk to Vorkuta at night when was diverted to Vorkuta-2 aka Sovyetski (a military snow strip in the tundra) because of below-minima weather conditions at Vorkuta, touched down 15 metres left of the snow runway's centre-line in poor visibility and with cross-wind, veered off the runway, hit a snow-mound and broke up, all 5 crew escaped unhurt; soc 29jun71; see c/ns 402010 and 3341501
40 24 05	CCCP-11375	An-12B	AFL/Polar	mfd	31dec64	toc 08jan65; rgd 20jan65; version in Soviet register given as 'TB'
	CCCP-11375	An-12B	AFL/GosNII GA	trf	22feb70	
	CCCP-11375	An-12B	AFL/Komi	trf	04aug71	
	CCCP-11375	An-12B	AFL/Krasnoyarsk	trf	dec82	
	CCCP-11375	An-12B	AFL/Komi	trf	unknown	on charge as of 01apr83; f/n SVO 16mar90; l/n SVO 1992
	RA-11375	An-12B	Aeroflot	SVO	17apr93	opb Komiinteravia; w/o 20aug93 when engines # 2 and 4 were knocked out by bird strike, crashed 8.6 km from the runway at Slavgorod while attempting to return to the airport with two engines, aircraft burnt out, crew survived with injuries; t/t 30,840 hours and 13,112 cycles; soc 14dec93
40 24 06	CCCP-11376(1)	An-12B	AFL/Polar-SVO	mfd	21jan65	toc given as 20jan65 in MGA document; rgd 29jan65; opb 247 LO; version in Soviet register given as 'TB'; w/o 13nov69 on the leg from Moscow to Amderma of a cargo flight from Moscow to Yakutsk when crashed in the tundra 15 km from Amderma airport due to an unknown technical failure, all 9 crew and 3 passengers killed; t/t 6,657 hours and 2,109 cycles; soc 24mar70; see c/ns 8345805 and 02348206
40 24 07	CCCP-11377(1)	An-12B	AFL/Polar-SVO	mfd	25jan65	toc 04feb65; rgd 11feb65; opb 247 LO; f/n SVO 27mar68; version in Soviet register given as 'TB'; w/o 08sep69 on the leg from Amderma to Norilsk of a cargo flight from Moscow to Norilsk, while waiting on a taxiway (124 metres from the runway) at Amderma at night when hit by Tu-128 c/n 5035504 of 72 ap PVO of the Soviet Air Defence Forces, the right landing gear of the Tu-128 had collapsed during the landing run, the fighter veered off the runway to the right and crashed into the nose of the An-12, both aircraft burnt out, all 6 crew (plus both crew of the Tu-128) killed while the 2 passengers escaped unhurt; t/t 6,471 hours and 2,122 cycles; soc 11feb70; see c/n 7345309
40 24 08	CCCP-11768(1)	An-12B	AFL/Urals	toc	01jan81	rgd 25mar81; ex Soviet Air Force
	CCCP-11768(1)	An-12B	AFL/International	trf	30oct87	in MGA document as such, but must be in error, as soc 30oct87 as trf to Bulgaria on the basis of a decree issued 09jun87; canx 23nov87; see c/n 5343103
	LZ-BAF	An-12B	Balkan	rgd	14dec87	f/n ORY 25dec87; l/n DUB 19apr90 with filled-in tail turret; seen sep91 with turret now removed and with rounded end (as per the civil An-12B)
	LZ-BAF	An-12B	Heavylift	SHJ	14nov95	l/n jan96
	LZ-BAF	An-12B	Balkan	RTM	05oct96	named 'River of Maritza'; l/n BUD 11nov02; sold nov03
	LZ-BRP	An-12B	Bright Air	rgd	17nov03	f/n FRA 24nov03; version given in incident report 01jan04 as An-12BP; l/n MLA 01feb07
	S9-SAE	An-12B	British Gulf Int.	DXB	31oct08	l/n MVQ 13feb09; in white c/s, light blue undersides with thin blue cheatline and 'BG' logo on tail; version painted as An-12B
	EW-291TI	An-12B	Trans Avia Export	KDH	17mar10	in white c/s, light blue undersides with thin blue cheatline, no titles; l/n Yerevan-Erebuni 06sep10 with titles; version painted as An-12B
	EK-12408	An-12B	British Gulf Int.	rgd	19nov10	f/n BST 21mar11; in white c/s, light blue undersides with thin blue cheatline, no titles; version painted as An-12B; canx 10jun11, but still operating as such BPM 23jun11; l/n MZR 09oct11; see rgd, next line
	3X-GHB	An-12B	GR Avia	rgd	23aug11	no reports; canx 23may12; info from Guinea CAA
	EK-12408	An-12B	no titles	KQT	may13	possibly never wore the above 3X- marks; in white c/s, light blue undersides with thin blue cheatline, no titles with c/n on the tail
	EY-408	An-12B	no titles	JUB	14aug14	in the same c/s as above with c/n on the tail and 'CARGO' behind the gear fairing; seen JUB 30oct15/29feb16; l/n CKY jul17/feb20, stored
40 24 09	"28" red	An-12BP	Russian Air Force	mfd	1964	opb 106 otae at Stupino; offered for sale by Russian privatisation agency 28oct98 with t/t 9,008 hours, but obviously not sold; sat wfu at ULY (N54.404701 E48.793029) seen oct99/jul07, c/n checked; offered for sale as scrap metal 09feb09, c/n given in sales offer as '402409 432067' and in some documents as '4402409' but the given c/n is painted on
40 24 10	not known	An-12B	Soviet Air Force	mfd	13nov64	version given in the old Soviet registers as An-12B; already on charge as of 01apr81; f/n SVO 25sep87
	CCCP-11959	An-12B	AFL/Privolzhsk	rgd	23oct81	titles not reported
	RA-11959	An-12B	Aviaprima Sochi	rgd	14may94	f/n KUF 19may96; l/n KUF 16sep97; discharged dec96 and offered for sale; soc 01feb99 as to Bulgaria and canx the same day
	RA-11959	An-12B	Samara Airlines	trf	01jan95	f/n KUF 19may96; l/n KUF 16sep97; discharged dec96 and offered for sale; soc 01feb99 as to Bulgaria and canx the same day
	LZ-RAA	An-12B	Rila Airlines	OST	12may99	in all-white c/s; seen LGE 20dec00 with titles; l/n CPH 01nov01
	LZ-VEE	An-12B	Vega	BAK	01apr03	in white c/s with thin dark blue cheatline, with titles and 'www.vegaair.com' on the fin and named 'Patriarch Eftrimi', f/n as such ATH 28aug04; l/n SOF 08mar07
	ER-ADQ	An-12BP	Jet Line Internat.	rgd	30mar07	in the Moldovan register as an An-12BP; in white c/s with thin dark blue cheatline and 'Jet Line International' titles; l/n BVA 20apr07; l/n VIE 12may07; canx 24aug07 as to Belarus
	EW-265TI	An-12BP	Ruby Star	PDV	13oct07	c/n confirmed; in white c/s with thin dark blue cheatline, with titles; l/n PDV 05jun08
	UR-CGW	An-12BP	Meridian	SIN	15may08	version painted on as 'An-12BP'; in basic 'polar' Aeroflot c/s, no titles; l/n BHX 12apr12, operating with a 'MEM' call-sign
	UR-CGW	An-12BP	Ukr Air Alliance	rgd	11jun12	to Cargo Air Chartering of the UAE; version painted on as 'An-12BP'; in basic 'polar' Aeroflot c/s, no titles; f/n ODS 22jun12, operating with a 'UKL' call-sign; l/n as such MAN 11dec12; received a logo on the fin, f/n as such LUX 11jul13; new CoFR issued 12mar15; ferried from LWO to Bila Tserkva 28jun19 for maintenance and subsequently stored there
40 24 11	UR-CGW	An-12BP	Meridian	rgd	04mar20	to DS Air Inc. of Cyprus; f/n OST 07aug20, no titles; l/n PSA 22feb22; current on the register 13aug22
	CCCP-12114	An-12	Soviet AF/AFL c/s	rgd	19jan73	seen HEL 05nov73; small titles on the nose only and ADD 17nov85; l/n ASM 30apr94, derelict; fuselage displayed in Asmara's Expo Grounds (N15.316761 E38.9175), f/n jun06, l/n sep22; also appears in a video late 2023
40 24 12	CCCP-11866	An-12	Sov AF/AFL titles	HEL	06nov73	c/n checked; rgd 14jan74
40 25 01	CCCP-11892	An-12BP	Sov AF/AFL titles	mfd	30nov64	photo exists, in all-grey c/s with wavy Soviet flag on the tail and tail turret
	CCCP-11892	An-12BP	AFL/Yakutiya-YKS	toc	unknown	on charge as of 01oct81; rgd 15feb82; mentioned in an incident report at Yakutsk 06mar87; f/n YKS 03jul92, in 'polar' colours
	RA-11892	An-12BP	Aeroflot	OVB	12jul93	
	RA-11892	An-12BP	Exparc Air	rgd	14may94	
	RA-11892	An-12BP	Aeroflot	YKS	08jul94	l/n YKS 13may95, see trf date next line
	RA-11892	An-12BP	SirAERO	trf	19oct94	f/n YKS 14aug03; in official fleet list 04may09 as stored; l/n YKS 03mar13
40 25 02	CCCP-29110	An-12B	MAP Kiev MZ	mfd	28dec64	Kievskii Mekhanicheski zavod im. Antonova; rgd 07jan66; was a test aircraft used for wet runway trials with non-standard fairings on the wings behind the engine nacelles, photo as such; l/n LED aug90 in all grey c/s with blue cheatline outlined in white and wavy Soviet flag on tail, small 'Aeroflot' titles and logo behind the nose; dbr 12dec90 on a cargo flight from Batumi to Kiev-Gostomel (with a load of tangerines) when the second pilot mistakenly shut down all four engines at 4,150 metres instead of activating the de-icing system and all attempts to restart the engines failed (as the crew did not realise that the fuel valves were closed), the crew tried to reach Kiev-Boryspil but the accumulators discharged rapidly so that the navigation equipment no longer had power and a landing at Boryspil in minima weather conditions became impossible, in the end the crew opted for a forced landing in a field 12 km north-west of Boryspil, the aircraft collided with a road embankment and broke up, 2 of the 5 crew and all 12 passengers injured; t/t 4,461 hours 34 minutes and 2,703 cycles
40 25 03	not known	An-12BP	Soviet Air Force	mfd	30nov64	used call-sign '08525'; opb 600 vtap at Kedainiai; w/o 23jun69 on a flight from Kedainiai to Ryazan when collided at 2,950 metres with Il-14M CCCP-52018 which had left its prescribed altitude while circumventing a thunderstorm, the An-12 lost its right wing, crashed into a forest near Vypolozovo village in the Yuhnov district of the Kaluga region and exploded, all 5 crew and 91 passengers (paratroopers) killed; t/t 1,218 hours and 1,013 cycles
40 25 04	CCCP-11996	An-12B	AFL/East Sib.-IKT	mfd	24nov64	toc 20feb81; rgd 14apr81; ex Soviet Air Force; damaged Mirny 11mar89 (landed hard with 3.0 Gs, bounced and collapsed the nose gear) but repaired; f/n IKT apr82; l/n DME 03jun92
	RA-11996	An-12B	Baikalavia	trf	30jun92	f/n ULY 11sep93 in full Aeroflot c/s with titles; soc 17nov00; canx 22nov00 and sold to Ukraine in a non-airworthy condition
	UK-11418(3)	An-12B	blue/white c/s	SHJ	17apr01	rgd 24jun01 !; l/n OPF 02sep01; see c/ns 7344705 and 401712
	UK-11418(3)	An-12B	Avialeasing	OPF	sep01	opb SRX Transcontinental, based at Miami; reg removed and paint stripped during heavy maintenance at OPF oct06; repainted in new c/s with additional large 'SRX' titles; l/n OPF 24nov16

	UR-CPT UR-CPT	An-12B An-12B	AeroVis Airlines	OPF OPF	24nov17 30dec17	still not on the register by 24dec17 in white/light bluish grey c/s with 'AeroVis' Airlines LTD' titles, painted as An-12BP; registration does not appear on the Ukraine register and does not seem to have flown as such; l/n OPF 24jul20, presumably stored; not present jan21 according to GE, fate ?
40 25 05	CCCP-12124(1) RA-12124(1)	An-12BP An-12BP	Soviet AF/AFL c/s Russian AF/AFL c/s	Spr Spr	24jan73 10jul93	rgd 25dec73; see c/n 00347507; l/n Spenberg 05may93 c/n checked; rgd 28apr94; in 223 LO fleet list mar95; on Russian register feb98 with this c/n and still present on Russian register sep01/mar03; see c/n 00347507 !; seen derelict CKL many times between aug02 and 13aug12; RA-12124(2) c/n 00347507 also seen operational many times at CKL since aug00
40 25 06	CCCP-12125 "15" red	An-12B An-12B	Soviet AF/AFL c/s Sov AF/AFL titles	rgd YKS	25dec73 03jul92	f/n Spenberg 25apr74; CofA canx 12mar80 opb mil. unit 20108 at Yakutsk; in grey c/s; wfu by the turn of the century
40 25 07	CCCP-12126 RA-12126	An-12B An-12B	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Tag	30nov64 08sep93	rgd 25dec73; f/n Spenberg 20nov77; l/n CKL 1991 seen Spenberg apr/jul94; canx 18oct01, but obviously restored; c/n checked CKL 15aug02; l/n CKL aug06/aug17 derelict, still with Aeroflot titles; donated to the Russian Air Force museum at Monino by mid 2021; l/n aug23, fuselage still dismantled
40 25 08	CCCP-11395 UN-11395	An-12 An-12	Soviet AF/AFL c/s Kazakh Air Force	rgd ALA	19jan73 oct94	f/n ARN 07nov73 c/n checked HEL 12nov73; canx 21nov83 c/n checked; with 'Kazakstan' titles; l/n there 04jun97 broken up
40 25 09	CCCP-12101 RA-12101	An-12BP An-12BP	Sov AF/AFL titles Russian AF/AFL c/s	rgd Iva	19jan73 26aug95	f/n HEL 05nov73, c/n checked; photo Vietnam 1988, in standard Aeroflot c/s; see c/n 7345007 opb 610 TsBPIPLS VTA at Ivanovo-Severnoy; l/n Ivanovo-Severnoy 24apr97, c/n not checked; wfu 1998; canx 16oct01; broken up at Ivanovo-Severnoy by 2006
40 25 10	"18" red	An-12BP	Russian Air Force	mfd	31oct64	in all-grey c/s; initially opb 24 otae at Tiksi; carried the badge of 24 otae, a woolly mammoth with the 'plough constellation' (7 yellow stars) on the nose plus the 'Northern Star' behind the cockpit windows; f/n Tambov 2003; opb 1449 AB at Tambov by 2007; seen Tambov 30may15/27may17, still with the Arctic nose-art; wfu by early 2011 and broken up 2017
40 25 11	"35" red	An-12BP	Russian Air Force	ph.	10apr06	at Ukrainka; in light grey c/s with a stork (with a crown) badge and the inscription 'Ukrainka' on the nose; preserved in the base museum at Ukrainka (N51.16351 E128.44224), l/n aug09/nov16
40 25 12	"15" yellow "15" yellow "15" red	An-12BP An-12BP An-12BP	Soviet Air Force Russian Air Force Russian Air Force	mfd trf Eng	1964 1992 15jul00	based at Irkutsk; f/n IKT 05jul92 in grey c/s with a Russian flag on the fin, a Russian coat-of-arms (faded to yellow) behind the cockpit (on the left side only) and blue spinner tips; arrived at Engels from Irkutsk for preservation 15jul00; preserved in the long-range aviation museum at Engels (N51.476185 E46.189351) from 2003, l/n nov20
40 26 01	CCCP-11899 RA-11899 RA-11899 XU-365 (2)	An-12B An-12B An-12B An-12B	Soviet Air Force blue c/l and tail Avt/Bismillah	mfd LUX MST SIN	30nov64 09sep93 05oct93 14sep04	rgd 16jul84 probably already in Avial c/s seen DME 03dec01; l/n DME 19aug02, titles not read off; soc and canx 15jul04 as sold to Cambodia c/n confirmed by the operator; seen SIN 01jul06 with 'IMT' as well as 'Bismillah' titles; l/n BKK 01sep07, opb Imtrec; see c/n 01348005
	XU-365 (2)	An-12B	Imtrec Aviation	dbr	17oct07	on a flight from Phnom Penh to Singapore, shortly after take-off oil-coolers were pierced by hail at an altitude of 6300 metres, a return to Phnom Penh was attempted but on the way the aircraft was caught by hail again at an altitude of 4500 metres, engines # 1 and 4 were shut due to low level of oil in the system, the flight was continued with engines 2 and 3, the crew then made an apparently successful attempt to start engines # 1 and 4 again, after some minutes at an altitude of 900 metres engines started to fail due to lack of oil, first # 3 then 1 and then 2 and 4 at the same time as a result of which the aircraft crash-landed in a flooded rice field near Takuch village (Deum Roeus commune in Kandal Steung district of Kendal province, some 25km west of the airport), 3 of the 5 crew injured
40 26 02	CCCP-11894 CCCP-11894 RA-11894	An-12B An-12B An-12B	Sov AF/AFL titles Soviet AF/AFL c/s Russian AF/AFL c/s	BTK Kub	photo 19aug91 04may94	in all-grey c/s with Soviet 'wavy' flag and small titles behind the nose in full Aeroflot c/s and titles; l/n Kubinka sep93, c/n checked l/n Kubinka 21aug99 stored/wfu; c/n checked several times
40 26 04	CCCP-11992	An-12B	Soviet AF/AFL c/s	mfd	nov64	photo Kubinka apr92; f/n ZIA 16aug92; rgd 28sep92; equipped with an additional TA-6B APU in the rear fuselage;
	CCCP-11992 RA-11992	An-12B An-12B	Zenith Air Zenith Air	trf ZIA	23feb93 06jul93	f/n ZIA 15may93, in Aeroflot c/s, n/t in Aeroflot c/s, n/t; l/n ZIA 23aug03; canx 02oct03
40 26 05	7T-WAC/514	An-12B	Algerian Air Force	mfd	01apr65	f/n BUD aug74; l/n MLA 26apr85; photo BTS 1994, wearing only 7T-WAC; was repainted at BTS, see lines below
	RA-11350(2)	An-12B		no	reports	registration mentioned in Moldovan register as ex-reg for ER-ACD, but not mentioned in any Russian Federation registers; see c/n 401808
	no reg ER-ACD	An-12B An-12B	Velocity Velocity	BTS rgd	16sep94 07oct94	in all white c/s with large titles photo ODS 1994, in all white c/s with small registration and large titles; version given as such in Moldovan register; l/n HLA 13may95; canx 26dec96
40 26 06	D2-FAW 7T-WAB/566	An-12B An-12B	Alada Algerian Air Force	LAD mfd	27apr98 07feb65	c/n not confirmed, but reported in JP-98; l/n LAD 15mar01, wfu near the tower f/n LBG 06apr78; l/n SXF 10jan85 as such; seen ALG 26jul86 wearing only 7T-WAB; l/n STR 24oct86 as such
	RA-11351(2)	An-12B	Velocity	ODS	1994	in all white c/s with small registration and large titles; registration; mentioned in Moldovan register as ex-reg for ER-ACC, but not mentioned in any Russian Federation registers; see c/n 401809 and 4341910
	ER-ACC	An-12B	Velocity	rgd	07oct94	version given as such in Moldovan register; no reports; canx 26dec96
40 26 07	7T-WAA/560	An-12B	Algerian Air Force	FRA	nov79	l/n SNN 15dec80; photo MLA 26apr85 wearing only 7T-WAA; l/n STN 21jan88; fate unknown
40 26 08	CCCP-11378	An-12B	AFL/Magadan-GDX	mfd	31dec64	toc 15jan65; rgd 10feb65; version given in Soviet register as 'TB'; f/n nov72; reported SVX 07feb87 in an incident report; soc 29oct90 as life-time expired
40 26 09	CCCP-11379(1)	An-12B	AFL/Magadan	toc	15jan65	rgd 10feb65; version given in Soviet register as 'TB'; soc 27dec77 as life-time expired; see c/n 00347007
40 26 10	CCCP-11380	An-12B	AFL/East Siberia	toc	15jan65	rgd 10feb65; f/n SVO 31jul68; version given in Soviet register as 'TB'; dbr on landing Mirny 25jun69 when the starboard main gear unit was ripped away; soc 21oct69
40 26 11	CCCP-11791 CCCP-11791 RA-11791	An-12B An-12B An-12B	Soviet Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	rgd Kub Kub	13mar75 01sep93 17may94	l/n Kubinka aug99/aug02 wfu and in process of being broken up; registered with an additional TA-6B APU in the rear fuselage; c/n checked several times rgd 16apr65; renamed MOM Vnukovo "Energia" 22apr71; see c/n 4342505 in Aeroflot c/s; version in Russian register given as 'TB' UN-WFP titles, in red 'Funded by Japan' titles l/n VKO 01jul95; rgd to Korsar 25sep95; dbr when overshoot on landing Huambo, Angola, 22nov95; soc 25jul96; canx 25jul96; see c/n 4342505
40 26 12	CCCP-11008(1) RA-11008(1) RA-11008(1) RA-11008(1)	An-12B An-12B An-12B An-12B	MOM Moscow MOM Vnukovo United Nations Aeroflot c/s, n/t	mfd VKO MGQ VKO	19feb65 15may93 apr93 16jun94	was reportedly based at Tashkent until converted to an accident investigation laboratory (unofficial designation An-12LP) in the early 1970s, equipped with an additional TA-6B APU in the rear fuselage; f/n Kubinka 29may93, c/n checked; see c/n 6344003 c/n checked several times; seen Kubinka 22mar08, active; tender for repair published 28aug08; l/n CKL 15jan15
40 27 01	CCCP-11792(2)	An-12B	Soviet AF/AFL c/s	mfd	30jan65	was reportedly based at Tashkent until converted to an accident investigation laboratory (unofficial designation An-12LP) in the early 1970s, equipped with an additional TA-6B APU in the rear fuselage; c/n checked Kubinka 08aug02; based at Kubinka; damaged 10sep08 on take-off from Buturlinovka when three tyres of the left main gear burst, the aircraft veered off the runway and the nose gear collapsed; tender for repair published 14apr10
	RA-11792(2)	An-12B	Russian AF/AFL c/s	Kub	14may94	based at Chkalovski; in white/grey c/s, no titles; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life, version given as An-12B; l/n CKL 2018
40 27 02	CCCP-11652	An-12BP	Soviet AF/AFL c/s	mfd	30jan65	was reportedly based at Tashkent until converted to an accident investigation laboratory (unofficial designation An-12LP) in the early 1970s, equipped with an additional TA-6B APU in the rear fuselage; f/n Kubinka 14may94; l/n Kubinka 16apr97 c/n checked; still with Aeroflot titles; seen CKL may09 flying c/n checked again; l/n CKL 13aug12/2019, possibly wfu
	RA-11652	An-12BP	Russian Air Force	Tgr	01dec10	based at Chkalovski; in white/grey c/s, no titles; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life, version given as An-12B; l/n CKL 2018
40 27 03	CCCP-11653	An-12B	Soviet AF/AFL c/s	mfd	30jan65	was reportedly based at Tashkent until converted to an accident investigation laboratory (unofficial designation An-12LP) in the early 1970s, equipped with an additional TA-6B APU in the rear fuselage; f/n Kubinka 14may94; l/n Kubinka 16apr97 c/n checked; still with Aeroflot titles; seen CKL may09 flying c/n checked again; l/n CKL 13aug12/2019, possibly wfu
	RA-11653	An-12B	Russian AF/AFL c/s	Sty	21may99	based at Chkalovski; in white/grey c/s, no titles; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life, version given as An-12B; l/n CKL 2018
40 27 04	CCCP-11361 CCCP-11361 CCCP-11361 CCCP-11361	An-12B An-12B An-12B An-12B	AFL/International AFL/Ukraine-HRK AFL/UShVLP AFL/Ukraine-HRK	mfd trf trf trf	12dec65 03dec68 18..... 07oct70	Ulyanovsk Advanced Flying Training College; date unreadable in MGA document soc 27oct77 as life-time expired
40 27 05	CCCP-11407	An-12	Soviet AF/AFL c/s	rgd	19jan73	f/n HEL 05nov73 c/n not checked; l/n CKL 29aug95 still flying as CCCP- and c/n again not checked
40 27 06	CCCP-11240	An-12B	Soviet AF/AFL c/s	HEL	05nov73	c/n checked; rgd 14jan74 according to the Soviet register; photographed at Kundus in 1985 during the Afghan war, in full Aeroflot c/s and titles c/n not checked but current on Russian register sep98; canx but date unknown ex Soviet Air Force; rgd 10feb91
40 27 07	RA-11240 CCCP-11117 RA-11117 RA-11117	An-12B An-12B An-12B An-12B	Russian AF/AFL c/s MAP Kulbyshev APO Aviakor Etele Air	Uue mfd SHJ rgd	20apr97 31mar65 01mar95 13nov95	in white/blue c/s with titles; l/n as such LAD 01apr96; seen IST 26jun98, titles not reported; see next line f/n MST 17sep98, with c/n painted as '5402707', in blue/white c/s with titles; soc and canx 18apr02 as sold to Congo; seen with additional 'UN-Humanitarian Air Service' titles aug02/jan03; l/n SHJ 11may03 opb Veteran; in full all-white UN c/s with additional 'WFP' titles; c/n checked SHJ 20jun04; registration also used on a DC-9
	UR-CBZ	An-12B	United Nations/WFP	SHJ	08dec03	owned by AMC-Aircraft Maintenance of the UAE; in all-white c/s, no titles; l/n Dzhanok 04aug07; version as An-12BP by jan12 according to register; canx 17jul12
	UR-CBZ	An-12B	Veteran	RKT	01feb07	f/n Bila Tserkva 04jun13, all-white, n/t, undergoing rework in hangar; still current may14; canx 27oct15
40 27 08	UR-CVZ CCCP-11654	An-12BP An-12B	Ukr Air Alliance Soviet AF/AFL c/s	rgd mfd	04mar13 feb65 ?	was reportedly based at Tashkent until converted to an accident investigation laboratory (unofficial designation An-12LP) in the early 1970s, equipped with an additional TA-6B APU in the rear fuselage; rgd 23aug82; f/n Kubinka 01sep93
	RA-11654 636	An-12B	Russian AF/AFL c/s	Kub	04may94	c/n checked several times; l/n Kubinka 28aug04; broken up at Kubinka in 2004/05 (possibly aug05)
40 27 09	636	An-12BP	Iraqi Air Force	Hgl	10oct73	opb 23 Sqn
40 27 10	637	An-12BP	Iraqi Air Force		jan66	at Habbaniya; opb 23 Sqn; in white c/s with grey undersides and small black cheatline; l/n MLA 06nov68, c/n confirmed
40 27 11	638	An-12BP	Iraqi Air Force	LVE	05feb66	opb 23 Sqn; in white c/s with grey undersides and small black cheatline; l/n JED 22dec71
40 27 12	CCCP-11355(1)	An-12B	AFL/Magadan-GDX	toc	10may65	rgd 04jun65; was the first An-12 based at Magadan; version in Soviet register given as 'TB'; soc 24apr78 as life-time expired; preserved in front of Magadan airport since 20apr79, f/n 1982; severely damaged by arson in summer 1988 (photos of the aircraft ablaze exist), but restored to excellent condition (with the nose of a Yakutian An-12) around 1990, l/n 08apr22; see RA-11355 with unknown c/n
40 28 01	CCCP-11356(1)	An-12B	AFL/Privolzhsk	toc	may65	rgd 23jun65; soc 28may75 as trf to MAP Kiev APO; see c/n 7345206

40 28 02	CCCP-11357(1)	An-12B	AFL/Ukraine-HRK	mfd	30apr65	toc 10may65; rgd 27may65; version in Soviet register and MGA document as 'TB'; soc 31may77 as life-time expired; seen in the Kryvy Rih Aeronautical School Jul96/Jun99 and broken up by may02; see c/n 5343203
40 28 03	CCCP-11358(1)	An-12B	AFL/UShVLP	toc	10may65	rgd 31may65; Ulyanovsk Advanced Flying Training College; version in Soviet register given as 'TB'; soc 13aug74 as life-time expired; see RA-11358 with unknown c/n
40 28 04	CCCP-11359	An-12B	AFL/International	mfd	30apr65	rgd 05jun65; f/n LBG 15jun65; toc 20jun65; seen LGW 05sep65; An-12B demonstrator
40 28 05	CCCP-11360	An-12B	AFL/Ukraine-HRK	trf	22apr66	version later in Soviet register and MGA document as 'TB'; soc 30jun77 as life-time expired
	CCCP-11360	An-12B	AFL/Polar	toc	12jun65	rgd 26jun65; version in Soviet register given as 'TB'; f/n SVO 10jul70
	CCCP-11360	An-12B	AFL/International	trf	01nov70	
	CCCP-11360	An-12B	AFL/Moscow	trf	05.....	month and year not known; landed 140m short on second approach to Vorkuta 21nov72 and ran into a ravine; soc 10jan73
40 28 06	CCCP-11365(1)	An-12B	AFL/Polar	toc	05nov65	rgd 25nov65; f/n nov67; see c/n 5343109
40 28 07	CCCP-11365(1)	An-12B	AFL/International	trf	01nov70	canx 1971
40 28 07	CCCP-11381	An-12B	AFL/Polar-SVO	toc	05nov66	rgd 25nov65; version in Soviet register given as 'K'; opb 247 LO; was used for testing ski brakes in winter 1966/67; w/o 06dec69 on the leg from Syktyvkar to Khatanga of a cargo flight from Moscow to Anadyr when suffered from heavy icing on approach to Khatanga, went out of control and crashed in wooded tundra 13 km short of the runway, all 6 crew and both passengers killed; t/t 4,787 hours and 1,649 cycles; soc 24mar70
40 28 08	CCCP-11366	An-12B	AFL/International	toc	08dec65	rgd 18dec65; f/n LBG 03feb66 for first Air France cargo flight Paris-Moscow; seen again KAN 30oct68 c/n not checked this date
	CCCP-11366	An-12B	AFL/Magadan	trf	28aug70	
	RA-11366	An-12B	Aeroflot	rgd	28may93	f/n GDx 08jul94; c/n checked again; for Magadan Cargo Airlines and still present on Russian register 2001 !
	TC-KET	An-12B	CAT Cargo	rgd	03aug94	seen stored IST aug94/apr21 and seen cut in half by nov21 and still as such jan22
40 28 09 ?	7T-WAH/516	An-12B	Algerian Air Force	Kli	jun76	
40 28 10	7T-WAE/550	An-12B	Algerian Air Force	LBG	03jul76	f/n MLA 07aug82; seen LBG apr85 wearing only 7T-WAE; f/n LBG may85
	RA-11119(2)	An-12B	ex Alger. AF c/s	MLA	14dec95	see c/n 02348101
	D2-FAR	An-12B	Alada	LAD	19aug99	c/n not confirmed, but reported in JP-98; seen LAD 16mar01; not in fleet list jan02; l/n PNR 19oct03 in faded c/s and named 'Lucy'; wfu; broken up by summer 2004
40 28 11	7T-WAF/590	An-12B	Algerian Air Force	SXF	17nov83	wearing only 7T-WAF; l/n STN 15feb85, seen in the Ecole Nationale de Techniques Aeronautique at Blida, just South West of Boufarik, (N36.500277 E2.8163262); f/n dec08; l/n 12oct14
40 28 12	7T-WAG/591	An-12B	Algerian Air Force	mfd	28may65	f/n VHY jun76; l/n STN mar80; seen STN 17jan87 wearing only 7T-WAG; l/n BTS 16oct94/07nov94, as such with titles removed, c/n checked; see rgd for ER-ACE below
	RA-11352(2)	An-12B		no	reports	mentioned in Moldovan register as ex-reg for ER-ACE, but not mentioned in any Russian Federation registers; see l/n previous and rgd next line; see also c/n 401810 and UR-11352 (3) with unknown c/n
	ER-ACE (1)	An-12B	Velocity	rgd	07oct94	f/n NLO 02jun95; canx 18apr96, after an accident 27feb96; details from Moldovan register give this c/n, rgd, version and canx date, however, ER-ACE was seen LAD 16mar01, in ex Algerian AF c/s, suggesting another aircraft (perhaps with a fake registration) was involved in the accident; see ER-ACE (2) with unknown c/n; registration also worn by An-26 c/n 4903 (incorrectly painted as 4304) during 1999, but not mentioned in any Moldovan register
40 29 01	CCCP-11367(1)	An-12B	AFL/International	toc	26jan65	in MGA document as such, but probably should be 1966; rgd 14feb66; based at SVO; in old 'polar' c/s; f/n ORY 02jun67; see c/ns 3341201 and 8345607
	CCCP-11367(1)	An-12B	AFL/Ukraine	trf	23sep69	
	CCCP-11367(1)	An-12B	AFL/UShVLP	trf	18apr71	Ulyanovsk Advanced Flying Training College; repainted in new 'blue' c/s; soc 27dec78 as life-time expired; was preserved in front of a housing complex at Severodonetsk in the Lugansk region of Ukraine (N48.941547 E38.513694); scrapped in the 1990s when a church was erected at that place
40 29 02	CCCP-13387	An-12B	MAP Rostov VPO	mfd	18apr72	late mfd !; rgd 02apr87; version in Soviet register given as 'TB'
	RA-13387	An-12B	MAP Rostov VPO	no	reports	ran out of fuel and crashed on approach to Roshino 25sep93; the aircraft was not dbr (the management of Rostvertol decided the aircraft should be repaired) but was still canx 09jul96
40 29 03 ?	L450	An-12	Indian Air Force	DEL	09jun86	c/n reported by Indian Air Force as 4202903 !; last flight 25may91; for sale dec93 t/2,729 hours
40 29 06	1224/SU-AOP	An-12B	Egyptian Air Force	SXF	02nov67	seen CAI 19aug74, no serial logged; l/n CAI 28nov81 fuselage only, serial to be confirmed; only gap in this last batch or previous two batches from Voronezh
40 29 07	1225/SU-AOJ	An-12BP	Egyptian Air Force	UK	mid1966	serial 1225 to be confirmed !; reportedly broken up
40 29 08	1226/SU-AOI	An-12BP	Egyptian Air Force	UK	mid1966	confirmation required
	1226/SU-AOR	An-12BP	Egyptian Air Force	DRS	aug66	photo proof
	1226/SU-AOT	An-12BP	Egyptian Air Force	CAI	13mar69	and SVO 10jul70, CAI 13aug75
	1226/SU-AOI	An-12BP	Egyptian Air Force	CAI	15nov75	photo proof as such, but c/n not mentioned
	1226/SU-AOW	An-12BP	Egyptian Air Force	CAI	31dec78	and CAI 26oct84, CAI 21mar85, reportedly broken up
40 29 09	1227/SU-APA	An-12BP	Egyptian Air Force		dec69	and CAI 13aug75, CAI 26oct84 and oct93, reportedly broken up 1994
40 29 10	1228/SU-AOI	An-12BP	Egyptian Air Force	LHR	07jun66	
40 29 11 ?	1228/SU-APZ	An-12BP	Egyptian Air Force		dec69	
40 29 11 ?	1229/SU-AOK	An-12BP	Egyptian Air Force			and CAI apr70/aug75/nov81/oct84/mar85; reportedly broken up
						the entire history is not confirmed !; reported to SU-APC; however, SU-AOK was originally an AN-24V, SU-APC was originally an Il-18; 9 sightings of SU-AOK as an An-12 were reported DRs between 30sep68/14apr73; 3 sightings of SU-APC as an An-12 were reported DRs between 09dec70/17may73, suggesting perhaps more than one aircraft wore these registration as per other known duplications of SU-AO, registrations; it is also possible that 1229 was destroyed in the Six day war 25jun67 at Cairo by Israeli attacks
40 29 12	1231/SU-ARB	An-12BP	Egyptian Air Force		dec69	and AMS 15jul74, CAI 19aug74, CAI 28nov81, reportedly broken up
40 29 13	CCCP-48984	An-12B	MAP Voronezh APO	mfd	21oct67	rgd 26oct67; f/n LED 12sep87; in Aeroflot c/s and titles
	LZ-SGC	An-12B	Sigi Air Cargo	no	reports	leased from MAP Voronezh APO
	LZ-SFC	An-12B	Air Sofia	trf	15feb92	
	LZ-SFC	An-12B	Air Afrique	MRS	mar92	leased from Air Sofia; in all-white c/s with titles and tail logo; c/n checked; photo exists location and date unknown, all-white c/s, no titles
	RA-48984	An-12B	Voronezh ASO	rgd	21jun93	f/n SVO 22dec93 all-white c/s, no titles
	RA-48984	An-12B	Dvin Avia Cargo	DXB	06feb97	with Armenian flag; c/n not checked !
	UR-48984	An-12B	Ukr Air Alliance	BUD	15jul97	in basic ex Aeroflot c/s with tail logo, but no titles; c/n checked; l/n BUD 14oct97
	RA-48984	An-12B	Aeroflot c/s, n/t	SHJ	14oct98	CoFR renewal 22dec98 to VASO; l/n Voronezh-Pridacha 08aug01; c/n 402913 checked many times
	RA-48984	An-12B	Aerofreight	VKO	30jun02	in basic ex Aeroflot c/s with Aerofreight titles; l/n IST 21dec02; leased from Voronezh ASO
	RA-48984	An-12B	VIM Airlines	HEL	15dec03	CoFR 18feb03 with operator as VIM Airlines, leased from Voronezh ASO 21jan03/15feb04; l/n PRG 17dec03
	RA-48984	An-12B	VASO Airlines	ROV	16apr05	
	RA-48984	An-12B	Gromov Air	BKA	25jun05	in all-white c/s with titles and tail logo; l/n VKO 24sep05
	RA-48984	An-12B	Aviast	DME	15jun06	with Aviast Air titles (plus phone number) on starboard side only; l/n UUS 22jan08, now with titles on the port side as well
	RA-48984	An-12B	Sakhal. AviaTrassy	UUS	02jul08	in all-white c/s with large 'SAT' titles; l/n UUS 21may13
	RA-48984	An-12B	all-white c/s, n/t	IAR	16may15	with props removed on all engines; canx before apr16; photos IAR 17/18feb17 being broken up

830 An-12 built by factory # 84 at Tashkent-Vostochny 1961 from to 1972 (in 83 batches of ten aircraft each)

The c/n for the Tashkent built An-12s is explained as with most other Tashkent built aircraft. The first digit represents the year built followed by the number 34 indicating the factory number (84 !), then the two digit batch number and last two digits are the number in the batch. With factory 84 aircraft the c/n plate is attached to the rafter on the right hand side when entering the main door at the port side. Aircraft were built as An-12As until the beginning of batch 11 (with a couple of exceptions) and thereafter as An-12Bs and associated sub-versions.

1 34 01 01	not known	An-12A	Soviet Air Force	f/f	01jun61	captained by V.F Shchelokov
	CCCP-11923	An-12A	Soviet AF/AFL c/s	LED	12sep87	c/n for this sighting not confirmed !
	RA-11923	An-12A	ELIIP ?	Erm	16apr97	c/n confirmed from a 1994 fleet list; in metallic c/s, no titles; l/n Yermolino 01sep97
1 34 01 02	not known	An-12	Soviet Air Force	no	reports	mentioned on a Russian military forum, by a pilot who flew this and c/n 1340104, two of the first series An-12s built in 1961 at Tashkent
1 34 01 03	CCCP-11901	An-12A	MAP Moskovskiy OAO	mfd	aug61	rgd 01aug75; in Aeroflot c/s; f/n DME apr82; l/n VOZ nov91
	RA-11901	An-12A	Aviatrans	trf	24may94	f/n DME 04jul94; soc 31oct96 as life-time expired and canx the same date; l/n Myachkovo jun00 wfu, used for spares
1 34 01 04	"14" blue	An-12A	Soviet Air Force	ph.	24apr03	probably Space Forces, not Air Force; in grey c/s; preserved in 7 mikrorayon of Leninsk/Baikonor, Kazakhstan (N45.615724 E63.295434), l/n 2018, in good condition; still visible on GE 28aug20
1 34 01 05	"15" red	An-12A	Russian Air Force	ZIA	10jun92	in all-grey c/s; opb LII, converted to Radiometric/Spectrometric Equipment testbed with sensors installed above and at the base of the DB-65U tail turret; l/n ZIA 23aug95
1 34 01 06	CCCP-11976(2)	An-12A	MAP Rostov VPO	mfd	30sep61	rgd 11sep89; ex Soviet Air Force; f/n LED 12mar90 in Aeroflot c/s; l/n ZIA 15aug92; see c/n 402001
	RA-11976(2)	An-12BP	Aeroflot	SHJ	25jan94	l/n ROV 19sep94; no tail turret
	RA-11976(2)	An-12BP	Rostvertol	trf	29aug95	f/n ROV 13may96, in Aeroflot c/s, no titles; canx 21aug98 as to Bulgaria; soc 24nov98
	LZ-VEA	An-12BP	Vega	rgd	24nov98	version given as such in official document; f/n LTN 30mar99; with additional red cross badge, OST 21jun99; l/n EMA 22feb07; named 'Khan Asparukh'; canx 27mar07
	UN-11018(2)	An-12BP	ATMA	PDV	01aug07	all-white c/s with black cheatline; l/n PDV 15mar08; see also c/n 6344201
	EW-2697I	An-12BP	Ruby Star	CVT	02apr08	all-white c/s with black cheatline, small titles behind cockpit; version from operator; l/n KBP 07may10
	UR-DWI	An-12BP	Aero Charter	KBP	11jun80	all-white c/s with black cheatline, no titles; l/n KBP 25may12
	EW-338TI	An-12BP	Ruby Star	rgd	30may12	to Jet Air service, London; f/n MAD 10jul12, all-white c/s with black cheatline, large titles; c/n from operator; arrived Dunsfold 18oct12 for filming and painted in spurious USAF military marks '06-987' coded RS, departed Dunsfold 26oct12; returned to original c/s; l/n HEL 02jun13; repainted in dark blue/silver c/s with additional small 'www.rubystar.by' on tail; f/n HEL 13nov13; wfu 13jul16 following minor damage caused by a storm blowing it into a parked B737 EW-283PA on that day; parked at MSQ as a source for spares; l/n MSQ 21jul17/19may21, stored and missing some engines
1 34 01 07	CCCP-48971	An-12A	MAP Ulan-Ude APO	rgd	21sep82	f/n DME 15mar90, in Aeroflot c/s
	CCCP-48971	An-12A	Aviastar	trf	1992	seen SVO 21mar93, in full Aeroflot c/s; seen DUS 10jul93 and l/n DUS 20jul94, operating for Volga-Dnepr, still in full Aeroflot c/s and titles; c/n checked
	RA-48971	An-12A	Aero TOO	rgd	14sep94	soc and canx 06dec95 as to Liberia, see below
	4K-48971	An-12A	Azerbaijan AI	photo		circa 1995, in basic ex Aeroflot c/s with Azeri flag and 'AHY' titles
	EL-AKV	An-12A	Air Cess n/t	rgd	18dec95	f/n SHJ 13jan96; basic ex Aeroflot c/s with Azeri flag; l/n SHJ 17nov97
	3D-AKV	An-12A	Air Cess n/t	SHJ	19jan98	Air Cess Swaziland (Pty); basic ex Aeroflot c/s, white tail; seen HLA 21mar98; c/n checked; l/n PTG 19jun98

	TL-ACJ	An-12A	Centrafrican, n/t	PTG	13aug98	l/n PTG 02sep98; disappeared 24oct98 en route Goma-Kigali after an unspecified problem which caused the crew to announce they were diverting to Kisangani; wreck found 01aug99 near Lubutu, 200km from Goma and 350km from Kisangani; 3 crew killed
1 34 01 08	"06" yellow	An-12	Soviet Air Force	IKT	06jul94	based Irkutsk; l/n IKT 11may95; scrapped IKT summer 2001
1 34 01 09	CCCP-11871 RA-11871	An-12A	Sov AF/AFL titles	OVB	21apr93	in all grey c/s with small Aeroflot titles by the nose; l/n OVB 01aug96
1 34 02 01	"12" red	An-12A	Russian AF/AFL tit	Htc	1996	photo active, in all grey c/s with wavy Russian flag on the tail and small Aeroflot titles by the nose
	RA-12187	An-12	Russian Air Force	trf	28may93	f/n Petrozavodsk-Peski 25mar93, grey c/s; c/n on forward fuselage with orange badge in the shape of a galleon to Petrolada; ex Air Force grey c/s, Lada-Servis titles; c/n still carried on the starboard side of the nose, Air Force style; damaged on landing Lensk 19dec93 but repairable; c/n on Russian register feb98/mar03 and still current these dates; l/n Lensk (N60.721432 E114.823991) jul08/jun13, fuselage only
1 34 02 04	"20" red "20" red	An-12 An-12AP	Soviet Air Force Russian Air Force	mfd IKS	1961 aug14	was built as a plain An-12 and later became an An-12AP
1 34 02 05	not known	An-12	Soviet Air Force	no	reports	opb military unit 45046 at Vorkuta-Sovjetski; in grey c/s; soc 11nov97; sat wfu at IKS (N71.700205 E128.69091), all markings painted out, seen aug14/apr17
1 34 02 06	CCCP-11501	An-12AP	Sov AF/AFL titles	mfd	17dec61	opb mil. unit 45134; canx 11nov97
	UR-11501	An-12AP	Atlant	VIN	13may97	c/n not confirmed; opb 110 vtap at Novgorod-Krechevitsy; in all-grey c/s with 'wavy' flag on fin, carried code "58" in the rear cabin windows
	ER-ADC TN-AGY	An-12AP An-12AP	Tiramavia Aéro-Frêt Business	rgd rgd	26sep00 07oct02	only the registration was read off this date; seen VIN again, but only the c/n was read off; seen VIN 10may98 and 01may99, the registration being read only as 'CCCP-11...', but c/n checked both times
1 34 02 07	not known	An-12	Soviet Air Force	no	reports	f/n PNR 19oct03; this c/n was quoted in ICAO/Antonov document in jul06 with reg TN-AHA, but TN-AHA confirmed as c/n 0901306 at Dzhankoi 31jul06; broken up by summer 2004; Antonov regard this aircraft as no longer airworthy from 30dec06; this c/n was later confirmed in Antonov document dated 01feb07; canx only 26apr15
1 34 02 08	"10" blue	An-12	Russian Air Force	Spr	18may93	opb mil. unit 45134; canx 11nov97
1 34 02 09	not known "08" blue	An-12	Soviet Air Force	IKT	06jul94	first Tashkent-built aircraft with 20 seats in the compartment for accompanying personnel; based Rostov-na-Donu Tsentralny; in all-grey c/s with Red star and a pair of antenna aeriels on the underside of the fuselage below the cockpit; l/n Grossenhain 01jul93
2 34 03 01	CCCP-11855 CCCP-13321	An-12A An-12A	Sov AF/AFL titles LII Zhukovski	mfd rgd	feb62 11mar92	white c/s or Kazakh Air Force ?
2 34 03 02	RA-13321 CCCP-11886 CCCP-11886 RA-11886 RA-11886	An-12A An-12 An-12 An-12	Elf Air Sov AF/AFL titles AFL/Krasnoyar.-NSK Aeroflot Norilsk Avn Ent.	MSE mfd toc SVO trf	19mar93 26feb62 21jan83 19mar93 22dec95	f/n DME 26sep91, c/n confirmed and checked this date in grey c/s, no titles, with small Aeroflot badge behind nose; l/n ZIA 23aug97; canx 06nov98 photo exists, in all-grey c/s and small titles by the nose rgd 11jan84; f/n ADD jan85; damaged when undershot Cape Chelyuskin 16may88, but repaired in 'polar' colours; l/n NSK 14may95 dbr 23jul98 on the leg from Pushkin to Ukhta of a flight from Pushkin to Norilsk when engine No. 4 failed during the take-off run (due to faulty maintenance), the crew did not realise this and continued the take-off, the aircraft started to turn and bank to the right while still being on the runway, took off at 238 km/h (with the recommended speed being 250 km/h) in order to prevent veering off the runway, the right wing struck the ground 2 seconds after lift-off, the aircraft fell back to the ground off the runway, broke up, caught fire and burnt out, 3 out of 7 crew injured while the other 4 and both passengers escaped unhurt
2 34 03 03	CCCP-58644	An-12B	MAP Tashkent APO	mfd	29jan62	rgd 05may70; f/n VKO 30jun70 in Aeroflot c/s; version in Soviet register given as 'TB'; with larger rudder trim tab, which was standard for production aircraft from 1964 onwards; l/n DME 26sep91
	UK-58644	An-12B	MAP Tashkent APO	DME	aug94	in basic Aeroflot c/s with white tail, large 'Uzbekistan' titles and flag below the cheatline on the forward fuselage
	UK-58644 UK-58644 UK-58644	An-12B An-12B An-12B	bare metal TAS a/c Prod Corp TAPC Aviatrans	ROV rgd Tac	13may96 03sep96 11oct16	c/n from fleet list Tashkent Aircraft Production Corporation; f/n RJK 16oct96; l/n Tashkent-Tuzel 24may04 stored; in nov06 fleet list and was formed out of the liquidated Tapo-Avia and was l/n Tashkent-Tuzel still stored 19aug21 still with Tashkent Aircraft Production Corporation titles
2 34 03 07	"05" blue CCCP-11880	An-12A An-12A	Soviet Air Force Sov AF/AFL titles	h/o	may63 photo	stored in the GK NII VVS; refitted with a new avionics suite including 'Initiativa-2' radar for state acceptance trials in all-grey c/s with small Aeroflot titles behind the nose, also carried code "22" in the rear windows, with a large Initiativa type radar housing
	RA-11880	An-12A	Russian AF/AFL c/s	VKO	23may94	in full Aeroflot c/s and titles; l/n Baikonur-Tyuratam oct94, c/n not checked; one of 29 aircraft rented by the Russian Air Force from the Kazakh Air Force and based at Baikonur
	RA-11880	An-12A	Russian Air Force	VKO	20may96	in basic Aeroflot c/s, no titles; c/n checked as '2340807' this date; trf to the Russian Air Force 25feb99 as time-expired and to be wfu and scrapped; h/o to a Russian company apr00 as airworthy although did not undergo rework; left Baikonur-Kraini 14apr00 for the Congo, via Yerevan (Armenia), Turkey and Egypt, with tail number given as '11880' in one article
	TT-DWZ	An-12A	no titles	ALA	24sep00	in white c/s with grey undersides; wfu and still present 07jun09; with a large Initiativa type radar housing; c/n not checked, but according to a report the aircraft was stolen from Baikonur and then traced by a former KGB Colonel Avershin as having been sold in the Congo to Chad, after bribing local officials in Chad, they managed to fly it out on three engines and landed at Khartoum from where it subsequently returned to Kazakhstan
2 34 03 08	CCCP-11874	An-12A	Soviet Air Force			used call sign CCCP-09524; mentioned in incident report 1987
2 34 03 09	"05" red	An-12AP	Kazakh Air Force	ph.	29dec92	at Ayni, Tajikistan; transported a restored Polikarpov R-5 to CKL, which is now preserved in the Air Force museum at Monino
2 34 03 10	CCCP-12970	An-12A	Soviet Air Force	rgd	25jul73	based at Vladivostok-Knevichi from at least 1985; canx but date unknown; version in Soviet register given as 'TA'
2 34 04 02	CCCP-11994	An-12AP	Sov AF/AFL titles	ph.	oct08	c/n confirmed; in all-grey c/s with small Aeroflot titles by the nose; opb 162 oaso; dbr 06mar73, on landing at Graham Bell Island in the Franz-Josef-Land archipelago; photos show without engines and damage to the fuselage in many places; l/n 20may13; another An-12 CCCP-11994 had radio contact 11may87 and 18jan91 possible on mission in Africa (CKY, Angola, Madagascar ?) but there is no sighting of this reg so could just have been the call-sign
2 34 04 03	CCCP-11961	An-12AP	Sov AF/AFL titles	mfd	12apr62	f/n Milovice 1989; in all-grey c/s with Wavy Soviet flag on the tail and small Aeroflot titles by the nose, carried "15" white in cabin rear window; l/n Milovice 06oct90; based at Milovice until 1991
	UR-11961 ER-ADD	An-12AP An-12AP	Velocity Renan, n/t	no rgd	reports 10may00	reported in JP-96/00 as such; ex registration also given in Moldovan register
2 34 04 04	--	An-12			03jul96	f/n FAO jul00; in basic ex Aeroflot 'blue' c/s with a badge of a 'Black Bull' below the cockpit on the port side only; seen many times KIV apr03/21may19 stored/wfu; according to Antonov this aircraft has been regarded as no longer airworthy from 29dec99; the Moldovan CAA report it is wfu and awaiting scrapping; still current on register 20may14; canx between 15jul14 and 09oct14; seen KIV may19/mar20 hulk only without engines
2 34 04 07	"18" yellow	An-12	Soviet Air Force	IKT	05jul92	in National Aviation University of Ukraine, Kiev, and serves as a classroom
2 34 04 09	--	An-12	ex Soviet AF	PDV	26jul98	l/n IKT 11may95
	T-303	An-12	Angolan Air Force	LAD	22mar01	undergoing maintenance, carried no markings
2 34 05 02	CCCP-11040	An-12A	Soviet Air Force	rgd	09jul73	c/n confirmed; reported in Namibian FIR jan02/nov04 using call-sign D2-MAW; l/n LAD 30sep08
2 34 05 03	CCCP-11040 D2-FCU	An-12A An-12AP	Volga-Dnepr not reported	ULY mfd	25aug92 30jun62	version in Soviet register given as 'TA'; photo, in Aeroflot 'blue' c/s canx but date unknown
	ER-ADE ER-ADE	An-12AP An-12AP	Aerocom Air Mark	rgd DJJ	15may00 12dec03	was opp National Commuter Airlines, an Angolan airline which seems to have been defunct since circa 2000; f/n SHJ 13feb01; this reg with this c/n confirmed in Moldovan register
2 34 05 05	not known	An-12AP	Russian Navy	mfd	30jun62	but never reported seen and see l/n previous line and next line
	UR-CCP LZ-CBM UR-CCP	An-12AP An-12A An-12AP	AeroVis Airlines AeroVis Airlines AeroVis Airlines	RTM rgd HEL	22mar04 25nov04 14may05	in all-white c/s with titles and red tail logo, additional large 'Cargo' titles and named 'Wamena'; canx 01nov05 as for sale; seen DJJ 29jul07 (S2.5840752 E140.52793) wfu with flat tyres and in very dirty condition opb 810 otap at Korzunovo; offered for sale by the Russian privatisation agency in non-airworthy condition 30nov98
	UR-CCP UR-CCP	An-12AP An-12AP	Cavok Air AeroVis Airlines	rgd rgd	02oct14 26oct16	no titles; l/n VIT 01may04 owned by Resail and opf Heli Air Services; f/n MAD 30nov04; l/n PRG 21mar05 version painted on as 'An-12A'; rgd 21oct10 to AVFL Logistics Ltd. of Limassol (Cyprus); mentioned in legal documents with this owner as under 'arrest' 29may12; AeroVis' AOC was suspended 26jun12; l/n RWN 28sep12, stored
	UR-CCP	An-12AP	ZetAvia	rgd	26jan21	to AVFL Logistics Ltd. of Limassol (Cyprus); in basic AeroVis c/s, no titles; f/n MLA 21oct14; l/n OST 16sep16 to AVFL Logistics Ltd. of Limassol (Cyprus); the AOC was renewed 01nov16; in white c/s with grey belly and engines, with "AeroVis" Airlines LTD' titles and logo; f/n BTS 01dec17; seen Gostemel 28feb19; reportedly flew RWN-VIN-RZN 04/07dec20; l/n Byelaya 18dec20
2 34 05 06	no code	An-12	Soviet Air Force	Sty	06aug96	to Astra Way FZC of the UAE; f/n VIN 03mar21; in white c/s with grey belly and engines, no titles; l/n VIN 04mar21, active; current on the register 13aug22
2 34 05 07	CCCP-11936 RA-11936 LZ-SFW LZ-SFW UR-CBF	An-12A An-12A An-12A An-12A An-12A	Soviet Air Force Russ. Navy/AFL c/s Air Sofia Sri Lankan AI AeroVis Airlines	mfd OSF DXB CMB DXB	28jul62 24aug95 31oct03 24may04 03jan06	probably Soviet Navy, in fact; rgd 18jun74; photo at Kacha (Crimea) in 1982 c/n checked; seen Saki-Novofedorovka 08may98 and 29apr99, c/n not checked; canx but date unknown in all-white c/s, no titles with very small logo and titles; l/n CMB 28may05 rgd 16jan07 to Aero-Charter; in white/light bluish grey c/s with "AeroVis" Airlines LTD' and 'Cargo' titles; in legal documents 29may12 as 'under arrest'; the AOC was suspended 26jun12, but renewed 01nov16; stored at RWN, seen sep12/2016; was earmarked for canx 21sep15, but not canx 27oct15; rgd 04may16 to Aviaoptim of Kiev; ferried to KIV 15feb17; rgd 25apr18 to AeroVis; l/n EIN 27feb19; reportedly flew RWN-IEV-RWN 04sep20; l/n XCR 15oct21; current on the register 13aug22
2 34 05 08	CCCP-11975	An-12	Sov AF/AFL titles	OVB	21apr93	c/n checked as such; l/n OVB 02jul02 dumped
2 34 06 01	"35" blue	An-12	Soviet Navy	KGD	03jul94	based Kaliningrad
2 34 06 02	not known	An-12AP	Russian Navy	mfd	30jun62	opb 810 otap at Korzunovo; offered for sale by Russian privatisation agency in non-airworthy condition 30nov98/apr04; sold to OOO 'VEST' 21may04; version as such in documents
	EX-045 EX-045	An-12AP An-12AP	grey c/s, n/t British Gulf Int.	SHJ SHJ	03nov04 27nov04	l/n SHJ 09nov04 as such in full colours, no titles; damaged on landing KBL 28dec04, when its landing gear failed to extend; repaired and seen SHJ 28feb05; named 'Igor' by nov05; l/n SHJ 03may07; version given as such in fleet list 21nov06
	S9-SAV	An-12AP	British Gulf Int.	DXB	17aug07	no titles, named 'Igor'; l/n RWN sep09/2018

2 34 06 04	CCCP-11383	An-12A	Soviet AF/AFL c/s	rgd	25jul73	f/n ADE 12may79; photo exists in full Aeroflot c/s with serial at the bottom of the tail; sold to an unknown civil operator, see below; version given in Soviet register as 'TA'
	11383 ER-ACK (2) D2-FBV	An-12A An-12A An-12A	grey/white c/s,n/t	no	photo reports 2002	demilitarised; canx, but date unknown
2 34 06 05	CCCP-11382	An-12AP	no titles	mfd	31aug62	f/n Kacha 16sep96, c/n not checked; confirmed in Moldovan register, see next line
	ER-ADT ER-ADT ER-ADT	An-12AP An-12AP An-12AP	Air Bridge, n/t Aerocom, a/w, n/t Pacific Air Expr.	rgd BNE BNE	12may97 18feb01 28jul01	was already f/n Yevpatoriya 08may97; l/n HLA 21may98; c/n checked and ex CCCP-11382 l/n BNE 23feb01 leased from Aerocom; dbr 16oct01, struck water on approach to Honiara-Henderson Airport, Solomon Islands, shearing off the starboard main landing gear, made a force landing at Honiara but ran off the runway and came to rest in a ditch; scrapped according to the operator by early 2002; canx 17sep02; according to Antonov this aircraft had been regarded as no longer airworthy from 1992
2 34 06 06	CCCP-12971(2)	An-12AP	MAP Kazan	mfd	30aug62	trf 20jul95; c/n on Russian register feb98 as rgd 19may00 and canx 30jun00 as to Sao Tomé; see c/n 9346503
	S9-DAF	An-12AP	Goliath Air	TMS	13jul03	named 'Principe'; l/n OST 23dec03; with additional small 'Africa West Cargo' titles on tail, SSG feb04; l/n as such ACC 30may05; still in Goliath Air feb05 fleet list; photo LFW 01may06 in blue Goliath Air c/s but unable to see titles, however, operating for Africa West; ICAO/Antonov document jul06 regards this aircraft as no longer airworthy from 06jun01; seen RWN 23oct08 receiving maintenance and flew KIV-Sebha 16feb09; seen PNR 23jan11/ 20jan12, looking very tatty; ferried KRT-ODS 30aug12; l/n ODS 25nov12/26sep14; ferried ODS-KRT 03dec14 returning to service
	no reg	An-12AP	Sudanese Air Force	KRT	07feb15	operational and using the Sudanese Air Force 'Gadir' call sign; seen KRT 16may15; in identical c/s to S9-DAF; see the accident details for El Geneina 02jan20 at end of file, which was originally suggested as this airframe following the publication of some photos, which claimed were of the aircraft involved in the accident prior to its departure; l/n JUB 05apr20
2 34 06 08	S9-DAF CCCP-10231 ER-ACB ER-ACB	An-12AP An-12A An-12AP An-12AP	Sudanese Air Force Soviet AF/AFL c/s Tiramavia Navigator	KRT mfd rgd OST	09mar23 31aug62 03feb98 08jun01	in the same blue/white c/s, now wearing the registration again, wfu rgd 17dec74; f/n CAI 28may77; military call-sign painted on; canx but date unknown f/n LAD 29apr98; in Aeroflot c/s, no titles; l/n LAD 22mar01 in basic ex Aeroflot c/s with three thin stripes on the tail and very small titles; l/n SXF 18jun01; canx 10dec01 as to Angola
	T-306	An-12AP	Angolan Air Force	LAD	24apr03	c/n not confirmed; originally reported as c/n 402007, but see that c/n; reported in Namibian FIR may04/aug04
	D2-MBD	An-12AP	Angolan Air Force	ODS	06may06	freshly painted up in dark grey c/s with light grey undersides; c/n from ICAO/Antonov document jul06; Antonov regard this aircraft as no longer airworthy from 1997 and state service not extended to civil aviation; a later Antonov document dated 01feb07 states operator as Angola Air Charter Ltd; see D2-MBD ? at end of file with unknown c/n
	T-306 D2-MBD	An-12AP An-12AP	Angolan Air Force Angolan Air Force	LAD ADB	06aug07 06mar08	c/n not confirmed; in dark grey c/s with light grey undersides in dark grey c/s with light grey undersides, registration painted on the fuselage with military serial overpainted on the dorsal fin
2 34 06 09	T-306 CCCP-11277	An-12AP An-12A	Angolan Air Force Sov. Navy/AFL c/s	LAD rgd	23jul12 24jul73	c/n not confirmed; in dark grey c/s with light grey undersides; l/n LAD oct14 wfu based at Vladivostok-Knevichi in 1985; f/n Kaliningrad-Chkalovsk 03jul94; version given in Soviet register as 'TA'; canx 16oct01
2 34 06 10	CCCP-12978	An-12A	Soviet AF/AFL c/s	rgd	25jul73	f/n CAI sep75; version given in Soviet register as 'TA'; l/n Engels 13aug96; wfu 1998; canx 16oct01
2 34 07 01	not known "18" red	An-12A An-12A	Soviet AF/AFL c/s Soviet AF/AFL c/s	Lev	22may99	first An-12A from Tashkent with reinforced centre wing as standard also carries '09018' and 'Malinos' titles on the side
2 34 07 03	CCCP-11048	An-12A	Soviet AF/AFL c/s	rgd	24jul73	canx but date unknown; version given in Soviet register as 'TA'; there are reports of a photo with c/n 2340303 (retouched ?), see this c/n
2 34 07 05	CCCP-11850	An-12BP	Soviet AF/AFL c/s	IKT	06jul94	opb mil. unit 20108 at Yakutsk; carried 'eagle with sword' nose-art, wfu at YKS, l/n 13may95 in 'polar' colours with Aeroflot titles
2 34 07 08	CCCP-11898	An-12	Sov AF/AFL titles	mfd	09oct62	f/n Legnica 17aug91; in all grey c/s with wavy Soviet flag, small Aeroflot titles behind the nose; l/n Kbelv 13sep91
	"18" blue "94" red	An-12 An-12	Soviet Air Force Russian Air Force	Spr	10jul92 14feb93	at Kluczewo; l/n Kluczewo 10oct92; opb 245 osae at Legnica was Sperenberg based 1993/94; in all-grey c/s with Red star; departed to Rostov-na-Donu Tsentralny 07jun94; see c/n 8345702
2 34 07 09	"36" red CCCP-11038(1)	An-12 An-12AP	Russian Air Force Sov. Navy/AFL tit.	Akc rgd	29jul97 12mar73	in all-grey c/s with Red star f/n CAI aug75, c/n not checked; was an ELINT aircraft (An-12R), photo as such in book 'Russia's Top Guns' (published in 1990); in all-grey c/s with 'wavy' Soviet flag and standard gun turret; later modified with a small tail probe beneath the turret; repainted into standard Aeroflot c/s and converted back to a standard transport aircraft; see c/n 00347408
	RA-11038(1) RA-11038(1)	An-12AP An-12AP	Russ. Navy/AFL c/s Air Company Pilot	OSF rgd	07may94 15nov95	l/n OSF 26aug95 c/n given as 00347408 on Russian register feb98, but this is obviously wrong; version given as An-12AP on Russian register feb98; still with small tail probe beneath the tail turret which would point to its former use as an ELINT aircraft; owned by Gran Propeller; small Air Company Pilot titles on the nose only; f/n MST 05jan96, no c/n painted on; l/n FJR 04oct96; canx 18aug97 as to South Africa
	7P-ANA 7P-ANA TN-AGF	An-12AP An-12AP An-12AP	Aeroflot c/s, n/t Anton Air Anton Air	JNB JNB rgd	28nov97 23feb98 12oct99	c/n from JP; still with small tail probe beneath the tail turret; arrived for repaint at JNB 28dec97 in white c/s with red/blue cheatlines, grey undersides; l/n JNB 12mar98 rgd to Trans Air Congo; f/n BUQ 21nov99; l/n BUQ feb00; c/n from Congo CAA; not officially canx until 26apr15
	9Q-CZD	An-12AP	DR Congo Air Force	ph.	may09	at Mbuji-Mayi; c/n not confirmed; in white c/s with blue cheatline and grey undersides with small tail probe beneath the tail turret, no titles; photo caption gives as 9Q-CZQ but this does not look to be correct and this was known to be an An-2 between 2005/2008; mentioned in 2008 DRC register without rgd or c/n with base given as Mbuji-Mayi
2 34 07 10	"89" red "89" red	An-12 An-12	Soviet Air Force Russian Air Force	i/s Spr	30nov62 jun93	opb 226 osap at Sperenberg in all-grey c/s with Red star on the fin; departed to Rostov-na-Donu Tsentralny 09mar94
2 34 08 01	CCCP-11098 RA-11098	An-12AP An-12AP	Sov. Navy/AFL c/s Russ. Navy/AFL c/s	prf mfd no	nov62 reports	rgd 03jul73; version given in Soviet register as 'TA'; f/n DME 25sep86, c/n not checked opb 403 osap at Severomorsk-1; offered for sale by Russian privatisation agency in non-airworthy condition 30nov98
	RA-11098 4K-AZ59 EX-085	An-12AP An-12AP An-12AP	Yermolino Flt Test ex AFL c/s, n/t Aero Trans Service	rgd SHJ ODS	23jul03 09nov04 jun06	leased to Anteks-Polyus from 14mar03; canx 03sep04 as sold to Azerbaijan l/n DXB 05feb05; possibly opb of Sant' Air Cargo; not on Azerbaijani register 22nov05 c/n from official sources, operator from their website; in dark grey c/s, no titles (identical to Angolan AF aircraft); l/n ODS 12jul06; c/n only offered for sale by Styron Trading circa 2006/2007 for \$500,000 CofA 09/07 issued 01jun07 for one month; fate ?
2 34 08 02	S9-SAR CCCP-11906 CCCP-11906 RA-11906 RA-11906	An-12AP An-12AP An-12AP An-12AP An-12AP	Styron Trading ? Sov AF/AFL titles AFL/Krasnoyar.-NSK Aeroflot Norlisk Avn Ent.	no mfd toc SVO trf	reports 30nov62 25feb83 15may93 22dec95	photo, in all-grey c/s with small titles by the nose rgd 06sep83; f/n DME 25sep86 in 'polar' c/s; l/n NSK 14may95 seen in bare metal on overhaul at ROV 13may96; damaged on a heavy landing at Syktyvkar 05nov97, but repaired
	RA-11906 RA-11906	An-12AP An-12AP	no titles Avial NV	NSK SVO	apr04 oct04	in basic 'polar' Aeroflot c/s leased since 11aug04; in white/light grey c/s, initially with thin light blue cheatline and light blue fin; l/n as such KHV 26may07; later with thin dark blue cheatline, dark blue engines; l/n PKV 16aug12/may14, stored; scrapped PKV jul14
2 34 08 03	CCCP-11275	An-12A	Sov. Navy/AFL c/s	rgd	24jul73	f/n ADD apr81; version given in Soviet register as 'TA'; l/n ADD 17nov85; based at Vladivostok-Knevichi in 1985
	RA-11275 S9-BOZ	An-12A An-12A	Russ. Navy/AFL c/s Goliath Air	OSF LFW	24aug95 nov02	canx but date unknown named 'Sao Tomé'; with additional Africa West Cargo titles on tail, SSG feb04; without additional titles LOS 04jun04; l/n ACC 05mar07, operating Africa West Cargo flight!; c/n from JP-05 in basic ex Goliath c/s; named 'Sao Tomé'; l/n TMS mar11, parked on the grass, engines 2,3 and 4 missing; no longer visible on GE 15apr14
2 34 08 04	CCCP-11039 RA-11039	An-12AP An-12AP	Sov. Navy/AFL c/s Russ. Navy/AFL c/s	mfd no	30nov62 reports	rgd 28may75; photo Sevastopol 1992, in full Aeroflot c/s, no titles opb 403 osap at Severomorsk-1; last overhaul completed 01jun95; reported on Russian register feb98; offered for sale by Russian privatisation agency in non-airworthy condition 30nov98; canx 23apr02 as sold to Ukraine
	RA-11370(2) LZ-CBG LZ-CBG	An-12AP An-12AP An-12AP	Aerostatus Heli Air United Nations	rgd rgd SOF	14feb03 08jul03 19jun05	leased to Avial 03jan03/03jan04; see c/n 402312 named 'Bansko'; f/n MST 04sep03; l/n DUB 26jun04 named 'Bansko'; carried additional 'Humanitarian Air Service' titles; l/n as such KRT 25oct05; reported OST 12nov05 as Heli Air ?
	LZ-CBG	An-12AP	all-white c/s, n/t	ETZ	03aug06	seen SOF 07sep07; offered for sale by Aeroasia 06mar08 with t/t 10,977 hours and 7,064 cycles; l/n SOF sep11, derelict and engineless with many other parts missing; broken up SOF oct11
2 34 08 05	4L-... "88" red RA-11324	An-12AP An-12A An-12A	Air Victory Soviet Air Force Avial	mfd rgd	30nov62 25jun92	was in the process of being sold sep08, but ntu f/n Sperenberg 1990; in all-grey c/s; was based Sperenberg until may92 f/n BNE 12jun93; seen DME 1999 and 10jul00, with additional 'East Line' titles; l/n DME 25aug00, as such; seen DME 16aug01, with just 'Avial' titles
	RA-11324	An-12A	Eurasia Airlines	SVO	27mar02	in white c/s, two small blue cheatlines with grey undersides and blue/red emblem on white tail; l/n SVO 01apr02
	RA-11324	An-12A	Avial NV	IST	07dec02	in white c/s, two small blue cheatlines with grey undersides and blue tail; soc 03jun03; canx 16jun03 as sold to Sierra Leone
	9L-LDW	An-12A	Showa Airlines n/t	BUX	20jul03	in basic Avial NV c/s with titles; c/n from JP-04; l/n EBB 19apr04; Antonov regard this aircraft as no longer airworthy from 22jun03
	9Q-CER	An-12A	Aerolift	rgd	17sep04	f/n FKI 15nov04 opb Mango Airlines; dbr 24jan06 on a flight from Goma when had to make a forced landing at Mbuji Mayi (DR Congo) because of a fire in the cargo bay, the fire services did not cope, so the aircraft burnt out partially, all 4 crew escaped unhurt; c/n from UN document jul07
2 34 08 06	not known RA-11307 LZ-PHA LZ-FEA	An-12A An-12A An-12A An-12A	Soviet Air Force Phoenix Air Cargo Phoenix Air Cargo Phoenix Air Cargo	mfd rgd FRA SHJ	30dec62 06apr93 03dec93 10aug94	wfu 1989 f/n SHJ 28oct93; ex Soviet Air Force; canx 01nov93 as to Bulgaria confirmed ex RA-11307; l/n KSC 21feb94 confirmed ex RA-11307 and to LZ-SFN

	LZ-SFN	An-12A	Air Sofia	trf	13oct94	
	LZ-SFN	An-12A	Air Afrique	JNB	06mar96	l/n CDG 19sep99; leased from Air Sofia
	LZ-SFN	An-12A	Air Sofia, n/t	SOF	20mar00	seen KBL 13mar02 with 'DHL' titles; l/n ATH 10may03 with 'DHL' titles
	ER-AXM	An-12A	Pecotax Air	rgd	22oct03	f/n TLL 19oct04; canx 03jun05 as to Bulgaria
	LZ-SFN	An-12A	Air Sofia, n/t	SOF	07sep05	with additional 'EIF' and 'Moto 1' stickers during support of the Dakar rally 2007, l/n MRS 02feb07, as such
	UN-11015(2)	An-12A	ATMA	SOF	13apr07	in all-white c/s with small titles; l/n CMB 04jun08; see also c/n 6344006
	UP-AN213	An-12A	ATMA	MLE	19sep08	c/n confirmed by CAA; all-white with titles and operated by Expo Aviation this date, no chin radar; l/n MVQ 02jul14
	EW-427TI	An-12A	Grodno	GNA	07sep14	in all-white c/s with small Aviakompaniya Grodno titles and blue logo on fin, l/n GNA 03mar18
	UR-CSI	An-12A	Cavok UR	rgd	26dec18	rgd to Aeronet FZE (UAE); f/n EIN 12jan19; seen BUD 07may19, all white, no titles; seen KBP 10sep19, in full c/s; l/n BKH 18dec19; ferried KBP-Bila Tserkva 24dec19; canx 20mar20
	no reg	An-12A		DMB	25jun20	in basic ex Cavok c/s, no titles or registration
	UP-AN220	An-12A	Jupiter Jet	CIT	01dec20	basic ex Cavok c/s, with titles; owned by Space Cargo Inc (FZE); rgd 22dec20; l/n ADJ 30jan21; canx 12feb21
	9U-BBD	An-12A	Space Cargo Inc	BEN	05feb21	video exists 07feb21 taken in Libya; c/n from UN report; in basic ex Cavok c/s, no titles; this is confirmed as a fake registration by the Burundi authorities; l/n Ghat feb22
2 34 08 08	CCCP-11041	An-12A	Soviet AF/AFL c/s	SVO	29mar70	rgd 09jul73 !; version in Soviet register given as 'TA'; canx 16nov01
2 34 08 09	CCCP-11734	An-12	MOM "Zlatoust" MSZ	mfd	dec62	rgd 20mar91, no version given in Russian register; ex Soviet Air Force operated for Expac this date; illegally acquired by Viktor Bout for operations in the UAE; l/n ROV 14jul94
	RA-11734	An-12	Aeroflot	SHJ	25jan94	
	RA-11734	An-12	Aeroflot c/s, n/t	SHJ	dec94	
	11734	An-12	Air West	SHJ	dec94	photo proof; in ex Aeroflot c/s
	RA-11734	An-12	Aeroflot c/s, n/t	SHJ	mar95	photo proof; seen with Daallo sticker Sharjah 19mar95
	EL-RDL	An-12	Air West	SHJ	13mar96	soc and canx 24apr96 as sold to Liberia
	EL-RDL	An-12	Aeroflot c/s, n/t	SHJ	jun96	l/n SHJ 27jan97, Russian flag; was rgd 22jul96 to Air Cess
	3D-RDL	An-12	Air Cess	SHJ	03feb97	named 'Lastochka'(swallow); l/n MTS 30aug97
	TL-ACR	An-12	Air Pass	PTG	02jan98	l/n HLA 01may98; still Air Cess c/s but no titles
	no reg	An-12	Air Cess, n/t	RKT	29nov98	illegal TL- registration; l/n RKT 19aug00
	TL-ACR	An-12	Air Cess, n/t	RKT	20sep00	l/n RKT 29oct00; appeared wfu; see next line
	TL-ACR	An-12	San Air, n/t	RKT	15nov00	all-white c/s no titles; illegal TL- registration; c/n checked; seen without registration RKT 15feb01; operator from UN document oct01; seen with registration RKT 29dec01; l/n RKT 12may03
2 34 08 10	CCCP-11276	An-12A	Soviet Air Force	rgd	24jul73	present on Russian register feb98 version given as 'TA'; canx but date unknown
3 34 09 03	"87" red	An-12	Soviet Air Force	Spr	1990	opb 226 osap at Sperenberg; in all-grey c/s with Red star
	"87" red	An-12	Russian Air Force	SVO	19mar93	based until may93; l/n SVO may93
	RA-11312	An-12	all-grey c/s, n/t	ZIA	06jul93	no version given in Russian register
	RA-11312	An-12	Zenith Air, n/t	trf	11apr95	rgd 04may95; in all-grey c/s, n/t; l/n SHJ nov95
3 34 09 05	RA-11312	An-12	Zenith Air	MST	23jul96	l/n ZIA 21aug99; still in ex Air Force grey c/s with titles; wfu 1999; soc and canx 16oct01
	"19" red	An-12	Kazakh Air Force	ALA	24sep99	seen ALA 11sep09, photo proof of c/n; l/n ALA may11/29apr18, stored with no. 4 engine missing; scrapped 18may18
3 34 09 06	CCCP-11896	An-12A	AFL/Krasnoyarsk.-NSK	mfd	11jan63	toc 14apr83; rgd 14dec84; in 'polar' c/s; opb Krasnoyarskavia by jun92; w/o 22jun92 on the leg from Igarka to Norilsk of a flight from Andizhan to Norilsk, on approach to Norilsk-Alykul in bad visibility and heavy rain the aircraft deviated from the approach pattern, the decision to go around was taken too late, the aircraft stalled at a height of 7-10 metres, struck the runway with the left wingtip and the left main gear, became airborne again, stalled at a height of 55 metres, crashed 600 metres to the right of the runway (just outside of the perimeter fence) and caught fire, 6 of the 7 crew and 4 of the 5 passengers killed and both survivors seriously injured; t/t 15,654 hours 11 minutes and 6,487 cycles; soc and canx 02dec93
3 34 09 08	CCCP-11813	An-12B	MAP Kom-na-Amu MSZ	mfd	29apr63	late mfd; rgd 27jul83; first Tashkent-built An-12 with 14 seats in the compartment for accompanying personnel; in 'polar' c/s; f/n SVO 11sep92
	UR-11813	An-12B	Ukr Air Alliance			in fleet list with this c/n
	RA-11813	An-12B	Amuraviatrans	trf	07may93	f/n VKO 02jan02; in white c/s with blue cheatline and light blue undersides, logo on the fin; l/n ZIA 29jun02; on Russian register feb98/mar03 with this c/n and version given as 'TB'
	RA-11813	An-12B	Avial NV	SVO	09apr03	l/n SVO 19aug03
	RA-11813	An-12B	United Nations	SVO	2004	in all-white c/s with light blue undersides, just 'UN' on the fuselage and fin; leased from Avial NV; current on register nov04; soc, date unknown as to Ukraine
	UR-CEM	An-12B	Veteran	NBO	27feb05	in white c/s with light blue undersides, no titles; l/n NBO 05apr05; still in Veteran fleet list 27jun06
	UR-CEM	An-12B	Astral	NBO	26oct05	leased from Veteran; in white c/s with light blue undersides, titles and tail emblem; l/n Dzhankoi 03aug07
	UR-CEM	An-12B	Veteran	Dzh	17jan08	in white c/s with light blue undersides, no titles, operating with Veteran call-signs at DXB feb08; l/n PNR 30may10; current on register apr13; scrapped Dzhankoi jul13
3 34 09 09	not known	An-12	Soviet Air Force ?	mfd	07jan63	
	CCCP-11890	An-12	MAP Kom-na-Amu APO	rgd	12jan84	no version given in registers; in 'polar' Aeroflot c/s; f/n LED 13mar92
	RA-11890	An-12	KnAAPO	VKO	27apr93	l/n 'polar' Aeroflot c/s
	RA-11890	An-12	Amuraviatrans	trf	17may93	Amuraviatrans was the flying division of the Amur Shipbuilding Plant; in 'polar' c/s; c/n checked SHJ jan94; sold to Special Cargo Airlines (Spetsialnyye gruzovyye avialinii) of Kaluga 16aug97; soc 18sep97 and canx the same day; sold to Santa Cruz Imperial as EL-ASA (not EL-ASS) 08oct97
	EL-ASS	An-12	no titles	SHJ	11oct97	initially in basic 'polar' Aeroflot c/s (still with the logo); seen SHJ 17nov97 being repainted; according to the Liberian register this c/n was rgd 14dec97 as EL-ASA; see An-24 c/n 87304504
	3D-ASG	An-12	Southern Cross	no	reports	probably not taken up; reported in register in 1998 and exported as; see lines above and below
	EL-ASS	An-12	Santa Cruz Imp.	SHJ	06dec97	in white c/s with green cheatline, with titles and logo; c/n checked JNB 19jun98
	EY-ASS	An-12	Santa Cruz Imp.	rgd	27jul98	f/n JNB 09aug98; leased to Savanair; w/o 02feb99 on a cargo flight from Luanda to Lukapa when developed engine problems (possibly fire) so that the crew decided to return to Luanda, but the aircraft did not make it and crashed in Cazenga township on the outskirts of Luanda (6 km east of the airport), destroying at least 7 houses, all 4 crew members and 7 passengers as well as 13 persons on the ground were killed; the registration for this accident was also given in Russian accident reports as EL-ASA (see the remark some lines up), suggesting this aircraft was officially always registered as EL-ASA
3 34 09 10	"16" red	An-12	Russian Air Force	Spr	31may94	in all-grey c/s with Red star; opb 186 osap at Levashovo
3 34 10 01	CCCP-11139	An-12	Sov. Navy/AFL c/s	LAD	26nov76	
	RA-11139	An-12	Russ. Navy/AFL c/s	Rzd	03sep93	seen OSF 21aug99; l/n OSF 09jul00/22aug01 with the c/n painted out, in the process of being broken up
3 34 10 02	CCCP-11848	An-12A	Soviet Air Force	mfd	1963	opb 708 ovtap at Kirovabad
3 34 10 03	CCCP-11816	An-12A	Sov AF/AFL titles	mfd	28feb63	rgd 23jan66; photo exists in all-grey c/s, opb 37 vtap at Artsyz in 1974 and featured in a movie during 1976 at Artsyz
	CCCP-11816	An-12A	AFL/Krasnoyarsk	toc	unknown	on charge as of 01apr84; rgd 06jun85; in 'polar' c/s; f/n TAS 24apr89; l/n LED 17apr92
	RA-11816	An-12A	Aeroflot	SVO	27aug93	wfu at NSK by may95; l/n NSK 14may95, in 'polar' c/s and in very good condition
	RA-11816	An-12A	Norilsk Avn Ent.	trf	22dec95	CoFR renewal 16dec99; in Aeroflot 'polar' c/s, with Aeroflot titles still visible; seen apr05/apr06 engineless; seen sep06 being worked upon, was reportedly to be made airworthy again; seen jul11/jul14 again with engines; stored; seen aug16/jun21 in poor condition without engines; wfu
3 34 10 04	"44" red	An-12A	Ukraine Air Force	photo		date and location unknown, used in a film; c/n clearly readable on forward fuselage, in all grey c/s with large Ukraine flag on the tail and fake 'Impek Group' titles and 'IG' logo on the nose; t/t circa 4,000 hours when sold in 1996, see next line
	LZ-ITA	An-12A	Inter Trans Air	ABZ	19may97	also reported as an An-12B; out of service since 2002 and stored at Gorna Orechovitsa, Bulgaria; l/n derelict 30sep06; broken up before 16nov06
3 34 10 05	CCCP-11528(2)	An-12AD	MAP Zaporozhye PO	mfd	feb63	rgd 24feb86; in Aeroflot c/s; f/n PRG 28jul89; see c/n 8900608
	UR-11528(2)	An-12BP	Aeroflot c/s, n/t	AMS	07dec94	
	UR-11528(2)	An-12BP	Motor Sich	SHJ	06nov95	
3 34 10 06	not known	An-12AP	Soviet Air Force	mfd	28feb63	l/n SHJ 14feb98; involved in an accident whilst taxiing at Hang nadim, Batam Airport, Indonesia 19aug98, operating for PT Air Company this date; presumed dbr as canx from the Ukrainian register 01jun99
	CCCP-11125(2)	An-12AP	MAP Kom-na-Amu APO	trf	28may88	version confirmed; in Aeroflot c/s; rgd 07jul88; f/n DME 09jun92; see c/n 02348108
	RA-11125(2)	An-12AP	not reported	FJR	18mar96	
	RA-11125(2)	An-12AP	Atlant-Soyuz	rgd	13oct97	
	RA-11125(2)	An-12AP	KnAAPO	rgd	17feb00	last overhaul completed 15oct03; registered again 13feb04; in white/light grey c/s with blue cheatline and fin, carried just a small 'KnAAPO' logo on the nose; f/n DME 20jul06; offered for sale 14apr08 with t/t 17,497 hours and 8,815 cycles, but not sold; l/n Komsomolsk-na-Amure-Dzyomgi 24aug08
	RA-11125(2)	An-12AP	Avis-Amur	GDX	17feb11	wet-leased from KnAAPO 30nov09, h/o 10aug10; in white/light grey c/s with blue cheatline and fin, small titles on nose only; w/o 09aug11 on the leg from Magadan to Keperveyem of a cargo flight from Komsomolsk-na-Amure to Keperveyem when engine # 1 started to leak fuel and the crew decided to return to Magadan, but the engine caught fire and the fire spread to the left wing, the aircraft went out of control, spiralled down, crashed at a height of 1,006 metres into the gentle slope of a hill 82 km south-west of Omskuchan (N61°59.559' E154°32.197') and exploded, all 9 crew and 2 passengers killed; wreck found one day later; t/t 18,709 hours and 9,172 cycles; this An-12 was the oldest aircraft in commercial service in Russia at the time (48 years and 7 months)
3 34 10 07	"20" red	An-12	Russian Air Force	Lev	22may99	in all-grey c/s with Red star
3 34 10 08	CCCP-11833	An-12AP	Sov AF/AFL titles	mfd	mar63	f/n ADD mar85; in all-grey c/s with small Aeroflot titles by the nose, 'wavy' Soviet flag on the tail; carried code "16" in the rear windows; l/n OSR 03sep89; was based at Milovice in 1989/90
	CCCP-11833	An-12AP	MAP Kharkov APO	rgd	10feb91	
	UR-11833	An-12AP	MAP Kharkov APO	photo		in all-grey c/s with small Aeroflot titles by the nose, 'wavy' Soviet flag on the tail
	UR-11833	An-12AP	KHGAPP	HRK	15jul93	in all-grey c/s with small Aeroflot titles by the nose, Ukraine flag behind the cockpit
	UR-11833	An-12AP	United Nations	LAD	05jan94	in all-white c/s with 'UN-WFP' titles
	UR-11833	An-12AP	Katran	KGO	21sep94	based at Kharkiv-Sokolniki; in all-white c/s, no titles; sat wfu at Kharkiv-Sokolniki, without engines, l/n sep96/may13; canx 13aug08
3 34 10 09	"17" red	An-12A	Russian Air Force	photo		from Russian sources
3 34 10 10	CCCP-11934	An-12AP	Sov AF/AFL titles	Kbe	10sep88	initially based at Milovice; on photo at Milovice with code "17" behind windows; later opb mil. unit 15580; sat wfu/derelict at IKT, seen 06jul92/11may95; canx 30dec96; scrapped at IKT in summer 2001
3 34 11 01	not known	An-12AP	Soviet Air Force	mfd	1963	
	"36" yellow	An-12AP	Russian Air Force	trf	1992	opb 2 otac DA at Ostafyevo until 1997; in light grey c/s with blue spinner tips, with the code painted over an old one; f/n OSF 24aug95; sat wfu in the storage area at OSF, seen aug99/aug02; see c/n 1400305
3 34 11 02	"93" red	An-12AP	Soviet Air Force	i/s	25mar63	opb 226 osap at Sperenberg; f/n 1992; in all-grey c/s with Red star

	"93" red	An-12AP	Russian Air Force	Spr	aug93	opb 226 osap at Sperenberg; repainted in non-standard dark greenish/grey c/s with Red star on the fin; f/n Sperenberg 24may94, as such; i/n Sperenberg 06sep94, departed to Kubinka this date
3 34 11 03	CCCP-11037	An-12AP	Soviet AF/AFL c/s	mfd	30mar63	n/o mentioned in technical documentation with regards to changes in the oxygen system; rgd only 24jul73; version in Soviet register given as 'TA'; f/n ADD feb78; i/n KGD 03jul94
	RA-11037	An-12AP	Russ. Navy/AFL c/s	KGD	12aug96	opb 398 otac at Khrahbrovo; i/n KGD 20aug96; canx but date unknown; offered for sale by Russian privatisation agency in non-airworthy condition 30nov98/may04; sold jun04
3 34 11 04	"09" yellow	An-12AP	Soviet Air Force	IKT	05jul92	in all-grey c/s with Red star; this airframe was the last An-12A built at Tashkent according to the type certificate
3 34 11 05	"09" yellow CCCP-11274	An-12AP	Russian Air Force	IKT	11may95	in all-grey c/s with Red star
3 34 11 06	CCCP-11970	An-12B	Sov AF/AFL titles Sov. Navy/AFL tit.	CAI ph.	19oct73 summ69	c/n not checked; photo in all-grey c/s with 'wavy' soviet flag; rgd 02jul75, version as such in Soviet register rgd only 25jul73; i/n VVO 19apr97 derelict, in all-grey c/s with small Aeroflot titles on the nose; version in Soviet register given as 'TB'; canx but date unknown
3 34 11 07	CCCP-10232	An-12B	Sov. Navy/AFL c/s	rgd	17dec74	opb 327 otap at Ostafyevo; f/n CAI 23jun77; w/o 04aug84 on the leg from Karachi to Tashkent of a flight from Asmara to Ostafyevo when approached a thunderstorm at a height of 5,800 metres over Pakistan and failed to circumvent it in time, the hail damaged the radome and the oil coolers of all 4 engines so that the engines lost power (engines Nos. 1 and 3 had to be switched off while engines Nos. 2 and 4 were running idle), the crew tried to dive out of the thunderstorm, but the aircraft exceeded its design speed and g limit, broke up in mid-air and crashed near Nawabshah, all 9 crew and 15 passengers killed; canx but date unknown
3 34 11 08	CCCP-11047 RA-11047	An-12B An-12B	Sov AF/AFL titles Russian AF/AFL c/s	mfd rgd	23may63 14sep95	rgd only 24jul73; f/n Kacha, Ukraine 1971 no reported sightings as such; still on Russian register feb98/feb04, with version given as 'TB', but see next line
	UR-UAF ER-ACP D2-FBS ER-ACP	An-12BP An-12BP An-12BP An-12BP	Ukr Air Alliance Aeroflot c/s, n/t Aeroflot c/s, n/t	BUD rgd LAD rgd	12dec97 12feb99 19aug99 28mar01	c/n from Moldovan register; version painted as 'BP', logo logo only, no titles; i/n STR 11sep98 canx 01apr99 c/n confirmed in Moldovan register
	9XR-MK	An-12BP	Aeroflot c/s, n/t	BUX	17jul03	c/n from JP-02; subtype 'BP' painted on nose; opb Aerocom; very small serial with 'July Morning' painted on nose; f/n SHJ 15sep01; i/n DXB 08dec01; canx 26nov02 as sold to Rwanda
	9XR-MK	An-12BP	Vega Avia	LOS	28aug04	c/n not checked, but see next line; version painted as 'BP', with a very small serial; i/n BUX 06aug03; Rwandan CAA has no record of this aircraft being officially registered
	4L-SAS	An-12BP	Galaxy Kavatsi	GOM	08jun07	c/n confirmed; in white c/s with dark green cheatline, grey undersides, large 'Vega Avia' titles and 'VA' tail logo with additional 'Dasab Airlines' titles; a photo taken at FEG apr06 suggests this aircraft was present, but unable to see the registration
3 34 11 09	CCCP-11972	An-12B	Soviet Air Force	rgd	25jul73	c/n confirmed; in the same c/s as the previous line, with Galaxy Kavatsi titles and additional large 'Avia' (ex Vega) titles; owned by TransAviaService and opb Galaxy with a CoFA which had expired 31mar07; i/n FIH 16jul07; w/o 07sep07 on a flight from Kisangani to Goma when landed long and failed to go around, slid into a petrified lava flow on the runway (expelled from nearby Mt. Nyiragongo when it erupted 17jan02), exploded on impact and was destroyed completely, all 5 crew and 6 passengers killed
3 34 11 10	CCCP-11010(1)	An-12B	Soviet Air Force Sov. Navy/AFL c/s	mfd	may63	present on Russian register feb98, version given as 'TB'; canx but date unknown
	RA-11010(1) EK-11010(1) ST-JUA	An-12B An-12B An-12B	Aeroflot c/s, n/t Juba Air Cargo Juba Air Cargo	SHJ SHJ SHJ	17jan02 19mar03 07feb05	opb 46 otap at OSF; rgd only 03jul73; version in Soviet register given as 'TB'; photo exists 1980s in full Aeroflot c/s without titles, 'Aeroflot' badge behind the cockpit; offered for sale by Russian privatisation agency 30nov98 (version given in offer as An-12B); f/n OSF 16may99, with titles; seen OSF jul00/aug01, wfu in storage area, c/n painted out; canx 13dec01 as sold to Sao Tomé; see next line; see also c/n 01347909
3 34 12 01	"11" blue "20" red UN-11367(2)	An-12BP An-12BP An-12BP	Soviet Air Force Soviet Air Force Kazakh Air Force	mfd Lev ALA	08may63 10aug96 04jun97	c/n not checked; i/n SHJ 02dec02 c/n not checked; i/n SHJ 08feb04 c/n from JP-05 and CAA; i/n KRT 03jul07; w/o 08nov07 on a flight from Khartoum to Juba when had to return shortly after take-off because of engine problems (due to bird-strike), crash-landed and veered off the runway into the adjacent air base, rammed 3 armoured vehicles and caught fire, all 4 crew escaped unhurt, but 2 soldiers and 2 airport workers on the ground killed
	UP-AN202	An-12BP	SCAT	rgd	29feb08	f/n ROV 19sep94 c/n not 100 % sure
3 34 12 02	"70" red	An-12BP	Russian Air Force	mfd	1964	i/n ALA 08jun01; c/n checked; with 'Kazakhstan' titles; also see c/ns 402901 and 8345607; i/n ALA 29aug02/20feb08 in grave yard complete but without titles but c/n confirmed in register
3 34 12 03	"92" red	An-12BP	Soviet Air Force	i/s	27sep63	f/n CIT 12feb10; i/n CIT 26may14/sep23 2 props missing
3 34 12 04	"92" red CCCP-11337(2) RA-11337(2) RA-11337(2)	An-12BP An-12B An-12B An-12B	Russian Air Force AFL/Privolzhsk-PEZ Aerovolg Aeroflot	LED mfd trf no	24jun93 jun63 unknown reports	opb 128 osae at SVX; f/n SVX 20apr93; i/n SVX 23jun95; offered for sale by Russian privatisation agency 10nov00/09aug01; i/n SVX 14aug01 but c/n not checked this date
3 34 12 05	CCCP-11507 "17" blue	An-12BP An-12BP	Soviet Air Force Russian Air Force	photo Spr	24dec93	opb 226 osap at Sperenberg in all-grey c/s with Red star on the fin; i/n Sperenberg 22aug94, departed to Kubinka this date rgd 10dec90; ex Soviet Air Force; on charge as of 01jul92; see c/n 2400503 on charge as of 01jul92, operator from MGA document
3 34 12 06	CCCP-11831 CCCP-11831 RA-11831 RA-11831	An-12BP An-12BP An-12BP An-12BP	Soviet AF/AFL c/s MAP Kom-na-Amu APO MAP Kom-na-Amu APO Amuraviatrans	mfd rgd SHJ trf	jun63 19jul89 04mar93 17may93	opb Penza Aviation Enterprise; dbr 14mar95 on a flight from Yerevan to Türkmenbasy when diverted to Baku-Bina due to being low on fuel, deviated from the approach pattern and the glide path on the first approach, had to go around, ran out of fuel on the second approach and crash-landed in rough terrain 5 km before the runway, all 7 crew and 8 passengers injured; canx 07apr95
	3D-ASC EL-ASC (1)	An-12BP An-12BP	Southern Cross Santa Cruz Imp.	rgd	1997 18sep97	opb 81 vtap at Ivanovo; in all-grey c/s was temporarily based at Sperenberg and opb 226 osap, in all-grey c/s with Red star on the fin; departed to Rostov-na-Donu Tsentralny 30jul94
3 34 12 07	"90" red "90" red	An-12BP An-12BP	Soviet Air Force Russian Air Force	i/s Spr	06jun63 jun93	f/n CAI 21oct73, c/n not checked CoFR renewal 12feb93 seen VKO 16jul93 in Aeroflot 'polar' c/s and titles, c/n checked; i/n AMS 12jan94, in Aeroflot c/s, no titles; soc and canx 18sep97
3 34 12 08	"05" white	An-12B	Russian Air Force	OVB	1996	not taken up; reported in register and exported as, see below
3 34 12 09	"60"	An-12B	Soviet Air Force	mfd	19jul63	f/n SHJ 09nov97; in all-white c/s, green cheatline with titles and tail logo; i/n LAD 29apr98; fate ?, see c/n 7344810
	CCCP-11408	An-12B	Soviet AF/AFL c/s			opb 226 osap at Sperenberg in all-grey c/s with Red star on the fin; i/n Sperenberg 29aug94, departed to Kubinka this date; i/n Kubinka 21aug99 stored/wfu
	CCCP-11408 RA-11408 RA-11408 RA-11408 RA-11408	An-12B An-12B An-12B An-12B An-12B	MAP Omsk APO Aviaobshchemash Sky Cabs Aerofreight	rgd trf FJR rgd	15nov91 12nov93 12nov95 09apr98	photo opb 81 vtap at Ivanovo; in all-grey c/s was temporarily based at Sperenberg and opb 226 osap, in all-grey c/s with Red star on the fin; departed to Rostov-na-Donu Tsentralny 30jul94 f/n CAI 21oct73, c/n not checked CoFR renewal 12feb93 seen VKO 16jul93 in Aeroflot 'polar' c/s and titles, c/n checked; i/n AMS 12jan94, in Aeroflot c/s, no titles; soc and canx 18sep97 not taken up; reported in register and exported as, see below f/n SHJ 09nov97; in all-white c/s, green cheatline with titles and tail logo; i/n LAD 29apr98; fate ?, see c/n 7344810
	RA-11408 RA-11408 4K-AZ56 UR-CAF	An-12B An-12B An-12B An-12B	Avial NV Aerofreight Silk Way Airlines Shovkoviy Shlyah	OST STR NCL SAW	20nov03 17mar04 20oct04 23sep06	opb 81 vtap at Ivanovo; in all-grey c/s was temporarily based at Sperenberg and opb 226 osap, in all-grey c/s with Red star on the fin; departed to Rostov-na-Donu Tsentralny 30jul94 f/n CAI 21oct73, c/n not checked CoFR renewal 12feb93 seen VKO 16jul93 in Aeroflot 'polar' c/s and titles, c/n checked; i/n AMS 12jan94, in Aeroflot c/s, no titles; soc and canx 18sep97 not taken up; reported in register and exported as, see below f/n SHJ 09nov97; in all-white c/s, green cheatline with titles and tail logo; i/n LAD 29apr98; fate ?, see c/n 7344810
	4K-AZ25	An-12B	Silk Way Airlines	rgd	16oct15	opb 226 osap at Sperenberg in all-grey c/s with Red star on the fin; i/n Sperenberg 29aug94, departed to Kubinka this date; i/n Kubinka 21aug99 stored/wfu photo; in all-grey c/s with blue 'lightning-bolt' cheatline outlined in white, Red star on tail c/n not confirmed; opb 110 vtap at Novgorod-Krechevitsy; in grey c/s with Red Stars; became CCP-11408 and also carried code "60"
3 34 13 01	not known "78" red	An-12B An-12BSh	Soviet Air Force Ukraine Air Force	mfd Sai	31jul63 08may98	c/n not confirmed; also carried code "60"; opb 1 ae 50 osap at Kabul; damaged 25sep86 on a four-minute training flight at Kabul when the crew forgot under stress to lower the landing gear and the aircraft made a belly landing; last overhaul completed 11jun91 (by military unit 13824) c/n confirmed; in Aeroflot c/s with blue fin; f/n OMS 19aug91; i/n OMS 29aug93 version given in Russian register as 'An-12TB' leased from Aviaobshchemash; in basic Aeroflot c/s with blue fin and 'Sky Cabs' titles initially in basic Aeroflot c/s with blue fin, no titles; i/n as such CKL 05aug00; repainted in white c/s with thin blue stripe and trim and light grey undersides, with titles and tail logo; f/n as such DME 03sep00; i/n DME 21sep03
3 34 13 02	"15" blue	An-12BP	Soviet Air Force	mfd	02jul63	in basic Aerofreight c/s; i/n BTS 23dec03 canx 16jul04 as sold to Azerbaijan; soc 03sep04
3 34 13 03	"15" blue	An-12BP	Russian Air Force	Kub	16apr97	in white c/s with dark blue rear fuselage, type painted on as just 'An-12'; i/n GYD 21mar06
3 34 13 04	not known "08" yellow "08" yellow	An-12 An-12BP An-12BP	Russian Air Force Soviet Air Force Russian Air Force	mfd IKT IKT	1963 05jul92 11may94	Shovkoviy Shlyah is Ukrainian for Silk Way; initially in white c/s with dark blue rear fuselage; i/n without titles SAW 23sep06; i/n with titles LUX 21feb08; i/n in its old colours SCCO 11sep91; repainted in white c/s with dark blue belly and tail, type painted on as 'An-12B' now; f/n as such BHX 22mar12; i/n ALA 23oct14; canx 13jul15; seen in a hangar at GYD nov15
3 34 13 05	"09" red	An-12BP	Russian Air Force	RIX	28aug93	CoFA issued already 13oct15; in white c/s with dark blue belly and tail; w/o 18may16 on a positioning flight from Camp Dwyer (Helmand province of Afghanistan) to Mary (Turkmenistan) when engine No. 3 failed during the take-off run and the propeller did not feather, the aircraft failed to get airborne, overran the runway threshold at a speed of 220 km/h, collided with the perimeter fence, broke up due to the uneven terrain, caught fire, came to rest at N31°05.520' E64°04.020' and burnt out, all 6 crew members and 1 of the 3 passengers (aircraft mechanics) were killed and both survivors were seriously injured; i/t 19,828 hours and 9,107 cycles (13,728 hours and 4,969 cycles since the last overhaul)
3 34 13 06	"12" red	An-12BP	Russian Air Force	RIX	28aug93	last overhaul completed 27may87; version given as 'TB'; converted to An-12BSh was opb 130 up at Mariupol (unit disbanded 1993/94); offered for sale by Ukrainian privatisation agency in 2005 t/t 6,818 hours and 5,058 cycles; i/n Saki-4-Novofedorovka 28aug10/07may13, stored; still visible on Google Earth nov19
3 34 13 08	"08" yellow "33" red	An-12BP An-12BP	Russian Air Force Russian Air Force	mfd SVX	1963 15aug99	f/n Legnica 14sep91; opb 245 osae at Legnica; in all-grey c/s with blue cheatline and red trim around the cockpit, Red Star; i/n Legnica 17aug92; trf to Kubinka
3 34 13 10	"39" red "36" blue	An-12BP An-12B	Soviet Air Force Russian Navy	mfd mfd KGD	aug63 12aug96	i/n Kubinka 17may99 stored/wfu offered for sale by Russian privatisation agency dec07, was at the FMZ at Fergana at that time in all-grey c/s with Red Stars in all-grey c/s with Red Stars; preserved in the base museum at Ukrainka (N51.159471 E128.43373) f/n 11apr06; i/n 2016
3 34 14 02	not known "70" black	An-12B An-12B	Soviet Navy Russian Navy	mfd OSF	aug63 24aug95	in all-grey c/s with Red star; seen RIX 04jul94; based at Riga until 1994; i/n Ivanovo-Severny 26may99 in all-grey c/s with Red star; seen RIX 04jul94; based at Riga until 1994; seen Ivanovo-Severny 15jun99 derelict/wfu; opb 610 TsBPIPLS VTA at Ivanovo-Severny; broken up at Ivanovo-Severny by 2006 possibly Russian Navy; f/n OSF 27aug95 opb 128 osae at SVX; offered for sale by Russian privatisation agency 10nov00/09aug01 opb 229 vtap at Ivanovo opb 398 otac at KGD; in all-grey c/s with Russian flag behind the cockpit; offered for sale by Russian privatisation agency in non-airworthy condition 30nov98; sat wfu at KGD, seen apr05/dec12 i/n 27may17 very derelict

	LZ-MNQ no reg	An-12BP An-12BP	Scorpion Air ex Russian Navy	no OSF	reports 14aug05	in fleet list 28nov03/24nov04, not in fleet list 30dec05; reported ntu code '70' overpainted, but still visible, in basic Aeroflot c/s, no titles, c/n checked; l/n OSF may07; repainted in white c/s with grey undersides; l/n OSF 15jul08
	4L-PAS	An-12BP	TransAviaService	MCT	09oct09	c/n confirmed by Georgian CAA; in white c/s with grey undersides, no titles; l/n MCT 01dec09/15jan10; cancelled between 13aug10 and 23mar11
	3X-GDO	An-12BP	no titles	BST	04apr11	c/n not confirmed, but almost certain; white c/s with grey undersides and the old tactical code bleeding through; reportedly opb by Brise Air-S.A.
	3X-GGH	An-12BP	Brise Air	NKC	apr12	c/n not confirmed, but almost certain; white c/s, grey undersides with large titles and Guinean flag on the forward fuselage; seen NKC oct12 with the old the tactical code bleeding through and the last two letters of the previous registration also just visible; included in may13 register without c/n, operated by Brise Air; canx 15mar12; l/n NKC 12oct13/13jan15, wfu; reported being scrapped on GE image (N18.100037 W15.948246) taken 21jun16
3 34 14 03	"69" red	An-12B	Soviet Air Force	MPW	mar86	with damage to cockpit after collision with An-12BK "61" red c/n 00347210, photos exist
3 34 14 04	"21" red	An-12RR	Soviet Air Force	Lev	10aug96	NBC reconnaissance aircraft, photos show two RR8311-100 air sampling pods; opb 138 osap at Levashovo; w/o 17dec96 on the leg from Andreapol (Tver region) to Krasnodar of a flight from Levashovo to Krasnodar with the MTOW exceeded by 1,500 kg (the aircraft carried among other persons and items the commander of the St. Petersburg military district, his private car and building material for his cottage under construction in the Krasnodar region), due to icing and pilot error an oscillation built up while the flaps were being retracted, the aircraft went out of control, crashed in a forest 8 km behind the runway threshold, caught fire and burnt out, all 6 crew and 11 passengers killed
3 34 14 05	ER-ACT	An-12BP	Tiramavia, n/t	mfd	22aug63	rgd 29mar99; f/n ODS 01may99; l/n SHJ 28dec01; canx 26oct99 as sold to Angola
3 34 14 06	CCCP-11242	An-12BP	AFL/Magadan	rgd	21dec84	on charge as of 01jan85; ex Soviet Air Force; f/n LED 05sep92
	RA-11242	An-12BP	Aeroflot c/s, n/t	HLA	21nov92	l/n HLA 14mar93
	RA-11242	An-12BP	North-East Cargo	trf	25jul94	in basic Aeroflot c/s, no titles; l/n Yevpatoriya 24aug97; canx 23aug97; soc 23sep97 as life-time expired based at Almaty
3 34 14 08	"10" red	An-12BP	Soviet Air Force	ALA	22apr93	all markings apart from c/n painted out, l/n SHJ 16dec98
	--	An-12BP	ex Soviet AF c/s	SHJ	13aug98	rgd and c/n not shown in register; c/n not confirmed; in grey c/s with blue/white cheatline and 'shark's mouth' nose-art; not canx from Congo register until 26apr15
	TN-AFT	An-12BP	Hellier Internat.	SHJ	ca.1999	c/n not confirmed; l/n SHJ 02feb00
	D2-FRT	An-12BP	Savan Airlines	SHJ	20jan00	named 'Akula' (shark) on left-hand side; reported for British Gulf International in 2003; stored engineless at SHJ, seen may04/apr05, c/n checked; being worked upon by mid may05; l/n SHJ 26oct05, titles and colours not reported
	S9-CAQ	An-12BP	all-white c/s, n/t	SHJ	03nov01	c/n confirmed; in full c/s, no titles; named 'Akula'; l/n DXB 14feb07; version confirmed in fleet list no titles; named 'Akula'; f/n Afghanistan summer 2007; damaged SHJ in landing incident which led to all An-12s being banned from UAE airspace and given short notice to leave their airports; l/n SHJ 12mar09; reported SHJ 01jul09/18aug09 wfu
	EX-162	An-12BP	British Gulf Int.	SHJ	21nov05	c/n confirmed; in full c/s, no titles; named 'Akula'; l/n DXB 14feb07; version confirmed in fleet list
	S9-SAM	An-12BP	British Gulf Int.	DXB	aug07	no titles; named 'Akula'; f/n Afghanistan summer 2007; damaged SHJ in landing incident which led to all An-12s being banned from UAE airspace and given short notice to leave their airports; l/n SHJ 12mar09; reported SHJ 01jul09/18aug09 wfu
3 34 14 10	"33" red	An-12BP	Russian Air Force	Akc	29jul97	c/n checked; with 'Kazakhstan' titles; see c/ns 402010 and 402404; l/n PWQ 06feb98
3 34 15 01	UN-11374(2)	An-12BP	Kazakh Air Force	ALA	04jun97	l/n TSE 21mar05; c/n not checked; with 'Kazakhstan' titles !
	UN-11374(2)	An-12BP	Ak-Kanat, n/t	ALA	30jun99	opb 610 TsBPIPLS VTA at Ivanovo-Severnoy; broken up at Ivanovo-Severnoy by 2006
3 34 15 02	not known	An-12	Russian Air Force	Kub	sep93	in all-grey c/s with Russian flag on tail; l/n Kubinka 17may99 stored/wfu
3 34 15 03	"08" red	An-12	Soviet Air Force	Kub	16apr97	rgd 03mar87; f/n LED 28aug89, in all-grey c/s with wavy Soviet flag, no titles; seen VKO 27feb92; l/n SVX 20apr93, no c/n painted on
3 34 15 05	"08" red	An-12	Russian Air Force	Kub	16apr97	l/n VKO 07sep93; in all-grey c/s, no titles and no c/n painted on
	CCCP-12174	An-12BP	MAP Ulan-Ude APO	mfd	aug63	l/n SHJ 03apr98; c/n now painted on !; on Russian register feb98/sep01 as rgd 20jul95 to Barguzin; still present on Russian register sep01/oct04; soc 26apr98 according to MGA document leased to Sky Cabs
	RA-12174	An-12BP	MAP Ulan-Ude APO	LED	16jun93	in basic Aeroflot c/s with titles; seen SHJ 27mar99; l/n DXB 16mar00, no titles
	RA-12174	An-12BP	Aeroflot c/s, n/t	Uue	20apr97	l/n DRS 21feb01, no titles; out of service since 2002 and stored at Gorna Orechovitsa; l/n Gorna Orechovitsa derelict 30sep06; believed scrapped by nov06 as not visible on Google Earth
	4R-SKL	An-12BP	Aeroflot c/s, n/t	SHJ	may98	see c/n 2400504
	4R-SKL	An-12BP	Sky Cabs	SHJ	feb99	on charge as of 01jul92, operator from MGA document
	LZ-ITS	An-12BP	Inter Trans Air	CMB	10aug00	'ST-ANL' still visible under wing AMS 22dec95
3 34 15 06	not known	An-12B	Soviet Air Force	mfd	oct63	reported for Penza Air; soc 25apr00 and canx 17may00 as to Angola
	CCCP-11338(2)	An-12B	AFL/Privolzhsk	rgd	10dec90	c/n checked; life-time expired 30mar01; not to 9U-BHN (1) as this was seen 4 days prior to D2-FRC being seen and checked !
	ST-ANL	An-12B	not known	rgd	1990/92	based at JNB; f/n JNB 05jun02; declared as being not airworthy in a letter sent by ANTK to the Ugandan CAA 09dec02; see c/n 8345503
	RA-11338(2)	An-12B	Aerovolga	trf	unknown	in basic Aeroflot c/s; declared as being not airworthy in a letter sent by ANTK to the South African CAA 21jul03; seen FKI 19nov04 with 'Air Vittoria' titles
	RA-11338(2)	An-12B	SVO	SVO	16jul93	with titles as such, still in basic Aeroflot c/s with white tail; l/n GOM 30dec05
	RA-11338(2)	An-12B	Aeroflot c/s, n/t	PEZ	18aug99	registration reportedly applied this date; rgd 31may06; in basic Aeroflot c/s with white tail; l/n FKI 13jun06; w/o 07jul06 on a cargo flight from Goma to Kisangani when the aircraft suffered problems with one engine and the pilot decided to return to Goma, crashed into a hill 20 km from Goma while attempting a forced landing, broke up and caught fire, all 5 crew killed; papers in the wreck showed '9U-BHN', as such confirming its ID
	D2-FRC	An-12B	Aeroflot c/s, n/t	LAD	15mar01	opb 226 osap at Sperenberg
	9U-BHN (2)	An-12B	Aeroflot c/s, n/t	rgd	2002	in all-grey c/s with Red star on the fin; l/n Sperenberg 06sep94, departed to Kubinka this date; seen Kubinka 21aug99/sep05, wfu and slowly being dismantled
	9U-BHN (2)	An-12B	KM Airlines	BUX	27jul03	opb ? osap (mil. unit 32177) at Plesetsk; some parts sold as scrap metal 26aug08
	9U-BHN (2)	An-12B	Aeroflot c/s, n/t	EBB	13dec04	in all-grey c/s with blue cheatline and 'wavy' Soviet flag, small Aeroflot titles by the nose; f/n LED 14mar92; see c/n 9346702
	9U-BHN (2)	An-12B	Mango Airlines	GOM	early05	in basic Aeroflot c/s, no titles; officially trf 28dec93; c/n checked DME 06jul98
	9Q-CVT	An-12B	Mango Airlines	GOM	20mar06	leased to LII im. Gromova 08oct02; in full c/s with additional 'Gromov Air' titles; f/n as such IKT nov03; l/n as such BKA 03may07; l/n BKA 19apr08, with 'Irkut' titles only on the Russian experimental aviation register; t/t 17,445 hours and 8,410 cycles by 01jan10; in full c/s; f/n IKT 29aug09; l/n as such ZIA 27aug13; f/n with additional '50 let v stroyu' (50 years in service) titles ZIA 20nov13; w/o 26dec13 on a cargo flight from Novosibirsk-Yel'tsovka to Irkutsk-2 when dropped below the glide path on approach to Irkutsk-2 at night and crashed on the territory of the 109th Arsenal of the Russian Army 700 metres before the runway threshold (52.380988 E104.16228), damaging 3 storage sheds and 10 heavy vehicles, all 6 crew and 3 passengers (aircraft mechanics) killed
3 34 15 07	"98" red	An-12BP	Soviet Air Force	i/s	10oct63	first Tashkent built aircraft with reinforced chassis as standard allowing the normal and maximum take-off weight to be increased
	"98" red	An-12BP	Russian Air Force	Spr	jun93	l/s 19nov63; f/n Legnica 17aug91; opb 245 osae at Legnica; l/n Legnica 25apr92
3 34 15 08	not known	An-12	Russ. Space Forces	no	reports	opb 226 osap at Sperenberg, in all-grey c/s with Red star; see c/n 6343901; departed to Rostov-na-Donu Tsentralny aug92
3 34 15 09	not known	An-12B	Soviet Air Force	mfd	24dec63	based Rostov-na-Donu Tsentralny; in all-grey c/s with Red star; l/n in Germany 19mar94
	CCCP-12162(2)	An-12B	MAP Irkutsk APO	rgd	06may89	using call-sign "08658", in all-grey c/s with Red star; still Rostov-na-Donu Tsentralny based
	RA-12162(2)	An-12B	Irkutskoye APO	Tag	08sep93	based at PKC; last overhaul completed 10dec93; in all-grey c/s with Red star on the fin and 'Orca' badge below the cockpit; stored at PKC by 2013; l/n PKC sep14/aug18, without props
	RA-12162(2)	An-12B	Irkut	rgd	05nov02	location unknown, due to multiple engine shutdown during take-off; the accident details only give the c/n as 1603 with the version as such canx but date unknown
	12162(2)	An-12B	Irkut	rgd	02jul08	f/n SOF 06jul92; basic Aeroflot c/s
3 34 15 10	not known	An-12B	not known	w/o	may64	in all-white c/s; l/n FRA 06feb94
3 34 16 01	"16" blue "85" red	An-12BP An-12BP	Soviet Air Force Russian Air Force	mfd Spr	16nov63 feb93	in all-white c/s with 'Cargo' titles at the base of the tail
	"35" red "35" blue not known "50" red	An-12BP An-12BP An-12BP An-12BP	Russian Air Force Russian Air Force Soviet Navy Russian Navy	Wit Spr mfd Kln	09feb94 10may94 30nov63 20aug01	in all-white c/s with titles and tail logo
3 34 16 02	not known	An-12B	not known	w/o	may64	opb Air Sofia, with 'Cargo' titles at the base of the tail; l/n SHJ 23mar95
3 34 16 03	not known	An-12B	not known	w/o	may64	l/n HLZ 24feb97
3 34 16 05	CCCP-12142 CCCP-11145	An-12BP An-12BP	Soviet Air Force Soviet AF/AFL c/s	rgd ADD	02apr85 apr89	opb Air Sofia
	LZ-SFG	An-12BP	Air Sofia	trf	16jun92	in special colours with many musical instruments painted on the rear fuselage; l/n TFS 11jan98; crashed on take-off Lajes 04feb98; canx ordered 30jan07
	LZ-SFG	An-12BP	Air Sofia	JIB	24oct92	rgd 15nov91; ex Soviet Air Force
	LZ-SFG	An-12BP	Air Sofia	jun94	29sep94	soc 22sep99; soc 22sep99 and canx 23sep99 to Moldova
	LZ-SFG	An-12BP	Air Afrique	MST	24nov94	in Moldovan register as version BP; f/n ODS 30aug01 with titles ?; seen DEB 05jun02 and BUD 16nov02 all-white no titles; seen OST 12/13feb02 with 'Total' stickers; l/n BUD 05apr03
	LZ-SFG	An-12BP	all-white c/s, n/t	MST	24nov94	l/n BAH 19nov03; l/n DXB 01jan04 titles not reported; canx 01jun04
	LZ-SFG	An-12BP	Air Sofia	SHJ	09apr95	f/n ADD 27oct04 all-white c/s, no titles; seen ADD 21apr05 opf Ethiopian Airlines; l/n ADD 26nov06
	LZ-SFG	An-12BP	Air Sofia	SIN	05apr97	reported for S Group Aviation; ferried SOF-FJR 22mar08; l/n FJR may10/mar18, stored; c/n confirmed by Kyrgyz CAA
	LZ-SFG	An-12BP	all-white c/s, n/t	OST	08nov97	last overhaul completed 28jul86; converted to An-12BSh; no reports; code visible under paint, see sightings next line
	LZ-SFG	An-12BP	Air Sofia	SHJ	29nov97	was opb 130 uap at Mariupol (unit disbanded 1993/94); offered for sale by Ukrainian privatisation agency in 2005 with t/t 6,458 hours and 4,388 cycles; l/n Saki-4-Novofedorovka 07may13, stored; still visible on Google Earth nov19
3 34 16 06	CCCP-11328 RA-11328 ER-ADN	An-12BP An-12BP An-12BP	MAP NovosibirskAPO NAPO/Aviatrans Tiramavia	mfd rgd rgd	20nov63 30mar93 01oct99	opb 194 vtap at Fergana; photo KHT 1983 with the starboard main undercarriage collapsed, in standard Aeroflot 'blue' c/s; repaired; canx but date unknown
	ER-ADN	An-12BP	DHL	DXB	26jun03	
	LZ-SFI	An-12BP	Air Sofia	rgd	02jun04	
	EX-151	An-12BP	all-white c/s, n/t	SOF	15mar08	
3 34 16 10	"75"	An-12B	Soviet Air Force	mfd	23nov63	
	"69" red	An-12BSh	Ukraine Air Force	Sai	05may98	
3 34 17 01	CCCP-12165	An-12BP	Soviet AF/AFL c/s	rgd	28mar80	

	12165	An-12BP	Uzbek AF/AFL c/s	ph.	30apr05	preserved near the 'Dom ofitserov' (Officers' Mess) at Fergana (N40.390833, E71.77619) l/n 15mar09; no longer visible on GE apr14
3 34 17 03	CCCP-12184	An-12BP	Soviet Air Force	rgd	28mar80	canx but date unknown
4 34 17 05	UN-11002(2)	An-12B	GST Aero	mfd	29dec63	f/n FJR 19aug00; see c/n 5343703
	UN-11002(2)	An-12B	East Wing n/t	FJR	15feb01	l/n VCE 09oct05, with titles; seen FJR mar06, titles not reported; Antonov regard this aircraft as no longer airworthy from 15mar01, last operated by Trans Air Congo; believed re-registered, see next line
	UP-AN206	An-12B	East Wing	FJR	19jan07	all-white, Kazakh flag on nose; poor condition; see c/n 6343906; seen FJR 15nov07 all-white, grey undersides; no flag or titles; l/n DXB 17may08 still as such
4 34 17 07	"82" red	An-12B	Soviet Air Force	no	reports	reported to be ex UN-11004(2); l/n NDJ 14aug09; seen stored EBB dec09/24nov14, all-white c/s with titles; following a High Court decision, offered for sale by public auction 20may15
	CCCP-13332	An-12B	MAP Zaporozhye PO	rgd	21jul92	code was still visible when seen at SHJ 13nov95 as UR-13332
	UR-13332	An-12B	grey c/s, n/t	SHJ	13nov95	
	UR-13332	An-12B	Motor Sich	IST	22apr98	l/n DXB feb98
4 34 17 08	"96" red	An-12BP	Soviet Air Force	i/s	30jan64	version given as An-12B on Ukrainian register; not in fleet list nov04; l/n OZH aug08/15apr19 stored; was canx 01oct08
	"96" red	An-12BP	Russian Air Force	Spr	may93	opb 226 osap at Spenenberg
4 34 17 09	CCCP-93912	An-12BP	MAP KB 'Raduga'	mfd	31jan64	l/n Spenenberg 06sep94 when departed to Kubinka; was the last German based aircraft to return to Russia;
	RA-93912	An-12BP	Aviatrans	Mya	24may94	l/n Kubinka 21aug99/03jun01 wfu, and in process of being broken up
	RA-93912	An-12BP	Atran	LUX	29may97	rgd 01apr88; in Aeroflot c/s; f/n DME 12apr91; l/n DME 07feb94
						c/n checked; trf to Atran 24may94; l/n DME 21may96
						seen DME 11oct04 with additional 'operated for Miras Air' sticker; l/n DME 28jul07; CofA valid until 13nov07;
						w/o 29jul07 on a flight from DME via Omsk to Komsomolsk-na-Amure when struck a flock of birds one minute after take-off, engines # 3 and 4 failed and the aircraft crashed in a wooded area near Semivragi (4 km behind DME's runway threshold) one minute later, all 7 crew killed
4 34 17 10	not known	An-12B	Soviet Air Force	mfd	30jan64	f/n Yevpatoriya 08may97; l/n Yevpatoriya 30apr99
	"61" blue	An-12B	Ukraine Air Force	trf	1992	in basic 'blue' Aeroflot c/s with 'Ukraine Cargo Airways' titles and a 'UCA' logo on the fin; l/n operational VIE 15nov06; in fleet list dated 01mar07; canx 31dec08; t/t 7,793 hours; sat wfu at NLV (N47.050686 E31.912445), seen sep09/sep21; was to be auctioned as scrap metal 20dec19, but there were no bidders;
	UR-UDD	An-12B	Ukrainian Cargo Aw	Krn	19feb04	survived the fighting at NLV 27feb22, seen 01apr22
4 34 18 01	CCCP-12166	An-12BP	Soviet Air Force	mfd	30jan64	rgd 01feb82; canx but date unknown; c/n only mentioned in documents, sold at auction 14jan01, was opb mil. unit 95846 at Orenburg-2 (Southwest) at the time
	9L-LCR	An-12BP	all-white c/s n/t	SHJ	20feb02	rgd 12sep02 to Senic Ltd; l/n SHJ 11may03; '166' stenciled in the lower nose cockpit windows; dbr when overran on landing Goma 27may03, opb Showa Air and seen Goma sep03/dec04 derelict; completely broken up by mar05, fuselage seen on a trailer near Lake Givu 15km W of Goma dec05 and still there oct08 where the hull was inspected and several (part) plates read 3341801, with 1963 manufacture dates; c/n 4341801 re-confirmed by the Antonov Design Bureau and the Sierra Leone CAA; see 9Q-CGQ with unknown c/n
4 34 18 02	CCCP-12172	An-12BP	Soviet Air Force	rgd	01feb82	canx as destroyed prior to 1994 but date unknown
4 34 18 03	"16" red	An-12B	Soviet Air Force	photo		in all-grey c/s, opb 195 otap at Kustanay
	UN-11003(2)	An-12B	Kazakh Air Force	no	reports	ex Soviet Air Force; opb mil. unit 27834 in 1995; technical accompaniment by ANTK im. Antonova ended in 1995; see c/ns 5343004 and 5343704
	3C-QQL	An-12B	grey/white, n/t	trf	2000	c/n from JP-02; owned by Yevgeni Zakharov; f/n JNB 05mar00; l/n DLA 19jun02, using a Trans Air Congo call-sign
	9L-LEC	An-12B	Skylink	SHJ	18jan04	checked ex 3C-QQL; seen SHJ 13mar04 with UN-11003 visible also on the fuselage; took part in shooting of movie "Lord of War" in spring 2004; l/n FIH 08aug04 without titles; had to leave the 9L- register as the local authorities were informed by ANTK im. Antonova in summer 2004 that the aircraft was not airworthy; this was confirmed in the ICAO/Antonov document jul06 which stated that the aircraft had been considered no longer airworthy from feb99; the reg 9L-LEA was quoted in this document, almost certainly a typing error as 9L-LEA is c/n 5343408 and is also in the same document
	9Q-CIH	An-12B	Service Air	CPT	04sep04	c/n confirmed in Amnesty International report; no titles; owned by Aerolift and leased to Uhuru Airlines; w/o 08jan05 on a flight from Entebbe to Kinshasa, aircraft was loaded outside the weight and balance safety envelope, one engine failed shortly after take-off (possibly due to bird strike) crashed into a forest near Bukalaza (11 km short of the runway) while trying to return and burnt out completely, all six crew killed; not on 2008 DRC register
4 34 18 04	"22" blue	An-12BP	Russian Air Force	Spr	20aug93	opb 226 osap at Spenenberg; in all-grey c/s with Red star on the fin; departed to Rostov-na-Donu Tsentralny 09nov93; l/n Spenenberg (again) 05aug94
4 34 18 07	"64" ??	An-12BP	Soviet Air Force			photo evidence
4 34 18 10	not known	An-12	Soviet Air Force	photo		trf to Slavyansk ATU as a ground instructional airframe; broken up
4 34 19 01	CCCP-11511	An-12BP	Soviet AF/AFL c/s	mfd	31mar64	c/n shown as 4341901 in Russian cancelled register, but 2341901 in old Soviet register; rgd 28mar80; f/n ADD 17nov88; still on Russian register feb98 !; canx but date unknown
	LZ-SFK	An-12BP	Air Sofia	trf	16jun92	rgd 26jun92; initially in basic Aeroflot c/s; f/n SOF 06jul92; seen SHJ 03jun93 in all-white c/s with 'Cargo' titles
	LZ-SFK	An-12BP	Turkish	ZRH	30aug93	leased to THY
	LZ-SFK	An-12BP	Air Afrique	BRZ	07jan94	
	LZ-SFK	An-12BP	all-white	DUS	sep94	carried only 'Cargo' titles
	LZ-SFK	An-12BP	Air Sofia	SHJ	03mar95	l/n SHJ feb96
	LZ-SFK	An-12BP	Air Mark	SIN	14mar97	in Air Sofia c/s with Air Mark titles; l/n SHJ 16mar97
	LZ-SFK	An-12BP	Air Sofia	ORY	13may97	in special colours with many animals painted on the rear fuselage; seen with additional 'Air Afrique' titles 07apr/21sep00;
	LZ-SFK	An-12BP	all-white c/s, n/t	OST	26jun01	damaged 10jul01 on landing at Exeter, but repaired; l/n OST 12sep01
	LZ-SFK	An-12BP	Sri Lankan AI	MLE	11oct01	in all-white c/s with small titles; l/n MLE 14feb05
	LZ-SFK	An-12BP	all-white c/s, n/t	KDH	10sep05	opf DHL; l/n BUD 25apr06
	YU-UIC	An-12BP	United Internat.AI	SOF	07sep07	in all-white c/s with 'UIA' badge and small titles; seen LIS 18oct07 with additional 'Dynamia Aviation' titles on fin; l/n SOF 20jan08; c/n confirmed by Serbian CAA
	EX-153	An-12BP	L A Colombe Cargo	FJR	nov08	reported arrived FJR 24oct08; all-white c/s with titles; opb S Group Aviation; l/n FJR may10/mar18, stored; c/n confirmed by Kyrgyz CAA
4 34 19 02	CCCP-11513	An-12	Soviet AF/AFL c/s	rgd	26oct78	opb 194 vtap at Fergana; operated in Ethiopia by fictitious 'Obyedinyonny aviatsionny otryad' in 1987; f/n ADD 17nov88; canx but date unknown
	11513	An-12	Uzbek Air Force	FEG	29apr98	c/n not checked; opb 71 atp at Fergana; in basic Aeroflot c/s with small 'Uz Air Force' titles; preserved without engines in Fergana city (N40.381409 E71.769421), f/n 11mar07
4 34 19 05	CCCP-11537	An-12B	Sov AF/AFL titles	i/s	29feb64	photo, in all-grey c/s with Soviet flag
	"84" red	An-12B	Soviet Air Force	Spr	1990	opb 226 osap at Spenenberg, in all-grey c/s, Red Star on the fin with two ventral radomes (as per An-12PS); '11537' still just visible on the side of the fuselage; l/n Spenenberg 23aug94 when departed to Kubinka with a larger area rudder trimmer, but more recent photos of this aircraft show this is no longer the case
4 34 19 06	not known	An-12B	Soviet Air Force			c/n only mentioned in documents, sold at auction 14jan01, was opb mil. unit 95846 at Orenburg-2 (Southwest) at the time, version given as such
	not known	An-12BP	Russian Air Force			not sure if this is the same aircraft as CCCP-12148 seen OMS 07sep89; version given as 'BK' in Armenian register
	EK-12148(2)	An-12BP	all-white n/t	Erb	23mar02	l/n NBO 08jun03 active
	EK-12148(2)	An-12BP	Natalco Air Lines	NBO	06jun03	c/n confirmed; l/n SHJ 20feb05; named 'Albatros'; carried additional 'e-mail: aircargo@arminco.com' titles
	EK-12148(2)	An-12BP	Phoenix Avia	NBO	07oct03	regarded as unairworthy in Antonov list nov06 and banned from flying in Kenya; seen SHJ 31jan07 with 'Vasilii Prokhorenko' on nose; seen SHJ 17oct09; mentioned in ICAO/BV document jun08 as owned by Phoenix Avia Gulf Ltd, opb Phoenix Avia; still registered 01jan09; l/n Yerevan-Erebuni 08mar11; seen LHE 09mar12 with dark blue tail, white fuselage, small blue cheatline and grey undersides no titles; canx by the Armenian CAA 15sep12, but l/n NDJ 20dec14, active
	EK-12148(2)	An-12BP	all-white c/s n/t	SHJ	22nov05	in blue/white c/s; carried marks TT-PAI12148; scrapped there dec16 according to Google Earth images; TT-PAI was later worn by an An-72 in 2022
4 34 19 07	TT-PAI	An-12BP	Chad Air Force	GAQ	11feb15	based at Kustanay
	"10"	An-12BP	Soviet Air Force	mfd	19jun64	opb 37 osae at OVB; last overhaul completed 12dec86; severely damaged 29apr97 on a combined cargo and training flight to Lensk at night with the MTOW exceeded by 2 tonnes when came in above the glide slope, touched down at 240 km/h with 2 g 20 metres behind the runway threshold, bounced, touched down with 1.7 g on the nose-wheel, bounced again and touched down with 1.9 g so that the nose gear collapsed and the aircraft suffered substantial damage, all crew and passengers escaped unhurt; the aircraft was ferried back to OVB and could have been repaired, but was struck off charge; t/t 7,608 hours
	"03" blue	An-12BP	Russian Air Force	trf	1992	f/n ADD 17nov88; canx but date unknown
4 34 19 08	CCCP-11515	An-12BP	Soviet AF/AFL c/s	rgd	20jul79	rgd 08oct85
4 34 19 09	CCCP-11516	An-12B	Soviet Air Force	mfd	25apr64	to Yermolino Test Centre; no reports
	CCCP-11516	An-12B	Aeroflot	trf	jan86	opb Yermolino Test Centre; rgd 14oct96 according to Russian register feb98; l/n mar98
	RA-11516	An-12B	Aeroflot	AMS	15sep96	CoFR renewal 21feb00, in basic ex Aeroflot c/s, no titles
	RA-11516	An-12B	Yermolino Airlines	IST	20aug98	Yermolino Flight Test Research Enterprise; in white/grey c/s with blue/red/white cheatline and blue/white fin
	RA-11516	An-12B	ELIIP	DME	22nov01	in white/grey c/s with blue/red/white cheatline and blue/white fin; l/n OST 22jun02; seen Yermolino 02sep02 titles not reported
	RA-11516	An-12B	Yermolino Airlines	OST	27mar02	f/n OST 21dec02; in white/grey c/s with blue/red/white cheatline and blue/white fin; small logo only below cockpit; l/n ABZ 15jun03; leased 31jul02/31dec03; seen Yermolino 25aug04, stored; broken up
4 34 19 10	UR-11351(3)	An-12BP	Ukraine Air Force	VIN	19sep96	c/n not confirmed; see c/n 401809 and 402606
	EK-11351(3)	An-12BP	Dvin Air	SHJ	12apr97	c/n confirmed; l/n SHJ 03apr98
	EK-11351(3)	An-12BP	Ararat Avia	SHJ	sep98	l/n SHJ 14feb99; additional Dvin Concern sticker
	EK-11351(3)	An-12BP	Panac Cargo	SSG	19may04	c/n not checked this date; additional Dvin Concern sticker; was opb Tiga Air in Eq. Guinea and impounded 11mar04; but l/n SHJ 26oct05; was canx 15jun07; seen SSG nov07/jan13 wfu in a tatty condition but complete; later moved to an off apron spot (N3.7578716 E8.7191038); c/n checked and later confirmed by Armenian CAA
4 34 20 01	"17" blue	An-12BP	Soviet Air Force	mfd	27apr64	f/n Spenenberg may91; opb 245 osae at Legnica; in basic Aeroflot c/s, no titles with Red star on the tail; l/n Legnica 17aug92
	"17" blue	An-12BP	Russian Air Force	Kub	sep93	in basic Aeroflot c/s, small 'Rossiya' titles under the flag on the tail
	"10" red	An-12BP	Russian Air Force	Lev	jun95	opb 186 osap at Levashovo; seen Staraya Russa 06aug96; l/n Levashovo 22may99

(4 34)20 02	1506	An-12	Ethiopian AF	photo		ex Soviet Air Force; dbr 15jan84 near Tesenni, reportedly hit by a SA-7 missile fired by guerrilla fighters; a photo exists, basically complete with engines missing, guns from the tail turret removed and what looks to be some damage to the mid fuselage; only the last four of c/n worn on the fin
4 34 20 06	CCCP-11229	An-12BP	Sov AF/AFL titles	mfd	1964	in fact Air Defence Forces (PVO), not Air Force; opb 978 otap at Klin; in grey c/s; seen Hradcany-Ralsko 21aug68; w/o 12oct89 whilst being parked and refuelled at Kirovabad at night when the tail was hit by a Su-24 of the Soviet Air Force which was taking off from a taxiway by mistake, both aircraft burnt out, 4 of the 7 crew members of the An-12, the pilot of the Su-24 and two soldiers on the ground were killed (the WSO of the Su-24 had ejected before the collision)
4 34 20 07	"70"	An-12B	Soviet Air Force	mfd	1964	converted to an An-12BSh; probably opb Voroshilovgradskoye VVAUSh; code visible under faded paint, see sightings next line
	"77" red	An-12BSh	Ukraine Air Force	trf	1992	opb 130 uap at Mariupol (disbanded in 1993/94); trf to Ukrainian MINS at an unknown date; damaged in 1995 and stored at the apron of YeARZ at Saki-Novofedorovka since, seen may98/jul15; in a listing of MVS inventory earmarked for sale 14mar06; subsequently offered for sale for \$ 200,000 with t/t 5,564 hours, but could not be sold; will probably be scrapped; still visible on Google Earth nov19
4 34 20 08	CCCP-11419	An-12BP	Sov AF/AFL titles	OMS	may92	version confirmed as BP; registration not on Soviet register; was equipped with seats from Khrushchov's Il-18 in the compartment for accompanying personnel; based at Zavitinsk, later opb mil. unit 13786 (255 osae) at Borispol; in grey c/s with old-style flag on fin; carried Soviet songwriter Alexander Rodenbaum on a tour through Afghanistan in the 1980s; still active in Siberia may92 although Ukraine was independent by then; ferried to Taganrog for rework in 1992 but hastily returned to Ukraine when Russia wanted to include it into its own Air Force; stored at Mariupol without engines from 1992 for several years until sold to a private company
4 34 20 09	CCCP-11419 1513	An-12BP An-12	grey c/s, n/t Ethiopian AF	Sai QHR	08may98 feb86	still with 'CCCP-' prefix; l/n Saki-4-Novofedorovka 29apr99 ex Soviet Air Force grey c/s with Ethiopian Air Force titles by the nose; repainted in grey/green ochre camo c/s with light blue undersides; f/n as such ADD 12mar01; l/n ADD may02; w/o 09aug13 on a flight from Dire Dawa to Mogadishu (carrying equipment for African Union forces) when suffered landing gear problems (possibly a burst tyre), veered off the runway, hit the perimeter wall and was completely destroyed, 4 of the 6 crew killed and both survivors injured; c/n from Antonov sources
4 34 20 10	"07" yellow no code EW-11368(2)	An-12BP An-12BP An-12BP	Belarus Air Force TechAviaService	Mma Mma JNB	09sep94 12may96 29jun98	in all-grey c/s with Red Star; opb 50 SAB at Minsk-Machulishchi in all-grey c/s, code painted over and no markings apart from the c/n; l/n IEV 20mar97 w/o 26aug98 on a flight from Luanda at night when engines Nos. 1 and 3 failed (possibly due to birdstrike on take-off) and the crew decided to return to Luanda, but the aircraft lost height constantly and crashed some 50 km from Luanda, all 5 crew and 8 passengers killed; see c/n 8346006 and 402310
4 34 21 01	not known CCCP-11521(2)	An-12BP An-12BP	Soviet Air Force Soviet AF/AFL c/s	mfd rgd	aug64 27jul84	with a larger area rudder trimmer as standard opb 194 vtap at Fergana; operated in Ethiopia by fictitious 'Obiedinyonny aviatsionny otryad' in 1987; f/n ADE 21jan88; canx but date unknown; see c/n 8346006
	LZ-SFL	An-12BP	Air Sofia	trf	16jun92	
	LZ-SFL	An-12BP	Air Afrique	COO	01nov92	
	LZ-SFL	An-12BP	all-white	ORY	28oct93	wearing 'Cargo' titles, l/n LGW jul94
	LZ-SFL	An-12BP	Air Sofia	MST	19dec94	
	Z3-AFA	An-12BP	Avioimpex	OST	13jun95	l/n BUD 11jul96
	LZ-SFL	An-12BP	Air Sofia	rgd	18mar96	f/n STN 18sep96; l/n MST 23sep96
	LZ-SFL	An-12BP	Cargoair NZ	CHC	17aug97	l/n HLZ 07oct97; was leased from Air Sofia until 05dec97, all white with titles on base of tail
	LZ-SFL	An-12BP	Mandala	MEB	29mar98	all white c/s with Mandala and 'Cargo' titles; l/n SIN 07may98
	LZ-SFL	An-12BP	white c/s, n/t	SHJ	14oct98	l/n OST 11mar03; with additional 'Kangaroo' motif on tail and nose and 'Cargo' titles when leased to PAE/Transpac, nov99-jun00;
	'EZ-8FL'	An-12BP	Spooky Air	BNE	mar01	fake reg was painted up for a part in Scooby-Doo "The Movie", a live-animation film shot in and around Brisbane in 2001
	LZ-SFL	An-12BP	white c/s, n/t	ph.	jan02	with additional large 'YACCO' titles and 'Moto' sticker during support of the Paris-Dakar rally jan02, l/n OST 16jan02, as such; used again for Paris-Dakar rally jan03, with additional 'Moto' sticker on rear fuselage, l/n OST 22feb03, as such
	LZ-SFL	An-12BP	DHL	BAH	27apr03	l/n BAH 18nov03
	LZ-SFL	An-12BP	white c/s, n/t	SOF	10feb04	and SOF 29feb04, operating for Air Sofia; l/n BAH 09jan05, operating for DHL
	LZ-SFL	An-12BP	Sri Lankan AI	CMB	13nov05	small 'operating on behalf of Sri Lankan Government' titles; in Sri Lankan AI fleet list jan06; l/n BOM 10sep06, as such
	YU-UID	An-12BP	United Internat.AI	SOF	07sep07	c/n confirmed by Serbian CAA
	YU-UID	An-12BP	Sri Lankan AI	CMB	31jan08	small titles; all-white, blue props and spinners; canx 01feb08
	EX-154	An-12BP	all-white c/s, n/t	FJR	14sep08	reported arrived FJR 21aug08, opb Galad Air Cargo; reported on ground FJR 01nov08; l/n FJR 30may10/27feb15, stored; c/n confirmed by Kyrgyz CAA
4 34 21 03	CCCP-93915 RA-93915 RA-93915 RA-93915	An-12B An-12B An-12B An-12B	MAP Moskovski OAO MAP Moskovski OAO Aviatrans Atran	mfd LUX LUX IST	25may64 07apr93 08dec93 23sep97	rgd 08oct85; f/n DME 24apr89; in Aeroflot c/s; ex Soviet Air Force in Aeroflot c/s l/n DME 16jul94; trf 14jun94 to Atran; Soviet Air Force Red Star still visible under paint l/n SVO 25aug05; had additional 'operated for Miras Air' sticker; c/n painted on as 4132103 in error; soc 20sep05 as to Ukraine
	UR-CEX	An-12B	AeroVis Airlines	BGY	18dec05	in basic Atran c/s with white tail, no titles; l/n OST 21aug06
	LZ-BRI	An-12B	Bright Avn Service	rgd	20oct06	f/n PDV 27oct06 no titles; l/n RWN 04jul07
	UK-12005	An-12B	SRX Avia	rgd	07jan08	rgd to a Sharjah company, PO Box 8851; f/n TAS 15mar09 white and blue c/s; offered for sale/lease by SRX Aero of Uzbekistan dec09; seen OPF 29oct15 (N25.907376 W80.264504) engineless; l/n OPF 28dec15, both inner engines missing and still present may17 many more parts missing; l/n OPF 2018/23feb20, after overhaul, all white, reportedly for AeroVis; not present jan21 according to GE, fate ?
4 34 21 05	2105	An-12BP	Czechoslovak AF	mfd	10feb64	or 10mar64; ex Soviet Air Force; l/s 18dec80; seen Kbely 30apr82; in all-grey c/s; opb 1st Transport Airborne Air Regiment until jul86; trf 1st Composite Transport Air Regiment; l/n Boscombe Down 15jun92
	2105	An-12BP	Czech Air Force	trf	01jan93	in all-grey c/s; last flight 26may96; stored at Kbely, l/n sep97
	LZ-SFJ	An-12BP	Air Sofia, n/t	trf	10sep97	f/n Kbely 01oct97; d/d to Sofia 08oct97, still in basic Czech AF c/s; l/n OST aug99 in all-white c/s, no titles
	LZ-SFJ	An-12BP	Mandala	SHJ	19sep99	l/sf Air Sofia; in all-white c/s, no titles; photos exists SHJ with Mandala titles; w/o 29sep99 on landing at Pekanbaru-Simpang Tiga when touched down 1,300 m short of the runway and broke into two parts, all 7 crew escaped unhurt; canx only 30jan07
4 34 21 07	CCCP-11674	An-12	Russian AF/AFL c/s	Ola	may92	l/n CKL 04jun92
4 34 21 08	"08" yellow no code EW-11371(2) D2-FBT T-300	An-12B An-12BP An-12BP An-12BP An-12BP	Belarus Air Force TechAviaService TechAviaService Angolan Air Force	Mma Mma BRQ LAD LAD	09sep94 12may96 26mar97 19aug99 16mar01	in all-grey c/s with Red star; opb 50 SAB at Minsk-Machulishchi in all-grey c/s, code painted over and no markings apart from the c/n l/n OST 15jan99 additional 'Lukoil' titles; not in 2001 fleet list; see c/ns 402401 and 00347406 c/n not confirmed c/n not confirmed; ex D2-(FB)T; in basic Aeroflot c/s, no titles, 'T' painted behind the nose; reported in the Namibian FIR feb02/jul04; l/n LAD 02jun05; dbr 07aug05 during very hard landing at Luena, crew and passengers escaped without injuries
4 34 21 09	"04" blue not known	An-12B An-12B	Soviet Air Force Soviet Air Force	ph.	1983	reported on Russianplanes.net and as broken up in 2000
4 34 21 10	"83" red	An-12BSh	Ukraine Air Force	Sai	08may98	opb VVAUSh; converted to An-12BSh; in all-grey c/s opb 130 uap at Mariupol (unit disbanded 1993/94); l/n Saki-4-Novofedorovka 29apr99; used for the filming of the movie '9th Company' in mid 2004, the tail was cut off and the forward fuselage painted in Aeroflot c/s to depict an aircraft that had crash landed and as a result was set on fire; the airframe was later scrapped
4 34 22 02	not known CCCP-11405	An-12BP An-12BP	Soviet Air Force Sov AF/AFL titles	mfd Spr	1964 22jun71	opb 930 vtap at Zavitinsk; photo taken in Afghanistan 1982; damaged 15oct84 while unloading cargo at Khost when was shot at by mujahedeen with a mortar and suffered some 150 hits by ricochets, 1 of the 8 crew killed and 4 injured, the crew managed to take-off with the damaged aircraft from the taxiway (starting up 3 of the engines while already moving) and land safely at Kabul based at Lviv
	"84" blue UR-11332 T9-CAD	An-12BP An-12BP An-12BP	Ukraine Air Force Khors Air Bio Air	LWO LUX rgd	05jul94 13feb97 20nov99	based at Kiev; in basic ex Aeroflot c/s with titles and tail logo; l/n BUD mar00, see rgd next line initially without titles; f/n OST may00; l/n operational OST 06sep01; stored without engines at IEV, seen may04/dec05; l/n without titles IEV dec05; f/n with titles KBP 07jun06 in white/light grey c/s with dark blue cheatline, no titles; canx 30apr09, with operator given as such; sat wfu (without engines) in YeARZ at Yevpatoriya (N45.217347 E33.392029), seen jul10/jan16; will probably be scrapped
	UR-11332	An-12BP	Khors Air	ph.	05jul10	
4 34 22 03	CCCP-12182	An-12B	Sov AF/AFL titles	i/s	23jun64	
4 34 22 04	"91" red CCCP-11426 RA-11426 2204 387	An-12B An-12 An-12 An-12 An-12BP	Soviet Air Force Sov AF/AFL titles all-grey c/s, n/t Afghan Air Force Afghan Air Force	Spr VKO VKO KBL KBL	04aug90 02sep93 22apr97 jan04 13feb89	l/n Spenberg 02sep94 when departed to Kubinka; was l/n Kubinka 04jun01 and 22mar03, c/n checked in all-grey c/s with blue cheatline and 'wavy' Soviet flag with small Aeroflot titles by the nose
4 34 22 05						wreck dumped; c/n not confirmed but the reported number is quite possibly the c/n; also see c/n 4342205
4 34 22 07	CCCP-11474 11474	An-12BP An-12BP	Soviet Air Force Ukraine Air Force	mfd Yev	19jan64 08may97	c/n on tail as 2205; in all-grey c/s; photo KBL nov91, damaged; an An-12 serial 2205 was reported as a wreck at KBL mar02/jun06, probably the same aircraft no reports; last overhaul completed 29jul87 in basic ex-Aeroflot c/s, with Ukraine flag on the tail, no titles; offered for sale by Ukrainian privatisation agency in 2001/2005 with t/t 7,586 hours and 4,845 cycles; l/n Yevpatoriya (N45.218844 E33.387321) sep09/may13, engineless and in poor condition, 'CCCP-' prefix bleeding through photo Kunduz may84, in all-grey c/s with Aeroflot titles by the nose; c/n not confirmed for this sighting c/n confirmed; f/n SVO 19jul88, in full Aeroflot c/s; l/n SVO 10apr91 f/n LED 24oct94, in Aeroflot c/s, no titles; c/n checked DME 21may96; l/n DME 23apr97, in the same c/s with Aviat Air titles; leased to Azerbaijan AI at some stage, as photo exists jun05 with 'AHY' clearly visible under paint on the rear fuselage; seen DME 04sep10; was reported in SAT Airlines fleet list mar07 as leased from Aviat but never seen as such; seen DME 13jun11 stored on the grass area, wfu; l/n 07sep13, derelict and reportedly the last photo before scrapping; canx before apr16
4 34 22 08	CCCP-11756 CCCP-11756 RA-11756 RA-11756	An-12BP An-12BP An-12BP An-12BP	Sov AF/AFL titles MAP Kuibyshev APO Aviaobshchemash Aviast	mfd rgd trf VKO	21jul64 11apr88 12nov94 10sep00	
4 34 22 09	not known 2209 2209	An-12BP An-12BP An-12BP	Soviet Air Force Czechoslovak AF Slovak Air Force	mfd d/d trf	29jul64 18dec80 01jan93	from Domodedovo; opb 1st Transport Airborne Air Regiment; f/n 1981; in all-grey c/s; l/n Kbely 15sep90 opb 2nd Composite Air Regiment; in all-grey c/s; l/n PZY jul97; Antonov regard this aircraft as no longer airworthy from 29jan98; reportedly sold to Ukraine may98
	ER-ACH	An-12BP	Tiramavia, n/t	rgd	05jun98	f/n LAD 19aug99; l/n ATH 19oct01; in white/grey c/s with blue cheatline, with three blue stripes on the tail; canx 27feb02 as to Angola

	T-309	An-12BP	Angolan Air Force	LAD	23apr03	reported in Namibian FIR mar03 using call-sign D2-MBH; photo exists, prior to jun05, in all-white colours, black rear fuselage with yellow/red stripes and an 'Orca' below the cockpit, no titles; l/n LAD 02jun05 as such
	D2-MBH	An-12BP	Angolan Air Force		26jul05	
	T-309	An-12BP	Angolan Air Force	LAD	22jul06	
	D2-MBH	An-12BP	Angolan Air Force		20dec06	flight planned RAK-KIV this date; seen KIV 02jul07 after overhaul, in dark grey c/s with light grey undersides, no titles; reportedly flew KIV-SEB 22aug07
4 34 22 10	T-309	An-12BP	Angolan Air Force	LAD	08mar08	in dark grey c/s with light grey undersides, no titles
	D2-MBH	An-12BP	Angolan Air Force		24mar09	flew Tver-Angola this date, according to a Russian customs document
	T-309	An-12BP	Angolan Air Force	LAD	20jul12	in dark grey c/s with light grey undersides, no titles; l/n LAD oct14/feb16, wfu
	CCCP-11830	An-12BP	Sov AF/AFL titles	mfd	11jul64	f/n CAI 21oct83, photo exists in all-grey c/s with 'wavy' soviet flag and small titles by the nose
	CCCP-11830	An-12BP	MOM Omsk	rgd	24jun86	f/n DME 30aug88
	RA-11830	An-12BP	MOM Omsk	Krn	14jul93	and LED 30sep93, in grey c/s, blue cheatline and small 'Aeroflot' titles
	RA-11830	An-12BP	Aviaobshchemash	trf	12nov93	seen Gostomel 22sep94, in grey c/s, blue cheatline and small 'Aeroflot' titles; l/n OVB 07jun01; soc 16feb06
	EK-11830	An-12BP	no titles	SHJ	03dec06	the c/n for this was not checked; in all-grey c/s with blue cheatline
	EX-073	An-12BP	no titles	SHJ	12dec06	c/n confirmed; in all-grey c/s with blue cheatline; l/n SHJ 29dec06; seen SHJ 20jan07 on overhaul, registration removed
	EK-11830	An-12BP	Click Airways	SHJ	31jan07	in all-white c/s, no titles
	EW-284TI	An-12BP	all-white c/s, n/t	OVB	11jul09	flew EVN-OMS 15aug07 as STH1208; f/n FJR 09feb08, all-white/grey underneath, no titles; mentioned in ICAO/BV document jun08 as owned by Aviaglobal services FZE and opb South Airlines; seen SHJ 23dec08, same c/s and still no titles, opb SkyLink Arabia; still registered 01jan09; l/n MHP 02feb09, still all-white c/s, no titles
	3X-GEQ (2)	An-12BP	no titles	ROV	03mar10	version painted on as just 'An-12'; reportedly opb Supreme Aviation; in white/light grey c/s; l/n HEA 27jun10; dbr 28jul10 on landing at Forward Operation Base Dwyer (near Garmser in the Helmand Province of Afghanistan) when overshoot the runway, crashed through the safety barrier and broke its back, all 6 crew escaped unhurt or with minor injuries; torn apart with bulldozers the same day by US Navy seabees from NMCB 5 who did not see another way to clear the runway; see c/n 5343506
4 34 23 04	UR-11313	An-12BP	all-white c/s, n/t	PMI	23feb97	seen BOG 25nov97 and still present there 06jul04, in white colours with blue/red/blue cheatlines, blue propellers; according to legal documents arrived BOG 26may97 and was imported by Líneas Aéreas del Norte Ltda and seized by Customs over importation irregularities, with legal proceedings still on-going in 2008; had RA- marks before
4 34 23 05	"14"	An-12BP	Russian Air Force	no	reports	code visible under paint
	TN-AFW	An-12BP	ex Russian AF c/s	SHJ	14feb99	l/n SHJ 05apr99; rgd and operator not shown in register; canx only 26apr15
	TN-AGC	An-12BP	Air Atlantis	rgd	24jun99	f/n SHJ 17oct99; l/n SHJ 13nov99/20feb01 titles removed
	TN-AGC	An-12BP	bare metal	SHJ	17mar01	l/n SHJ 03nov01; canx only 26apr15
	ST-AQP	An-12BP	Juba Air Cargo	SHJ	feb02	all white c/s with small titles behind the nose and emblem on the tail; l/n SHJ 03mar02
	ST-AQP	An-12BP	Aerovista			the no.4 engine suffered a bird strike and failed on short finals to Heglig, Sudan, 30apr02, undershot the runway with the starboard main undercarriage being ripped off, dbr ?; canx before jan07
4 34 23 06	not known	An-12BTsh	Soviet Air Force	mfd	03aug64	last overhaul completed 29mar89
	"50" red	An-12BTsh	Ukraine Air Force	trf	1992	in grey c/s; was on charge of Ukrainian Cargo Airways; c/n checked VIN 19aug97; seen VIN 28jun99; offered for sale by the Ukrainian privatisation agency 18apr01 with t/t 6,163 hours and 4,643 cycles, but could not be sold; sat wfu (with faded code) at VIN (N49.232298 E28.619041), seen sep08/nov15; offered for sale as scrap metal and sold to Vitali Yu. Hazhala 20dec19
4 34 23 07	RA-11315	An-12BP	not known	mfd	aug64	rgd 05oct92 with the owner given as 'Ukraine' in the Russian register; no reports; canx but date unknown
	UR-11315	An-12BP	Antonov Des. Bur.	Gos	28aug93	in basic Aeroflot c/s without titles; l/n as such AMS jan96; repainted in white/light grey c/s with thin blue cheatline and fin, with full titles; f/n as such BRU aug02; stored at Gostomel, seen oct10/jun17; was already canx 10jan12; dbr 24feb22 when Gostomel airfield was occupied by Russian airborne forces
4 34 23 08	"72"	An-12B	Soviet Air Force	no	reports	converted to An-12BSh; code visible under paint, see sightings next line
	"61" red	An-12BSh	Ukraine Air Force	Sai	08may98	was opb 130 up at Mariupol (unit disbanded 1993/94); l/n Saki-4-Novofedorovka 29apr99; de-converted to An-12B
	UR-PLV	An-12B	Veteran	LOS	30apr04	leased to Veteran 02jul02; in fleet list aug02/may03 as working for Das Air, Lagos; l/n as such FJR 27nov05; still in Veteran fleet list 27jun06; seen Dzhankoi 31jul06 with 'WFP' logo; seen Dzhankoi 03aug07 with large 'WFP' titles on tail and 'Humanitarian Air Service' titles; seen FIH 17oct08 in all-white c/s without any markings apart from the reg; dbr 10nov08 on a flight to Pointe Noire when a fire broke out in the cargo bay 80 km from the airport, the aircraft managed to land safely but the fire burnt through the fuselage; was no longer present PNR 23aug09, broken up ?
4 34 24 02	not known	An-12BP	Soviet Navy	mfd	30sep64	
	"51" red	An-12BP	Russian Navy	PKC	08jul94	based at PKC; in all-grey c/s with Red star; last overhaul completed 16mar95; stored at PKC by 2013; l/n aug18
4 34 24 04	CCCP-11760	An-12BP	Soviet AF/AFL c/s	rgd	16aug84	f/n ADD 18nov88, c/n not checked
	not known	An-12BP	Uzbek Air Force	no	reports	sold by MoD 13jul95, but money never received
	RA-11760	An-12BP	Aviakompania Pilot	trf	13jul95	f/n SHJ 05feb96; in basic ex Aeroflot c/s with titles and tail turret; l/n HLA sep97; canx 18aug97
	7P-ANB	An-12BP	Aeroflot c/s, n/t	LAD	15apr98	reported for Anton Air
	EL-ANB	An-12BP	Santa Cruz Imp.	JNB	14dec98	and impounded upon arrival; c/n not confirmed but 99 % sure ex 7P-ANB; not on the Liberian register
	TN-AGH	An-12BP	Trans Air Congo	rgd	09nov99	13jul01
	EX-11760	An-12BP	Intertransavia	SHJ	02dec02	c/n from register; was leased until 05jun02; canx 26apr15
	9Q-CVG	An-12BP	Victoria Air	rgd	15dec03	c/n not checked
4 34 24 05	not known	An-12BP	Soviet Air Force	mfd	30sep64	f/n GOM 01mar04 no titles; l/n FKI 19nov04; crashed 25may05, 30 minutes after take-off from Goma and 10km from Beiga on a flight to Kindu, killing all 22 passengers and 5 crew; c/n reported in Ukrainian documents as crashed this date, but registration not given
	"79" red	An-12BSh	Ukraine Air Force	Sai	08may98	converted to An-12BSh
4 34 24 06	"28" blue	An-12BP	Soviet Air Force	SOB	1991	and Saki-4-Novofedorovka 29apr99, c/n checked as 4342106, but confirmed as this c/n in official documents; was opb 130 up at Mariupol (unit disbanded 1993/94); offered for sale by Ukrainian privatisation agency in 2001/2005 with t/t 6,611 hours and 4,937 cycles; l/n 28aug10/jul15, stored, with faded marks on bare metal and no engines; still visible on Google Earth nov19
4 34 24 07	"99" red	An-12BP	Soviet Air Force	i/s	22sep64	opb 201 osae at Tököl in 1980s; in grey c/s; was the last Soviet Air Force aircraft to leave Hungary when the Soviet troops were withdrawn jun91; later based at Alma-Ata
4 34 24 09	RA-11320	An-12BP	Polet	mfd	31oct64	left Sperenberg for Kubinka 30aug94; l/n Kubinka 21aug99/03jun01 wfu and in process of being broken up
						rgd 20dec90; ex Soviet Air Force; carried 'Rossiskaya Aviakompaniya Polyot' titles; f/n SHJ 16aug93; rgd 18dec95 with owner as Special Caroo Airlines; l/n SHJ 14feb99; soc and canx 14jan99 as to United Arab Emirates
	TN-AGE	An-12BP	Hellier Internatl.	rgd	10jul99	f/n SHJ 19sep99, 'RA-11320' under wings; l/n SHJ 17oct99; canx only 26apr15
	UR-SVG	An-12BP	Volare	SHJ	26oct99	'RA-11320' under wings; l/n SHJ 17nov99; rgd 26nov99
	UR-SVG	An-12BP	East Line	DME	10jul00	in basic Volare c/s; leased 05jan00/31dec01 from Volare according to Russian register sep01; l/n RTM 21sep01
	UR-SVG	An-12BP	Volare, n/t	SHJ	12oct01	seen NLV 26may02; still in fleet list 30sep04; canx 31dec08; mentioned in legal documents 12mar09 as a seized asset, due to substantial debts owed by the company; seen engineless, in basic ex Volare c/s without registration and titles at NLV (N47.056868 E31.920862) sep09/nov12
4 34 24 10	"95" red	An-12BP	Soviet Air Force	i/s	02oct64	opb 226 osap at Sperenberg; in all-grey c/s with Red star on the fin; l/n LED 16apr92
	"95" red	An-12BP	Russian Air Force	Rbn	15mar94	in all-grey c/s with Red star on the fin; seen Sperenberg 22aug94, departed to Kubinka this date; l/n Smolensk-Severnoy 18jun00
4 34 25 01	CCCP-11399	An-12BP	Soviet AF/AFL c/s	mfd	28oct64	opb 110 vtap at Novgorod-Krechevitsy; f/n ALP early73, c/n not checked; in all-grey c/s with 'wavy' Soviet flag on the fin, small Aeroflot titles by the nose; mentioned in an incident report ASB 06mar87 using call sign CCCP-08952 this date
4 34 25 02	CCCP-11399	An-12BP	MOM "Polyot" Omsk	rgd	26nov87	damaged Gyumri 27feb93 in landing accident but repairable; t/t 14,606 hours and 8,341 cycles as of this date; on Russian register feb98 as rgd 26oct87; soc by oct01 as no longer economically viable
	"62"	An-12	Soviet Air Force	photo		c/n not confirmed; opb 110 vtap at Novgorod-Krechevitsy; photo exists, in all-grey c/s with Red star on the fin
	CCCP-11406	An-12	Sov AF/AFL titles	photo		c/n confirmed; opb 110 vtap at Novgorod-Krechevitsy; in all-grey c/s with 'wavy' Soviet flag, carried code "62" in the rear windows
	RA-11406	An-12	Russian Air Force	Uue	20apr97	in all-grey c/s, unable to determine if Aeroflot titles were carried this date
	RA-11406	An-12	Russian AF/AFL c/s	Ore	27aug03	
4 34 25 03	CCCP-11433	An-12	Sov AF/AFL titles	KAN	18aug67	c/n not checked; according to Soviet register rgd 18jan73; seen CAI 10oct73 possibly the same aircraft c/n not checked; canx but date unknown
4 34 25 04	CCCP-11435	An-12	Soviet AF/AFL c/s	CAI	21oct73	c/n not checked; according to Soviet register rgd 18jan73; canx but date unknown
4 34 25 05	"18" red	An-12B	Kazakh Air Force	ALA	27aug99	in all-grey c/s; l/n ALA 04apr00, c/n checked both times
	UN-11008(2)	An-12B	GST Aero	LOS	19dec04	all-white c/s, no titles; l/n PNR 14jul07; see c/n 402612;
	UN-11011(3)	An-12B	East Wing	NDJ	15jul08	c/n not confirmed, but photo shows last two digits of the registration have been re-applied; version painted as such; still present NDJ 25aug08; see also c/ns 2400406 and 8346010
	UP-AN208	An-12B	East Wing	NDJ	08oct08	l/n NDJ 26oct11 (N12.131254 E15.035051), titles and registration still readable, version painted as such; with fuselage damaged above the landing gear and bent propellers on the starboard side; landing accident reported to have occurred in late 2008; c/n from CAA who report that it has been cancelled; scrapped dec14
4 34 25 07	"10" yellow	An-12BP	Soviet Air Force	mfd	31oct64	based at Irkutsk; f/n IKT 05jul92
	"10" yellow	An-12BP	Russian Air Force	IKT	11may95	probably opb 181 osae at Irkutsk-1; sat wfu (without engines) at IKT, l/n 22nov14, derelict, resting on its tail
4 34 25 09	"11" yellow	An-12BP	Soviet Air Force	mfd	30nov64	based at Irkutsk; f/n IKT 05jul92
	"11" yellow	An-12BP	Russian Air Force	IKT	06jul94	probably opb 181 osae at Irkutsk-1; seen IKT 11may95; wfu before 2011; l/n IKT 22nov14, engineless and derelict, resting on its tail
4 34 25 10	UR-11319	An-12BP	Khors Air	rgd	30dec92	in Russian register ; f/n KBP 22sep94; l/n LAD 15apr98; w/o 14dec98 while delivering humanitarian supplies when was shot down by UNITA rebels near Kuito (Angolan province of Bié), all 5 crew and 5 passengers killed
4 34 26 01	not known	An-12B	Sov AF/AFL titles	mfd	30nov64	f/n ROV 19sep94; in Aeroflot c/s and titles; l/n ROV 14may96; canx 23jan01; seen Yermolino 02sep02 titles not reported
	RA-11310	An-12B	Yugavia	rgd	07aug92	

	RA-11310	An-12B	Irkut	rgd	14nov02	leased to LII im. Gromova since 08oct02; f/n IKT 16aug03; seen BKA 11jul05; in full c/s with additional 'Gromov Air' titles; seen Taganrog Tsentralny 23nov12; l/n Irkutsk-2 25aug23
4 34 26 02	CCCP-11410	An-12BP	Soviet Air Force	mfd	nov64	opb 110 vtap at Novgorod-Krechevitsy; photo exists in all-grey c/s with 'wavy' Soviet flag, unable to determine if Aeroflot titles were carried
	CCCP-11410 "10" blue	An-12BP An-12BP	Soviet Air Force Russian Navy			arrived in early 1988 at Vladivostok-Knevichi, in late 1988 became, see next line
4 34 26 04	"11" red	An-12RR	Soviet Air Force	Spr	21may94	opb 355 osae at Mongokhto; in all-grey c/s; offered for sale by Russian privatisation agency 30nov98; sat wfu at Vladivostok-Knevichi, l/n apr12/aug18
4 34 26 06	not known	An-12	Russ. Space Forces	no	reports	opb 186 osap at Levashovo; seen Levashovo 19aug03 with sampling pods removed; l/n derelict Levashovo (N60.089548 E30.209740) 02oct08/12aug18 gradually being broken up
4 34 26 09	not known	An-12B	Soviet Air Force	mfd	11dec64	opb ? osap (mil. unit 32177) at Plesetsk; some parts sold as scrap metal 26aug08
	CCCP-93913 RA-93913	An-12B	MAP Moskovski OAO Aviatrans	rgd LUX	08oct85 22apr93	in Aeroflot c/s; f/n DME 24sep87
	RA-93913	An-12B	Atrán	DME	07jul98	initially still in full Aeroflot c/s including titles; l/n as such DME 16jul94; repainted in Aviatrans c/s; f/n as such DME 23sep94; trf to Atrán 14jun94; l/n LUX 07jun97
	RA-93913 93913	An-12B An-12B	SIBNIA SIBNIA	OVb rgd	02nov14 unknown	c/n painted in error as '3442609'; in full c/s; version as such in Russian register nov09; t/t 22,123 hours and 9,189 cycles by 01jan10; l/n DME 13aug14
4 34 26 10	"86" blue ER-ADL	An-12BP An-12BP	Ukraine Air Force Mikma	mfd rgd	29feb64 26nov96	in basic Atrán c/s, no titles; l/n NUX 20may15 on the Russian experimental aviation register; initially still in basic Atrán c/s, no titles; f/n KXK 23sep15; l/n as such Komsomolsk-na-Amure-Dzyomgi may16; repainted in dark blue c/s with a broad diagonal white band around the fuselage and small titles; f/n as such ZIA aug16; l/n operational OVB 05nov18; scrapped at Ivanovo-Yuzhny aug19
	D2-FBD ER-ADL	An-12BP An-12BP	Tiramavia, n/t	no rgd	reports 04jul00	f/n LWO 05jul94; l/n LW0 26may96, based Lviv f/n Dzhankoi 06may98, in all-grey ex Ukraine Air Force c/s; canx 02nov98, version given as An-12AP in Moldovan register
4 34 27 01	not known	An-12B	Sov AF/AFL titles	ph.	oct77	from Moldovan register, given as the ex registration
4 34 27 02	CCCP-11247	An-12	Sov AF/AFL titles	ph.	oct77	f/n FH 15mar01; canx by Moldovan CAA 07jun01, but crashed on approach to Monrovia 15feb02 when trying to perform an emergency landing; was being operated illegally by Inter Transport Congo and owned by Mr H H Orlov according to UN papers
4 34 27 03	"86" red "19" red	An-12BP An-12BP	Soviet Air Force Russian Air Force	Spr Lev	1989 10aug96	c/n mentioned in technical documentation with regards to revised adapters
5 34 27 05	CCCP-11397	An-12	Sov AF/AFL titles	KAN	18aug67	opb 226 osap at Sperenberg; l/n Sperenberg may92; left for Russia 1993
5 34 27 06	CCCP-11258	An-12	Soviet AF/AFL c/s	rgd	17jan73	c/n checked; probably opb 186 osap at Levashovo; c/n checked again Levashovo 22may01; l/n Pushkin 02jun07, c/n not checked
5 34 27 07	not known	An-12	Russ. Space Forces	no	reports	and on TV 1976 as TsAGI test aircraft c/n not checked but c/n with this registration on Russian register feb98 as rgd 17jan73; canx but date unknown
5 34 27 08	CCCP-11230 LZ-SFE	An-12BP An-12BP	MAP Kom-na-Amu APO Air Sofia	mfd SOF	jan65 06jul92	f/n IST nov80; l/n Staraya Russa may99/sep02; wfu 1999; canx 16oct01 reported based at Plesetsk
	LZ-SGD LZ-BFA RA-11230 RA-11230	An-12BP An-12BP An-12BP An-12BP	Sigi Air Cargo Bulg. Flying Cargo Aeroflot c/s, n/t KnaAPO	BTS HAM ROV rgd	apr93 22apr93 13may96 06jun96	rgd 16sep85; l/n SOF 26may92 in Aeroflot c/s in blue/white colours with yellow/blue tail logo and titles; seen JER oct92 with additional 'Air Cargo Maldives' titles
5 34 28 01	RA-11325	An-12BP	Polet	YKS	08jul94	photo with titles, still in blue/white colours with yellow circle, no logo with titles, still in blue/white colours with yellow circle, no logo; l/n ROV 14jul94
	EL-ALC	An-12BP	SCA Flying Dolphin	rgd	22feb96	with blue tail; c/n checked this date
5 34 28 02	YA-DAB CCCP-11905	An-12BP An-12BP	no titles Soviet AF/AFL c/s	SHJ mfd	06feb98 28jan65	in basic Aeroflot c/s with dark blue tail, with badge only but no titles; f/n DME 22jul00; l/n Komsomolsk na Amure Dzyomgi 15sep07/23apr17; offered for sale in 2008
	UN-11005(2) -- UN-11005(2) -- ER-ADK	An-12BP An-12BP An-12BP An-12BP An-12BP	Varty Pacific AI Varty Pacific AI Varty Pacific AI Varty Pacific AI TepAviaTrans, n/t	SHJ SHJ SHJ SHJ rgd	01oct00 02dec00 25sep03 24feb04 12nov03	ex Soviet SHJ 01feb98; soc 23jan98 as to United Arab Emirates according to Liberian register; regarding the sightings of An-8 EL-ALC and of RA-11325/YA-DAB above and below there are strong doubts that EL-ALC was used on an An-12 !
	4L-ELE	An-12BP	Air Victory, n/t		17may08	in basic Polet c/s; l/n SHJ 14feb98; reported destroyed at Kabul oct01 during a bombing raid
5 34 28 03	not known	An-12BP	Soviet Air Force	ph.	1968	rgd 19jan73; photo, in all-grey c/s with 'wavy' Soviet flag; f/n ADD 15feb78 c/n not checked; canx but date unknown
5 34 28 04	CCCP-11505	An-12BP	Soviet AF/AFL c/s	rgd	15mar79	l/n SHJ 24sep02; in all pale yellow c/s with red titles and trim; see c/n 6343907 and c/n 9346408
5 34 28 05	CCCP-12118 CCCP-13391 RA-13391	An-12 An-12 An-12	Soviet Air Force MAP Irkutsk APO Aeroflot	rgd rgd DME	17jan73 06mar91 07jul93	in white c/s, grey undersides with small black cheatline, no titles or registration worn; l/n SHJ 23jan03 in white c/s, grey undersides with small black cheatline, no titles and only very small registration taped on; l/n SHJ 11nov03
5 34 28 06	CCCP-11998 "16" blue "20" blue	An-12BP An-12BP An-12BP	Sov AF/AFL titles Russian Air Force Russian Air Force	LAD Spr Tgr	15nov75 mar94 23nov12	in white c/s, grey undersides with small black cheatline, no titles or registration worn; see rgd next line
5 34 28 08	CCCP-12111 RA-12111	An-12 An-12	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd no	1965 reports	f/n SHJ 24apr04; in white c/s, grey undersides with small black cheatline; l/n EBB 28oct07; reportedly now owned by Varty Pacific AI; canx as to Georgia 02oct07 but see date of l/n !; version as such in Moldovan register
5 34 28 09	"18" red	An-12RR	Soviet Air Force	UCK	aug89	reported in Operators Certificate as An-12BK which is impossible for this c/n !; leased from Varty Pacific AI; seen (impounded according court documents) at EBB 05jul08; f/n ACC 18sep08, light/dark blue, grey and white c/s without titles; offered for sale on the web 01sep09 for \$ 900,000, t/t 9,246 hours and 6,235 cycles, last overhaul 05oct89; still in Air Victory fleet list, according Georgian Government website dec09; l/n EBB (N0.039415 E32.455641) aug10/24nov14 wfu; following a High Court decision, offered for sale by public auction 20may15, owner/operator given as Varty Pacific
5 34 28 10	"17" red "17" red	An-12B An-12B	Soviet Air Force Russian Air Force	mfd Kub	1965 14may94	f/n ADE 05may79; opb 194 vtap at Fergana present on Russian register feb98; canx but date unknown
5 34 29 02	"79" red	An-12	Kazakh Air Force	ALA	24sep99	f/n VKO 08jul92 in Aeroflot c/s
5 34 29 03	CCCP-11772 EK-11772	An-12BP An-12BP	Soviet AF/AFL c/s Aeroflot c/s, n/t	rgd SHJ	15mar79 20dec04	trf 28dec93 to IAP0 Irkutsk; soc 14mar97 as life-time expired; canx 07may97; l/n Irkutsk-2 (Vostochny) jun01/dec20 (N52.369343 E104.175291) in basic Aeroflot c/s no titles, derelict
	EK-12129(2)	An-12BP	Taron Avia, n/t	SHJ	23dec07	based Rostov-na-Donu Tsentralny at 325 ARZ; in all-grey c/s with very faded Red Star; colour of code not confirmed, details from Russianplanes.net
29 04	1503	An-12B	Ethiopian AF	JIB	may82	rgd 17jan73; f/n DAR 14oct74
5 34 29 05	CCCP-11773	An-12BP	Soviet AF/AFL c/s	rgd	25sep78	canx but date unknown; offered for sale by Russian privatisation agency dec07, was at the FMZ at Fergana at that time
	ST-SAA	An-12BP	Sarit Airlines	no	reports	in all grey c/s with two RR8311-100 sampling pods; NBC reconnaissance aircraft; l/n SVX 20apr93, based Yekaterinburg
5 34 29 07	1505	An-12BP	Ethiopian AF	ph.	16mar83	in light grey c/s with Red Stars; seen Kubinka apr92
5 34 29 08	CCCP-11810 UR-11810 EK-11810	An-12BP An-12BP An-12BP	Soviet AF/AFL c/s not reported Air Armenia Cargo	rgd Yev SHJ	29aug85 24jun01 12nov07	in light grey c/s with Red Stars; seen Kubinka apr97; sat wfu at Kubinka, seen aug99 and in the process of being scrapped 03jun01
	EY-414	An-12BP	ex-Air Armenia c/s	rgd	29dec14	f/n ADD apr89; in full Aeroflot c/s and titles; canx but date unknown
	UP-AN218	An-12BP	Jupiter Jet	rgd	21sep19	c/n confirmed by Armenian CAA mar08; version confirmed; operator reported as Miapet Avia at BPM 27oct05; repainted in white/grey c/s with dark blue cheatline; carried large 'Cargo' titles going up the side of the rear ramp doors; f/n SHJ 10nov06 as such; c/n offered for wet lease by Miapet Avia 22jan07; but reg not given; l/n BZV 23sep07 in the same colour scheme; the sole report of EX-11772 of ACTI Air DMB 05jun06 is likely to be a mis-pole for this aircraft
	not konwn	An-12BP	Space Cargo Inc	rgd	29may21	c/n confirmed by Armenian CAA mar08; in white c/s, grey undersides with thin cheatline and small 'TA' badge behind cockpit; l/n HEA 17jun10; canx 18nov14; l/n OSS 01aug15, stored and missing several engines; see c/n 7344906
	9U-BBC	An-12BP	Space Cargo Inc	CAI	feb22	c/n not confirmed, a photo on the internet shows a barely readable c/n 2904 (so could possibly also be Voronezh-built c/n 402904); ex Soviet Air Force; used by its crew to escape to Djibouti-Ambouli 24may91; seen ASM 12aug93; seen in shabby looking medium green c/s at El Fasher (Sudan) 23dec12, c/n not checked; repainted in light grey c/s with some olive drab patches and green/olive drab cheatline, with titles in Amhari and English; f/n as such Alula Aba Nega 26aug17; l/n Debre Zeyit (Harar Meda) may22 in good condition
5 34 30 01	CCCP-11431 RA-11431	An-12	Sov AF/AFL titles	KAN	18aug67	f/n LAD 13dec79; l/n FEG 29apr98; c/n was checked ADD dec84 as 2342908, misread ?; canx but date unknown
5 34 30 02	CCCP-11432 RA-11432	An-12BP	Russian AF/AFL c/s	Kue	20apr97	crashed on approach to Wau 17nov03 on a flight from Khartoum; on final approach the aircraft went out of control and crashed 6km short of the runway in a field and caught fire, killing the six crew and seven passengers onboard
5 34 30 04	CCCP-69314	An-12BP	Russian AF/AFL c/s Aeroflot	KAN KLD mfd	18aug67 05may94 30apr65	possibly at NBO ?; ex Soviet Air Force grey c/s with Ethiopian Air Force titles by the nose; c/n painted as just '2907' on the fin; l/n QHR feb86

	CCCP-69314 RA-69314 RA-69314 RA-69314 RA-69314 UN-11003(3) UN-11003(3)	An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP	MAP Ulyanovsk APK MAP Ulyanovsk APK Aviastar Aviastar Avial NV ATMA, n/t ATMA	rgd DXB trf trf rgd SHJ SHJ	30jan87 08jul93 02nov93 apr02 16jul04 07feb05 12feb05	in Aeroflot c/s f/n OST 18dec96; CoFR renewal 28nov00; l/n SHJ mar01 f/n DME 18jun02; CoFR renewal 21feb03; l/n OST 05jun04 to Strela-Avia-Trans; in basic Aviast c/s; f/n WAW 19aug04; l/n SVO 27aug04; soc 16dec04 as to Kazakhstan in basic Aviast c/s in basic Aviast c/s with ATMA titles and tail logo; l/n SHJ 15mar05; dbr on landing at Kabul 25apr05 when swerved off the runway and burst a tyre; see also c/n 4341803 and 5343704 the old code was still visible under the paint in mid-1990; the aircraft was fitted with equipment allowing it to carry out radio searches for signals from portable emergency transmitters photo proof, but it is not known if the aircraft carried this code before or after it was "17" yellow on overhaul; c/n in documents as 3005 and version given as such; see rgd date below version given in Russian register as such; the first of five windows at the rear was blanked off on the left side; in 'polar' Aeroflot c/s including titles; f/n DME 22may91 leased from Progress; in basic 'polar' Aeroflot c/s in basic 'polar' Aeroflot c/s without titles until oct99; l/n BTS 10dec99 in basic 'polar' Aeroflot c/s with titles; f/n ZIA 17aug01; l/n Staraya Russa 24aug02; canx 28nov02 as to Kazakhstan in light grey c/s with titles and the large inscription 'Cargo' in yellow on the rear fuselage; l/n SHJ 23nov04 in light grey c/s with titles and the large inscription 'Cargo' in yellow on the rear fuselage; l/n SIN 18nov06 leased from PMT Air; in all-white c/s with titles and additional 'PMT Air' titles, logo and contact details on the rear fuselage in all-white c/s with titles, logo and contact details on the rear fuselage; l/n as such BKK 12jun08; seen BKK 02aug08 operated for UN WFP; l/n PNH 18oct08; de-registered by the Cambodian CAA 30oct08, with the owner given as Drake Chambers Tortola BVI registration without hyphen; in all-white c/s, initially no titles; seen TTH 16dec08; offered for sale in late 2009 with t/t 18,817 hours and 7,982 cycles, for \$ 650,000; l/n without titles SIN 25apr10; f/n with 'Taron- Avia' titles KDH 16jan11; l/n OSS 23mar12; canx 11jul14 c/n from CAA; in white c/s with grey belly, no titles; f/n JUB 13jul15 in white c/s with grey belly, with titles plus logo on fin; canx 11dec15; l/n JUB 23mar17/18mar18, stored; sold to Space Cargo Inc (FZE) 20aug19; departed Juba 26oct19 according to South Sudan CAA in white c/s with grey belly, prefix scratched out; seen Al Jufra 25jul20; l/n 07feb21 in a video taken in Libya; according to UN document dated 08mar21, opb Hafta Affiliated Forces (HAF); an An-12 believed to be this aircraft and missing three engines was seen BEN 03oct23 rgd 17jan73; opb 339 vtap at Vitebsk; f/n LIM 07sep70; l/n HAN mar79; canx but date unknown in basic ex standard 'blue' Aeroflot c/s, white tail, no titles with version painted as such; operator reported as AZAL Aviacargo current on Azerbaijan register 20nov03; l/n BAK 22nov03; offered for sale on the internet feb04 with 5,701 cycles in white c/s with grey undersides and red cheatline, no titles or version painted on the aircraft, Azerbaijan flag behind the cockpit; opb Sky Wind Airlines with 'AZH' flight numbers; l/n KDH 14jun05; canx 05jul05 c/n not confirmed, but see two lines down; in white c/s with grey undersides and red cheatline, no titles or version painted on the aircraft; l/n DXB 06sep05; operator reported as Georgian Global c/n not confirmed, but see next line; ex reg '4....05' visible under new paint; in white c/s with grey undersides and red cheatline, no titles; photo proof this is a different aircraft to EX-086(2) An-12BK c/n 00347102 c/n confirmed in Antonov list nov06; ex reg '4....05' visible under new paint; in white c/s with grey undersides and red cheatline, no titles or version painted on the aircraft; l/n NBO 22aug06; regarded as un- airworthy and banned from flying in Kenya in white c/s with grey undersides and red cheatline, no titles; not rgd until 14jun07; seen OUA 02sep07 in white c/s with grey undersides, no titles; l/n NBO 15jun08/24oct08; believed stored; for sale on the internet aug08, t/t 9,387 hours and 6,050 cycles; according to UN report nov09 flew NBO-FKI 11nov08, owned by Anatoliy Lyovin; flew on to Simisimi and began operating for the DR Congo Air Force; de-registered by Sao Tome 03jul09 started flying as such 14nov08 according to UN report and c/n confirmed by them; photos show in exactly the same c/s as S9-PSM; also reported owned by Nikolai Mayak; Antonov regard this aircraft as no longer airworthy by 2009 as its service life has expired; seen FKI 05aug10; seen again FKI 18jul11, stored; l/n FKI (N0.48823 E25.33500) 06dec18/28dec18, derelict trf to Aeroflot before 1987 c/n from Russian register feb98; last overhaul completed 30jun90 l/n KUF 29nov97 in Trans Aero Samara c/s; l/n ZIA 21aug99 f/n RTM 14dec99; rgd 20feb03 to Gala Trans Karga and Ist Aviast 28sep99/31dec05; seen DME 21aug05; offered for sale on internet by Arsenal in 2005 with t/t 8,804 hours and 5,120 cycles; seen Taganrog Central 30jun11 with no tail, outer wings or engines, possibly undergoing overhaul; l/n Taganrog Central 20nov12/apr19, same state opb 2 otae DA at Ostafyeyvo; in light grey c/s with blue spinner tips opb 2 otae DA at Ostafyeyvo until 1997; in light grey c/s with blue spinner tips and a small Russian flag on the left side; f/n OSF 24aug95; preserved in the air base museum at Tambov (N52.706602 E41.380205), seen may06/aug22 (was offered for sale by Legas Air in 2014, but not sold) wfu early 1993, for sale dec93 t/t 6,758 hours, coded 'J'; fate unknown according to Indian Air Force rgd 21aug89; in Aeroflot c/s; f/n LED oct89; l/n SVO 09sep92; see c/n 402408 Yermolino Flight Test Research Enterprise; in white/grey c/s with blue/red/white cheatline and blue/white fin; f/n IST 09apr96, titles not reported; f/n with titles AMS 22may98; l/n DME 08oct02 leased 31jul02/31dec03 in white/grey c/s with blue/red/white cheatline and blue/white fin; l/n Yermolino 25aug04, titles not reported; soc 03sep04 as sold to Sudan opb Global Georgian Airways; trf to Styron Trading Inc. 03mar06; in white/grey c/s with blue/red/white cheatline and blue/white fin; f/n KBL 18may05, without titles; Antonov regard this aircraft as no longer airworthy from 18feb06, with the c/n initially given as 5343108; a list dated 01feb07 gives the c/n as 5343103; seen EBB 10may07; seen without titles EBB 29mar08 registration, c/n and owner from a UN report nov09; arrived at FKI from EBB 26sep08; flew to Kisangani- Simisimi 26oct08 and began operating for the DR Congo Air Force; de-registered by São Tomé 03jul09 ex 4L-12008 started flying as such 27oct08 from Kisangani-Simisimi according to UN report and c/n confirmed by them; owned by Nikolai Mayak, but also reported as owned by Anatoli Lyovin; in the same c/s as 4L-12008 (white/grey with blue/red/white cheatline and blue/white fin); no titles; Antonov regard this aircraft as no longer airworthy as its service life has expired; sat wfu at Kisangani-Simisimi from at least 2011 (N0.514971, E25.162826); l/n sep20; see 9T-TCH (2) c/n 8345807 in grey c/s; f/n Kubinka apr93; l/n operational Kubinka 14may94; sat wfu at Kubinka, seen may99; scrapped at Kubinka in all-grey c/s with Red star; opb 50 SAB at Minsk-Machulishy l/n OST 07oct98; has additional 'Lukoil' titles; not in 2001 fleet list; see c/n 402806 seen NDJ 14nov08; c/n checked; l/n TMS 20may11 parked on the grass, complete; no longer visible on GE 15apr14 photo 1966 in all-grey c/s with red cheatline and small Aeroflot titles by the nose, 'wavy' Soviet flag on the tail, c/n not checked; rgd 18jan73; repainted in standard Aeroflot 'blue' c/s; still current on Russian register feb98; canx but date unknown opb SRX Transcontinental, based at Fergana; reported in fleet by 2005; not current on register dec10 f/n OST 14oct92; also see c/n 402802 l/n VIN 10may98 but c/n not checked ! seen Gostomel 04oct09, all-white c/s, no titles; rep. opb Air West; c/n confirmed by Georgian CAA; l/n Gostomel 03oct10/03apr18; reportedly cancelled between 13aug10 and 23mar11; t/t 6,787 hours and 4,940 cycles; reported scrapped Gostomel sep18 c/n from Russian register feb98; rgd 20jul79; f/n ADD mar85; canx but date unknown f/n EVN 22jun97; l/n SHJ 18mar01; l/n TAS 10apr02, titles not reported; in fleet list jan03 as stored; see c/ns 401912 and 402402 f/n GVA 11oct05; l/n as such SHJ 16nov06; seen KIV 07jul07 in new glossy all-black c/s with white 'wave' cheatline, no titles; canx 10jan08 as to Afghanistan; l/n FJR 23jan08 f/n DXB 09feb08 in glossy all-black c/s with white 'wave' cheatline, no titles; seen KDH 23mar08; seen KTV jul08, green tail with red flash under wing and with titles; l/n Bagram 06sep10; CoFA expired 14jan11 f/n KDH 18jan11, all white, no titles; l/n KIV 05aug11, being repainted; canx 12sep11 f/n KBL 15oct11, all white, no titles; l/n MYP 29mar12, blue propellers with yellow tips; canx 28nov12; ferried from MYP to Marcelesti 28mar12; l/n Marcelesti feb15/mar20 'Police' title under the cockpit and a badge behind the cockpit; derelict ex Soviet Air Force, in all-grey c/s; repainted in light grey c/s with some olive drab patches and green/olive drab cheatline (of joined circles), with titles in Amharic and English; f/n Baidoa 15aug18; l/n Debre Zeyit (Harar Meda) may22 in good condition, in slightly revised c/s with a light blue cheatline l/n Sperenberg 26aug94 when departed to Kubinka in basic ex Aeroflot c/s with Red Star on tail; c/n only mentioned in documents, sold at auction 11jul03, was opb mil. unit 45157 at Klin; l/n Klin-5 airbase 20aug03
5 34 30 05	"17" yellow "29" blue "20" CCCP-98102 RA-98102 LZ-BFD RA-98102 UN-98102 XU-U4C XU-U4C EK-12005 EY-409 EY-409 409	An-12BPS An-12BPS An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP	Soviet Air Force Soviet Air Force Soviet Air Force MAP Arsenyev APO Balkan Bulg. Flying Cargo Gromov Air Almaty Aviation PMT Air Bismillah Airlines Taron Avia	mfd SQQ rgd MST ORY rgd ALA SIN DAC DXB	30apr65 1990 05jul85 07apr93 13dec95 18oct00 04jan03 12nov06 21feb07 30nov08	
5 34 30 06	CCCP-11430 4K-AZ32 4K-AZ32 4L-12005 EX-086 (1) EX-092 S9-PSM 9T-TCI	An-12B An-12BP An-12BP An-12BP An-12BP An-12BP	Sov AF/AFL titles ex Aeroflot c/s AZAL Avia Cargo red c/l, n/t red c/l, n/t red c/l, n/t Styron Trading DR Congo Air Force	mfd DXB BAK DXB KDH SHJ KBL FJR FKI	30apr65 2003 24jul03 24jan05 06sep05 26oct05 03dec05 22dec06 feb09	
5 34 30 07	not known CCCP-11962 RA-11962 RA-11962 RA-11962	An-12BP An-12BP An-12BP An-12BP An-12BP	Soviet Air Force Aeroflot Trans Aero Samara TAS c/s, n/t Aviast	mfd SVX KUF AMS rgd	30apr65 20apr93 28may97 07jun99 21oct99	
5 34 30 10	"31" yellow "31" yellow	An-12BP An-12BP	Soviet Air Force Russian Air Force	mfd trf	26may65 1992	
5 34 31 01 5 34 31 03	L2170 CCCP-11768(2) RA-11768(2) RA-11768(2) RA-11768(2) 4L-12008 S9-GAW 9T-TCH (1)	An-12B An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP	Indian Air Force MRP NPO "Vzlyot" ELIIP Antex-Polyus Southern Cargo AI Southern Cargo AI Styron Trading DR Congo Air Force	mfd DEL MMA trf rgd BRQ SHJ FKI	1987 31may65 29aug95 14nov02 15mar04 15may05 15jan09	
5 34 31 08	"15" red	An-12B	Soviet Air Force	mfd	1965	
5 34 31 09	"09" yellow ? EW-11365(2) S9-PSO	An-12BP An-12BP An-12BP	Belarus Air Force TechAviaService Golif Air	MMA IST TMS	09sep94 12apr97 13jan08	
5 34 32 02	"01" CCCP-11711	An-12BP An-12BP	Soviet Air Force Sov. Navy/AFL tit.	mfd KEF	jun65 06aug70	
5 34 32 03	UK-12001 CCCP-11357(2) UR-11357(2) UR-11357(2) UR-11357(2) 4L-BKN	An-12BP An-12B An-12B An-12B An-12B An-12B	Avialeasing Aeroflot Pollysaviatrans Atlant no titles not reported	no mfd VIN VIN Gos	reports 09sep65 13may97 28jun99 09aug08	
5 34 32 04	CCCP-12130 UK-11372(2) ER-ACO YA-KAC 3X-GFT 3X-GHG	An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP	Soviet AF/AFL c/s Uzbekistan Airways Tiramavia Kabul Air GR Avia Sky Guinée	mfd rgd rgd rgd rgd rgd	30jun65 21jan97 07jul05 14jan08 24dec10 16sep11	
5 34 32 06	1512	An-12BP	Ethiopian AF	QHR	feb86	
5 34 32 07 5 34 32 08	"97" red CCCP-11661 "661" black	An-12BP An-12BP An-12BP	Soviet Air Force Soviet AF/AFL c/s Soviet Air Force	i/s mfd Klin	24jun65 31jul65 16aug96	

	ER-AXH ER-AXH	An-12BP An-12BP	Valan ICC Skylink Arabia	rgd DXB	03dec03 16dec06	l/n SDA 30nov05 leased from Valan ICC; based at Baghdad around 2005/06; in all-white c/s with 'Skylink' titles; l/n DXB 16feb07 in Valan fleet list 15oct07; reportedly flew SDA-KIV 18dec07 using a Valan callsign; still current on register 06may08 delivered KIV-SEB 03jul08, in all-white c/s
	ER-AXH	An-12BP	Expo Airlines	DXB	03may07	and LAD 08nov12, in all-white c/s, no titles, ex T-... just visible under the registration; l/n LAD 06jun13 in all-white c/s with grey undersides, no titles; l/n LAD 25feb16/26mar23, stored opb 194 vtap at Fergana; photo, in all-grey c/s with Soviet 'wavy' flag and small titles behind the nose; seen on relief flights in Ethiopia in 1984, in full Aeroflot c/s and titles; l/n TNR 1986; operated in Ethiopia by fictitious 'Obyedinyonny aviatsionny otryad' in 1987 current on Russian register sep98; canx but date unknown; c/n only mentioned in documents, sold at auction 08jun00, was opb mil. unit 95846 at Orenburg-2 (Southwest) at the time
5 34 32 09	D2-MBV T-316 D2-MBV T-316 CCCP-11660	An-12BP An-12BP An-12BP An-12BP An-12BP	Angola Air Charter Angolan Air Force Angolan Air Force Angolan Air Force Soviet AF/AFL c/s	KIV LAD LAD LAD rgd	03jul08 30sep08 20jul12 27aug15 26oct78	
	RA-11660	An-12BP	Russian AF/AFL c/s	Uue	20apr97	
	EK-11660 EK-11660 EK-11660 EK-11660 EK-11660 EK-11660	An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP	Cargo titles only Dvin Air Aircomp. Veteran Air Gabon all-white c/s, n/t Aéro-Service	EVN DLA trf SSG LBV LBV	29aug00 apr01 nov01 10feb04 24nov04 feb07	Dvin Air suspended operations nov01 still in fleet list 12jan04 small sticker only l/n DXB 20dec06 with titles and 'MA' logo behind cockpit; reportedly delivered to Miapet Avia in late 2007; dbr 25jan08 at Pointe Noire (Congo) when the brakes failed as it taxied to the apron, the An-12 could not be stopped and ran into parked Boeing 727-247 9L-LEF, both aircraft sustained considerable damage, 2 crew injured; still listed in ICAO/BV document jun08 as owned by Highnesses Airlines International and opb Miapet Avia; the aircraft was not seen on several visits at Pointe Noire in 2009 so presumably broken up; most recent photos show the registration without the dash after the prefix, but earlier photos with the dash black and white photo exists in Aeroflot pre 1973 c/s with 'wavy' Soviet flag on the fin, small Aeroflot titles by the nose, also carried an unreadable code in the rear windows; was the Commanders aircraft of 110 vtap at Novgorod-Krechevitsy unable to determine if Aeroflot titles were carried; c/n not checked but current on Russian register sep98; c/n only mentioned in documents, sold at auction 08jun00, was opb mil. unit 95846 at Orenburg at the time coded 'K', wfu 1993, for sale dec93 t/t 7,760 hours; fate unknown according to Indian Air Force rgd 02jul75, opb 224 LO; later opb 255 osae at Borispol and deployed to Siberia in 1991/91 (during which time Ukraine became independent); ferried to Taganrog for rework in 1992 and seized by Russia as part payment of various debts (for the overhaul of Mi-6/Mi-26s by NAPO and for three An-124s confiscated by Ukraine); f/n VKO 16mar92 c/n from Russian register feb98; soc and canx 16nov99 as to Cambodia in white c/s with grey undersides and titles, tail not visible in the photo, see next line in white c/s with blue tail and gold eagle tail emblem, grey undersides and titles, showing the last three digits of the registration have clearly been changed; l/n BKK 03apr00 in white c/s with blue tail and grey undersides, very small titles and logo behind the cockpit; l/n SHJ may00 in white c/s with blue tail and grey undersides, very small titles and logo behind the cockpit; l/n SHJ 26may01; c/n from JP-02; confirmed ex XU-345 c/n from JP-02 l/n SHJ 17jan02; in revised white c/s with dark blue tail and grey undersides in white c/s with dark blue tail and grey undersides, titles in red f/n SHJ 04dec02; named 'Fatima'; version as such from fleet list; still with dark blue tail dec03, repainted by apr04 into standard c/s with just 'BG' tail logo, still named 'Fatima' l/n SHJ 03may07 as such f/n Afghanistan summer 2007; seen SHJ 25nov08 named 'Fatima'; l/n MVQ 13feb09 date unknown, in basic ex British Gulf International c/s with Trans Avia Export titles, still named 'Fatima'; reg not visible on photo, version painted as An-12B f/n PNR 23jan11; in all-white c/s, no titles and without a dash in the registration; canx 30apr11 no reports; canx 23may12; info from Guinea CAA; registration painted as such ?, see next line was presumed re-registered back to Armenia but Armenian CAA says this did not return to their register, see previous line; in all-white c/s, no titles and without a dash in the registration; seen KQT jan14; l/n KQT jun22 l/n IKT 05jul92; a photo exists taken in the 1970/80s in all grey c/s, presumably the same aircraft c/n not confirmed this date; probably opb 181 osae at Irkutsk-1 (disbanded dec09); in rework plant by early 2011; l/n Taganrog-Tsentralny 21nov12/11feb15 at 325 ARZ stored, in all grey c/s with Russian flag on tail f/n ADE 05may79; canx but date unknown date unknown, red cheatline with titles and tail emblem; damaged on landing Khartoum 19oct04 c/n not checked 1; l/n KBL 11mar06; offered for wet lease by Miapet Avia 22jan07; but reg not given with tail-turret; in white/grey c/s with dark blue cheatline, and large 'Cargo' titles only going up the side of the rear ramp doors; l/n SHJ 04mar08; see c/n 01347907 and CCPC-11112 with unknown c/n c/n confirmed; f/n SHJ 07aug08; small 'TA' badge behind cockpit; l/n SHJ 12mar09; still registered 01jan09 l/n PNR 08sep09; canx 10mar10 canx but date unknown l/n OSF aug99/aug01 wfu in storage area; carried the badge of 24 otae, a woolly mammoth with the 'plough constellation' (7 yellow stars) on the nose plus the 'Northern Star' behind the cockpit windows; reserved to become a restaurant first An-12 with wider cargo door; coded 'L'; photo DXB 1979, in all-grey c/s, no code; fate unknown according to Indian Air Force in grey c/s with small 'Aeroflot' titles by the nose; f/n KAN 18aug67, c/n not checked; rgd only 17jan73; l/n HEL 08nov73, c/n checked opb 398 otae at Khrabrovo; l/n KGD 12aug96, c/n not checked these dates; offered for sale by Russian privatisation agency 30nov98/apr04; sold to ZAO 'Aviatsionnyye kompyuternyye tekhnologii' 21may04 owned by Windline LLC according to an ICAO/BV document jun08; initially in military grey c/s, no titles; repainted in white c/s with grey tail, no titles; f/n as such SHJ 15mar07; l/n SHJ 16may08; registration without hyphen in white c/s with grey tail and titles; canx before 01jan09; l/n BVZ 05jan09; registration without hyphen c/n not confirmed, but in the same c/s as EK-11779 with titles; seen PNR 29nov09; ferried SEB-KLD 04dec09, opb Galex Guinée; sat wfu at KLD, engines removed by apr11; scrapped at KLD may12, tail and wings cut off 11may12; see c/n 7345305 c/n checked; l/n Yermolino 16apr97, c/n not checked in full (not grey) Aeroflot c/s; leased to NPP "Vega-M" and manned by a mixed crew from NPP "Vega-M" and the Yermolino Flight Test Centre; not on the Russian register by late 1997; dbr 11dec97 on landing at Nanyan-Mar when failed to go around (because of a misunderstanding) and ran into Mi-8T RA-24247 which had landed 2 minutes earlier but not yet cleared the runway, all 7 crew and 2 passengers survived, but two crew members lost their legs rgd 29mar91 l/n OVB 23jun94; in Aeroflot c/s with titles; l/n OVB jun96; soc 22sep99 and canx 23sep99 as to Moldova canx 18jan00; version as such in Moldovan register reported in Namibian FIR feb02/jun04 using call-sign D2-MAZ; see next line in white c/s with grey undersides; version painted as such, c/n not painted on aircraft; seen ODS 02may06, stored; Antonov regard this aircraft as no longer airworthy from 20jan97; reported as D2-MAZ of Angola Air Charter in Antonov list dated 01feb07 (still regarded as no longer airworthy; flew ODS-KIV 03apr07, presumably on re-delivery after overhaul; l/n LAD 06aug07 black and white photo exists in Aeroflot c/s, LAD 1985 not possible to see if carried titles; c/n not checked but current on Russian register sep98; wfu 1998; canx 16oct01 photo, in all-grey c/s with Red star, code not visible in all-grey c/s with Red star l/n Smolensk-Severnyy oct06, c/n checked; scrapped Smolensk 2013 code visible under the paint, see next line c/n confirmed; Antonov regard this aircraft as no longer airworthy from 22dec96; l/n SHJ 07dec99; see c/ns 5343702, 6344104 and 8346107 all-grey c/s; l/n SHJ 14feb00 l/n RKT 20sep00 l/n SHJ 02dec02 canx 06feb03 c/n confirmed; with grey undersides; l/n TIP 14aug04 with grey undersides; reportedly opb Equatorial Express Airlines; l/n COO 04nov05 c/n confirmed from JP-06; ex registration visible under paint; reportedly based at Goma; in white c/s with grey undersides and registration without the dash; l/n FBM may08 c/n from CAA; made an emergency landing at Shymkent 20sep08 after problems with one of its engines, on a flight from Fujairah, owner given as East Wing RK (UAE) all-white, with titles; seen NDJ 07oct09; l/n NDJ jun11/apr12, possibly inactive; scrapped dec14 photo exists, in all-grey c/s with 'wavy' soviet flag and small titles behind the nose not possible to see if carried titles 1; c/n not checked but current on Russian register sep98; canx but date unknown; l/n Orenburg-2 (Southwest) 27aug03 and 29aug04 c/n not checked opb 339 vtap at Vitebsk; f/n LAD 29nov75; l/n ADD mar85; present on Russian register feb98; canx but date unknown leased from Silk Way; l/n SHJ 20feb04, active l/n SHJ 30dec04 l/n SHJ 05apr05; not on Azerbaijan register 22nov05 canx 15may06; c/n only offered for sale by Styron Trading circa 2006/2007 for \$600,000
5 34 33 01	CCCP-11412	An-12BP	Soviet AF/AFL c/s	rgd	05mar79	
	RA-11412	An-12BP	Russian AF/AFL c/s	Uue	20apr97	
5 34 33 02	L2171	An-12B	Indian Air Force	ORY	27sep79	
5 34 33 05	CCCP-11667	An-12BP	Soviet AF/AFL c/s	mfd	31aug65	
	RA-12192 XU-169 XU-345	An-12BP An-12BP An-12BP	NAPO/Aviatrans Yana Airlines Yana Airlines	rgd Ovy BKK	03feb97 18aug99 02apr00	
	XU-345 D2-FDT	An-12BP An-12BP	President Airlines President Airlines	BKK SHJ	25apr00 09dec00	
	S9-BOT S9-BOT S9-BOT EX-161	An-12BP An-12BP An-12BP An-12BP	Sarit Airlines no titles Air West British Gulf Int.	SHJ SHJ SHJ rgd	08dec01 28dec01 20mar02 31jul02	
	S9-SAP EW-292TI	An-12BP An-12BP	British Gulf Int. Trans Avia Export	DXB MSQ	29jul07 photo	
	EK-12335 GX-HI EK-12335	An-12BP An-12BP An-12BP	Air Highnesses GR Avia	rgd rgd KQT	15apr10 20dec11 may13	
5 34 33 06	CCCP-11932 "16" yellow	An-12BP An-12BP	Soviet AF/AFL c/s Russian Air Force	mfd IKT	31aug65 10may95	
5 34 33 07	CCCP-11132 ST-SAD EK-11132 EK-11112(3)	An-12BP An-12BP An-12BP An-12BP	Soviet AF/AFL c/s Sarit Airlines red c/l, no titles South Airlines	rgd photo SHJ DXB	15mar79 photo 13feb05 13nov07	
	EK-12307 EK-12307 CCCP-11946 "34" red	An-12BP An-12BP An-12 An-12	Taron Avia, n/t Canadian Aw Congo Soviet Air Force Russian Air Force	rgd PNR rgd OSF	29may08 jun09 19jan73 16may99	
5 34 34 01	L2172	An-12BP	Indian Air Force	DEL	02dec78	
5 34 34 02	CCCP-11401	An-12BP	Sov. Navy/AFL tit.	mfd	30sep65	
	RA-11401	An-12BP	Russ. Navy/AFL tit	KGD	20aug94	
	EK-11779	An-12BP	South Airlines	SHJ	20jan07	
	EK-11779 EY-404 (1)	An-12BP An-12BP	Mani Air Frêt Mani Air Frêt	PNR PNR	26oct08 07jun09	
5 34 34 04	CCCP-12105 RA-12105	An-12BP An-12BP	Sov AF/AFL titles Russian AF/AFL c/s	HEL Erm	08nov73 01sep97	
5 34 34 05	CCCP-12388 RA-12388 ER-ADM T-301 D2-MAZ	An-12BP An-12BP An-12BP An-12BP An-12BP	MAP NovosibirskAPO NAPO/Aviatrans Tiramavia Angolan Air Force Angolan Air Force	mfd trf rgd LAD ODS	09sep65 30mar94 01oct99 15mar01 30aug01	
5 34 34 06	CCCP-12115 RA-12115	An-12BP An-12BP	Soviet AF/AFL c/s Russian AF/AFL c/s	rgd Uue	17jan73 20apr97	
5 34 34 07	not known "81" red	An-12BP An-12BP	Soviet Air Force Soviet Air Force	TMJ KLD	1989 18jun91	
5 34 34 08	"81" red "18" UN-11001(2)	An-12BP An-12BP An-12B An-12B	Russian Air Force Soviet Air Force all-grey c/s, n/t	Sms mfd SHJ	14aug01 30sep65 19sep99	
	UN-11001(2) UN-11001(2) UN-11001(2) EX-002 9L-LEA 3C-MIR UN-11009	An-12B An-12B An-12B An-12B An-12B An-12B An-12B	Daallo Airlines all-grey c/s, n/t Avia Pusk not reported all-white c/s, n/t all-white c/s, n/t GST Aero	SHJ SHJ DXB rgd FJR SSG GOM	17jan00 05mar00 14oct00 unknown 13oct03 23mar05 early06	
	UP-AN209	An-12B	all-white c/s, n/t	FJR	14sep08	
5 34 34 09	UP-AN209 CCCP-11945 RA-11945	An-12B An-12BP An-12BP	East Wing Sov AF/AFL titles Russian AF/AFL c/s	BUD rgd Uue	29oct08 11jul75 20apr97	
5 34 34 10	CCCP-11404	An-12BP	Soviet AF/AFL c/s	rgd	14jan74	
	4K-AZ30 4K-AZ30 4K-AZ30 EX-083	An-12BP An-12BP An-12BP An-12BP	African Aviation Sarit Airlines red cheatline n/t not reported	NBO SHJ SHJ rgd	14mar03 23nov04 06mar05 unknown	

5 34 35 01	CCCP-11233	An-12B	Sov AF/AFL titles	CAI	21oct73	in all-grey c/s with 'wavy' Soviet flag on the fin, small Aeroflot titles by the nose, previous code overpainted; c/n checked HEL 08nov73; rgd 14jan74
5 34 35 02	CCCP-11424	An-12BP	Soviet AF/AFL c/s	rgd	17jan73	opb 110 vtap at Novgorod-Krechevitsy, later opb mil. unit 95846 at Orenburg-2 (Southwest); f/n ADE 06apr78; offered for sale by Russian privatisation agency 27aug99; sold at auction 18nov99 for 2,266,000; canx but date unknown
	ST-SAT	An-12BP	Sarit Airlines	SHJ	11nov02	'424' on nose navigator window 'RA-11...' still visible under paint, ex RA-11424 ?; was destroyed at Wau 26jun04 when hit a flock of birds on take-off causing engines 3 and 4 to lose power, the directional control was lost and the aircraft veered off the side of the runway, after leaving the runway the aircraft reportedly struck and injured a child and came to rest beside the runway where a fire, which had apparently broken out in the grass beneath it, eventually spread and destroyed the aircraft
5 34 35 03	"42" red "42" red "42" red	An-12BP An-12LL An-12LL	Soviet Air Force Soviet Air Force Russian Air Force	toc Sms CKL	25oct65 1967 15aug96	delivered to 369 vtap at Dzhankoi trf to NII Parashyutostroeniya (Parachute Research Institute) at Kirzhach in 1967, equipped for testing various parachute systems; with black grid (for filming tests) on the rear fuselage last flight 1996; still in good condition ten years later and seen Kirzhach 15jan06, in all grey c/s with Red Stars, c/n checked; l/n Kirzhach 03jan10/27apr14; forward fuselage left at Kirzhach by 25apr15 whilst tail section was already seen at the Moscow Victory park by 22apr15; fuselage still at Kirzhach jun08 on a transporter; seen at Victory Park, Moscow, 24jan16 fully assembled; l/n 28dec21; dismantled in the spring of 2022 and transported to the Patriot Park at Kubinka and re-assembled; l/n sep23 l/n Klin-5 airbase 20aug01; opb 978 vtap; c/n checked on photo; documents released for auction 31oct03, was opb mil. unit 45157 at Klin at the time
5 34 35 04	RA-12574	An-12BP	Russian AF/AFL c/s	Sms	23aug95	late mfd; last overhaul completed 31jan88; reportedly wfu 1992; f/n ODS 01may99/24may02 stored, markings faded; c/n checked 02apr06, offered for sale by SkyBirdHeli 27may06 with t/t 5,947 hours and 4,742 cycles; l/n ODS 27aug10/29sep21 photo proof of version and given as such in for sale documents
5 34 35 05	"72" red	An-12BK	Ukraine Air Force	mfd	31oct66	photo exists in Angola 1983, in standard Aeroflot 'blue' c/s, opb 369 vtap at Dzhankoi present on Russian register feb98; c/n only mentioned in documents; l/n Smolensk-Severny 18jun00; sold at auction 21nov03, was opb mil. unit 15401 at Smolensk at the time; canx, date unknown
5 34 35 06	CCCP-11995 RA-11995	An-12BP An-12BP	Soviet AF/AFL c/s Russian AF/AFL c/s	rgd Sms	11jul75 25aug97	mentioned on www.fcd.ras.eu.org website with this c/n jul06, sitting on its tail; made a test flight RWN-RWN 08feb08 using Click Airways flight number; seen FJR 10feb08, port side all-white with yellow motif on forward fuselage with aircargo@armenco.com titles; see also c/n 6343909, 9346509 and 01347909; reported arrived FJR 23apr08 opb Click Airways; l/n FJR 17may08; mentioned in ICAO/BV document jun08 as owned by Phoenix Avia Gulf Ltd opb Phoenix Avia; still reported on ground FJR 01nov08; canx before 01jan09 owner shown in 2013 register as Guinair International; included without c/n in GR Avia's AOC issued by the Guinea CAA on 18nov10
	3X-GEQ (1)	An-12BP	GR Avia	rgd	18jun08	canx by the CAA 18aug09; named 'Viktoria'; apparently stored or wfu (N9.5821395 W13.610236); was offered for sale on the internet by Vikavia of Rostov na Donu on 27jan10 for \$350,000 with t/t 9,325 hours and 6,460 cycles; GE image in 2014 shows parts only suggesting it has been scrapped; see c/n 4342210 type painted on as just 'An-12'; opb 194 vtap at Fergana; f/n CAI 21oct73; wet-leased to the government of Madagascar, based at Ivato in autumn 1984/summer 1985; l/n ADD 17nov85; black and white photo also exists, in all-grey c/s with a cheatline; c/n not checked during any of the sightings
	3X-GEQ (1)	An-12BP	all purple c/s n/t	CKY	29jan11	opb military unit 95846 at Orenburg-2 (Southwest); l/n Orenburg-2 27aug03, c/n not checked; sold by the Russian privatisation agency to Antey-2 14may05
5 34 35 07	CCCP-11786	An-12BP	Soviet AF/AFL c/s	rgd	06feb76	opb South Airlines; mentioned in an ICAO/BV document jun08; canx after the CoFA expired 10jan08; see c/ns 402002 and 9346203
	RA-11786	An-12BP	Russian AF/AFL c/s	Uue	20apr97	c/n in register as 5343506, as rgd to Windmill Markets Ltd., but this is believed to be in error as the register also reports this c/n for 3X-GEQ which is correct; in all-white c/s, carried "786" in the lower cockpit window which relates to the original Soviet registration for this c/n; f/n FJR 27oct08, reportedly arrived that day; seen RKT 04feb09; canx 18aug09; l/n PNR 14feb10
	EK-12122(3)	An-12BP	Antey-2	no	reports	reportedly re-registered 05mar10; l/n FKI 27may10; see rgd next line
	3X-GEO	An-12BP	Galex Guinée	rgd	10jun08	c/n quoted in 2013 register as 5342507, but is in error as it has the larger freight ramp applicable to batch 34 aircraft onwards; in all-white c/s, no markings apart from registration; canx 07jun11; sat wfu in YeARZ at Yevpatoriya, seen feb12/jan16, former registration partly visible under paint; will probably be scrapped
	9T-TCM 3X-GFE	An-12BP An-12BP	DR Congo Air Force Brise Air	FKI rgd	09may10 06may10	opb 110 vtap at Novgorod-Krechevitsy; photo exists of the rear of the aircraft, in all-grey c/s carried code "50" in the rear windows; unable to determine if Aeroflot titles were carried; rgd 05mar79
5 34 35 10	CCCP-11400	An-12BP	Soviet Air Force	mfd	30nov65	c/n not checked but current on Russian register sep98; unable to determine if Aeroflot titles were carried this date; canx but date unknown; sold by Russian privatisation agency to Peresvet-Avia 14may05, was with mil. unit 95846 at Orenburg-2 (Southwest) at that time
	RA-11400	An-12BP	Russian AF/AFL c/s	Uue	20apr97	was already on register 22nov05
	4K-AZ60 4K-AZ60 4K-AZ60 UR-CGX	An-12BP An-12BP An-12BP An-12BP	not reported Silk Way c/s, n/t Silk Way Airlines Shovkoviy Shlyah	FJR LUX LYE ABZ	29jul06 13aug06 20nov06 28aug08	full Silk Way c/s with titles, 'SW' on nose and Azeri flag; l/n KBP 27may08
5 34 36 03	EW-485TI CCCP-11658(1)	An-12BP An-12	Ruby Star Soviet Air Force	MSQ rgd	21jul17 18jan73	Shovkoviy Shlyah is Ukrainian for Silk Way; suffered damage at CWC 06feb11 when it ran off the runway during a rejected take-off and reportedly crashed through a fence and some concrete blocks; seen CWC 08feb11; repaired; l/n GYD 23oct15; canx nov15
5 34 36 04	CCCP-11835	An-12BP	Soviet AF/AFL c/s	rgd	14jan74	c/n from operator; flew MSQ-TEQ-MSQ 31aug17/01sep17; blue and white colours, no titles; l/n MSQ 07sep21 see c/n 9346608
5 34 36 05	RA-11835 CCCP-11676 "38" yellow "38" yellow "38" yellow	An-12BP An-12BP An-12BP An-12BP An-12BP	Russian AF/AFL c/s Sov AF/AFL titles Soviet Air Force Russian Air Force Russian Air Force	Uue mfd OSF trf	20apr97 1965 1982 1992	f/n ADD 02feb78; l/n ADD 17nov85; with registration on the dorsal fin rather than the fuselage; present on Russian register feb98, with version given as such not possible to see whether titles were carried; wfu 1998; canx 16oct01 f/n KEF 06aug70; l/n ARN 13nov73; rgd only 14jan74 opb 2 otae DA at Ostafyevo; in light grey c/s with blue spinner tips opb 2 otae DA at Ostafyevo until 1997; in light grey c/s with blue spinner tips; f/n OSF 07may94 (c/n not checked)
5 34 36 06	CCCP-06105 CIS-06105 UK-06105 UK-06105	An-12B An-12B An-12B An-12B	MRP Kamensk-Ural. Mathur Avia Uzbekistan Airways Uzbekistan Airways	mfd DEL MST jan94	03dec65 11aug92 15jul93 jan94	was based at Stupino before Tambov; in light grey c/s with blue spinner tips and Red Stars; stored at Tambov-West (Military), seen 27may06 rgd 12mar87; MRP/Kamemno-Uralski Radiotechnical Plant (a division of NPO "Vzlyot"), in Aeroflot c/s; damaged Tashkent-Vostochny 02apr87 but repaired Mathur Avia Air Transport System, with red fuselage top, yellow undersides and thick white cheatline, 'trident' logo by the nose and named 'Laxmi' (Lakshmi - after the Hindu Goddess) basic Mathur Avia c/s with 'Uzbekistan' titles and small 'Simurg' logo on the lower fin, registration without the hyphen after the prefix l/n SHJ 18nov97; in 'new' c/s with 'Simurg' logo; registration without the hyphen after the prefix; canx 01jun00; not in fleet list 30oct00
	EX-001 EX-001 EX-001	An-12B An-12B An-12B	InterTransAvia Sunlight TCS	rgd DXB KBL	28aug02 26feb04 aug05	f/n SHJ 20sep02 no titles; confirmed ex UK-06105; l/n SHJ 23nov03 c/n not checked; opb Aerovista Airlines; in white/blue c/s with titles on the tail; l/n SHJ 06mar05 c/n not checked; in full red/white c/s with additional 'Star Air Aviation' titles on the nose, DXB 15sep05; canx from register 26jun06 with Sunlight reported as the last operator
	EX-001	An-12B	Congo Pres. Flight	trf	jun06	c/n not checked; in ex TCS c/s, white fuselage with red tail, no titles; f/n GOM 28jun06; seen FIH 04nov11, now all-white c/s, no titles; l/n FIH 12jun17; w/o 30sep17 when it crashed 20km after take off from Kinshasa near N'Sele, operating a freight flight for the DRC Air Force to Bukavu, killing all five crew and five or six passengers
5 34 36 07	CCCP-11809	An-12BP	Soviet AF/AFL c/s	CAI	19oct73	c/n not checked; rgd 09jul75
5 34 36 08	not known	An-12	Russ. Space Forces	no	reports	reported based at Plesetsk
5 34 36 09	CCCP-11747	An-12BP	Soviet AF/AFL c/s	rgd	06feb76	f/n KHI 20nov77; opb 369 vtap at Dzhankoi and detached to Luanda (Angola); w/o 25nov85 on a flight from Cuito Cunavale to Menongue when was shot down by a South African special forces team with a war-booty "Strela-1" SAM on BRDM-2 chassis, the missile hit engine No. 2 and the wing came off 47 seconds later, the aircraft crashed into a forest near Luassingua (43 km east of Menongue), all 8 crew and 13 passengers (4 Soviet military advisors and 9 Angolan officers) killed
5 34 36 10	CCCP-11000 CCCP-11000	An-12B An-12B	AFL/Sykytyvkar AFL/Komi	mfd trf	03dec65 15feb66	toc 13jan66; rgd 02feb66 opb 75 LO of Sykytyvkar OAO; carried a reindeer and 'Komi' titles on the fin; w/o 22jan71 on the leg from Omsk to Surgut of a cargo flight from Omsk to Sykytyvkar when the de-icing system of the wing failed (a valve was not completely opened) on approach to Surgut, the wing was subject to heavy icing and the aircraft stalled at a height of some 400 metres, spiralled down, crashed in a forest 18 km north-east of Surgut airport and burnt out, all 6 crew members and 8 passengers (among them a reserve crew) were killed; t/t 5,626 hours and 2,578 cycles; struck off charge 19mar71 and canx the same day; after the crashes (within 10 days) of CCCP-11000 and CCCP-12996 the de-icing system of the An-12 was improved and the flight manual was amended; wreckage could still be found at the crash site jun22
5 34 37 02	CCCP-11001(1)	An-12B	AFL/Magadan-GDX	mfd	30dec65	toc 17jan66; rgd 09feb66; reported as such 14aug87 in incident report; f/n GDX 08jul94; l/n GDX 12may95; trf 20may93 to Magadan Avia Leasing; soc 08dec98 as life-time expired; see c/ns 5343408, 6344104 and 8346107
5 34 37 03	CCCP-11002(1)	An-12B	AFL/Magadan-GDX	mfd	30dec65	rgd 17jan66; toc 19jan66; f/n DME 03oct72; last reported Anadyr 03nov87 in incident report; trf 20may93 to Magadan Avia Leasing; see c/n 4341705
	RA-11002(1) EX-164 EX-164	An-12B An-12B An-12B	Aeroflot British Gulf Int. Royal Airlines	GDX SHJ SHJ	08jul94 02dec02 jan03	l/n GDX 12may95; canx 18oct02 as to Kyrgyzstan in basic ex Aeroflot c/s, named 'Alex'; c/n checked in basic ex Aeroflot c/s, named 'Alex', Royal Airlines Cargo titles with BGI tail logo; l/n DXB 30dec03, c/n checked
	EX-164 S9-SAH 3X-GEV 3X-GEV	An-12B An-12B An-12B An-12B	British Gulf Int. British Gulf Int. GR Avia	SHJ sum07 PNR MVQ	26feb04 sum07 04apr10 24apr11	named 'Alex'; no titles, just BGI tail logo; no name carried since aug05; l/n SHJ 15mar07 no titles, just BGI tail logo; reported in Afghanistan; l/n PNR 14feb10 no titles, just BGI tail logo, reg previously used on An-26 c/n 14101; l/n PNR 14aug10 included in the GR Avia AOC issued by the Guinea CAA on 18nov10; seen MVQ 24apr11; c/n from www.russianplanes.net
	S9-TAC EY-407	An-12B An-12B	Allied Serv. Ltd	JUB rgd	08jun14 01jul14	all white c/s, no titles with BGI tail logo f/n JUB 28aug14, all white c/s, no titles with BGI tail logo; seen JUB 27oct15 resting on its nose after some mishap; canx 11dec15; seen JUB 16may16, stored; reportedly broken up JUB oct19
5 34 37 04	CCCP-11003(1) CCCP-11003(1)	An-12B An-12B	AFL/Magadan MAP Kuibyshev MSZ	toc trf	22jan66 01jul70	rgd 09feb66; see c/n 4341803 and c/n 5343004 based on a decree dated 05mar70; f/n VKO 06apr72 in Aeroflot c/s; MOM/Kuibyshev Engine Production Association named after M.V. Frunze

6 34 37 05	RA-11003(1) RA-11003(1) RA-11003(1) ST-AWM ST-AWM "33"	An-12B An-12B An-12B An-12B An-12B An-12BP	Aeroflot c/s, n/t SP Air SP Air c/s, n/t Air West no titles Soviet Air Force	SHJ SHJ ASF SHJ SHJ mfd	29oct93 16dec93 18may96 15dec98 04feb99 31jan66	c/n checked, operated for SP Air l/n FJR 18jan96 rgd to Flight Air Company 16aug96; l/n SHJ 30mar98; canx as sold to United Arab Emirates but date unknown l/n SHJ 22jan99; c/n checked titles removed this date; canx before jan07 photo sep71 taken at Reims Champagne with the c/n painted as 5343705; this was probably planned for delivery in 1965, but was subsequently not delivered until early 1966, hence appears in all documents and the Ukraine register as 6343705
	not known UR-11302(2)	An-12BP An-12BP	Soviet Air Force Atlant	Ksv	1980's 15sep02	saw action in the Afghan War, equipped with ASO-2 flare dispensers c/n checked; in grey c/s with 'Atlant' titles and logo; stored without engines at Kiev-Svyatoshino - titles, logo and registration (partly) scrubbed out but readable, seen as such sep02; see c/n 8346004 to Resal; Shovkoviy Shlyah is Ukrainian for Silk Way; f/n LUX 23feb03; l/n BUD 05sep03 new CoFR issued 03sep04; rgd 12dec10 to AVFL Logistics Ltd. of Limassol (Cyprus); mentioned in legal documents with this owner as under 'arrest' 29may12; the AOC of AeroVis Airlines was suspended 26jun12; l/n RWN 28sep12, stored; current on register 01jun15, but no longer by 06jul15 to AVFL Logistics Ltd. of Limassol (Cyprus); in white/light blue c/s with thin dark blue cheatline, no titles; f/n PRG 23sep15; rgd 28may19 to Swift Solution FZC of the UAE; l/n LEJ 18dec19; ferried KBP-Bila Tserkva 20jan20; re-entered service 24apr20 flying from KBP to Ghardaia; current on the register 13aug22; l/n LCA 03dec23
6 34 37 07	UR-CBG UR-CBG	An-12BP An-12BP	Shovkoviy Shlyah AeroVis Airlines	rgd RTM	24jan03 27nov03	
	UR-CBG	An-12BP	Cavok Air	rgd	28aug15	
6 34 37 08	not known not known UR-PWH ER-ACI	An-12B An-12BP An-12BP An-12BP	Soviet Air Force Ukraine Air Force Independ. Carrier Aeronord Grup	mfd trf OST rgd	30jan66 1992 02aug98 08apr99	trf to NII Parashyutostroeniya (Parachute Systems Research Institute) 01mar95 l/n OSR 27nov98 operated by Aerocom; in white c/s with light grey belly, no titles; f/n HRK 27apr99; l/n STR 12dec03; 'July Morning' painted on the nose; current on register mar04
	ER-ACI UR-CAK	An-12BP An-12BP	Jet Line Internat. Meridian	rgd RWN	10dec04 04jul07	initially in white c/s with light grey belly, no titles; f/n BUD 07mar05; l/n as such MRS 09mar07; repainted in basic 'polar' Aeroflot c/s, no titles; f/n as such MAD 04apr07; canx 22jun07 as to Ukraine c/n confirmed; in basic 'polar' Aeroflot c/s, no titles; l/n as such MLA 31dec09; seen with a small 'UN-WFP' sticker SXF 09feb10; seen without sticker again BHX 15feb11; new CoFR issued 16may11; l/n BHX 23mar12, operating with a 'MEM' call-sign
6 34 37 08	UR-CAK	An-12BP	Ukr Air Alliance	rgd	12apr12	in basic 'polar' Aeroflot c/s, no titles; f/n ODS 22apr12, operating with a 'UKL' call-sign; received a logo on the fin, f/n as such LYS 02may12; rgd 16jan15 to Cargo Air Chartering of the UAE; seen VER 01oct19; ferried from CWC to Bila Tserkva 12feb20 for storage; rgd to DS Air Inc. of Cyprus 25feb20; current on the register 13aug22
	LZ-BAC LZ-CBE LZ-CBE LZ-CBE 4L-HUS	An-12B An-12B An-12B An-12B An-12B	Balkan Heli Air United Nations Heli Air Air Victory	AMS SOF TFS rgd	30jul80 dec03 late'05 19feb06 29jan08	rgd date given as 19aug83; c/n painted as just '3708'; l/n LTN 13feb86 with filled-in tail turret; seen VIE 1989, with turret now removed and with rounded end (as per the civil An-12B); l/n SOF 16aug03; sold nov03 in basic Balkan c/s with titles; l/n HAJ 05jul05 in all-white c/s with just 'CARGO' titles; canx 27mar07; l/n SOF 07sep07 in all-white c/s with just 'CARGO' titles; d/d SOF-FJR 08feb08; f/n SOF 08feb08; reported in Operators Certificate 17may08 as An-12BK; seen TBS 02jun11; reportedly cancelled between 13aug10 and 23mar11; seen TBS 05apr12 but reg reportedly painted out; l/n TBS 17oct14/01feb17, all white, reg visible under the paint; derelict by feb17, resting on its tail; reported as scrapped may19
6 34 37 09	CCCP-11988 L2173	An-12BP An-12B	Soviet AF/AFL c/s Indian Air Force	CAI	23oct73	c/n not checked; rgd 11jul75; CoFA canx 26feb88 last flight 21aug91; for sale dec93 t/ 4,432 hours
6 34 37 10	"01"	An-12BP	Soviet Air Force	no	reports	was opb 81 vtap at Ivanovo
6 34 38 01	CCCP-11714	An-12BP	Soviet Air Force	rgd	17jan73	opb 110 vtap at Novgorod-Krechevitsy; photo exists, in all-grey c/s, unable to determine if Aeroflot titles; canx but date unknown
6 34 38 02	"02" red	An-12BP	Russian Air Force	mfd	31jan66	f/n KLD 24jun02; l/n KLD 22aug02; offered for sale by the Russian privatisation agency nov05, was with military unit 21879 at Tver at that time
6 34 38 04	--	An-12	Afghan Air Force	KDH	2011	large parts remain on dumps inside and outside the airfield; Afghan roundel carried and c/n checked
6 34 38 05	CCCP-11265(2) RA-11265(2)	An-12BP An-12BP	Soviet AF/AFL c/s Russian AF/AFL c/s	rgd KLD	26oct78 05may94	see c/n 402107 opb 610 TSBPIPLS VTA at Ivanovo-Severny; l/n Ivanovo-Severny 23apr97; wfu 1998; canx 16oct01; photo VTA Calendar 2001/2002 with RA- prefix and old Soviet flag; broken up at Ivanovo-Severny by 2006 one of the engines caught fire after take-off from Charbatiya, the fire was not extinguished due to malfunction of the engine extinguishers, the pilot tried to fly back to the base, but the fire spread and the aircraft blew up, killing all of the 9 crew and 8 people on the ground
6 34 38 06	L2174	An-12B	Indian Air Force	w/o	08mar88	c/n from Russian register feb98; rgd 26jul79; f/n LAD jan89 canx but date unknown; offered for sale by Russian privatisation agency dec07, was at the FMZ at Fergana at that time
6 34 38 07	CCCP-11287 RA-11287	An-12 An-12	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Erm	1966 01sep97	f/n apr84; current on Russian register feb98; canx but date unknown
6 34 38 08	CCCP-11755 RA-11755	An-12BP An-12BP	Soviet AF/AFL c/s Russian AF/AFL c/s	rgd KLD	06dec83 22aug02	l/n KLD 13aug06, with additional 'crane on sun disk' badge behind cockpit; stored; l/n oct10, location not stated but apparently still stored
6 34 38 09	CCCP-11286 RA-11286	An-12 An-12	Soviet AF/AFL c/s Russian AF/AFL c/s	rgd Iva	26jul79 26aug95	opb 610 TSBPIPLS VTA at Ivanovo-Severny; wfu 1998; l/n Ivanovo-Severny 15jun99, derelict/wfu; canx 16oct01; broken up at Ivanovo-Severny by 2006
6 34 38 10	CCCP-11818 UK-11369(3) ER-ACR	An-12B An-12B An-12B	Soviet AF/AFL c/s Uzbekistan Airways Tiramavia	mfd TAS rgd	28feb66 05oct97 24jan05	rgd 19jan73; f/n HEL 13nov73, c/n not checked; canx but date unknown rgd only 14oct97; l/n DXB 26nov00; still in fleet list jan03; see c/ns 402311 and 00346909 initially in ex Uzbekistan Airlines c/s, no titles, part of ex registration '369' visible under paint; f/n SHJ 07jun05, seen with titles GRO 19apr06; carried an 'Avialeasing' logo on fin since aug06; l/n KIV 02jul07; canx 10jan08 as to Afghanistan
6 34 39 01	YA-KAD	An-12B	Kabul Air, n/t	rgd	14jan08	f/n FJR 11feb08, still in Tiramavia colours and 'Avialeasing' logo; ex reg still visible DXB 26mar08; reported as opb Liwa Air on ground operations sheet FJR 01nov08; believed to have suffered an undercarriage collapse at KWI jan09 and seen there on a flatbed trailer; repaired and seen KIV 04apr09 undergoing maintenance; seen KDH 11mar10 now with titles, in green/red/black and white c/s, grey undersides; l/n KHI 05jul10 as such; grounded according to register dated 03nov11, see next line
6 34 39 01	3X-GFU 3X-GHF	An-12B An-12B	GR Avia Sky Guinée	rgd rgd	24dec10 16sep11	f/n KDH 13mar11, no titles, in green/red/black and white c/s, grey undersides; last three of ex reg still visible under paint; l/n BST 22apr11; canx 12sep11 f/n MYP 29mar12; no titles, in green/red/black and white c/s, grey undersides; canx 28nov12; l/n Marculesti feb15/mar20, derelict
6 34 39 02	"85" red "85" red	An-12B An-12B	Soviet Air Force Russian Air Force	Spr Dem	1990 15jun93	de-converted An-12PP with ogival tail cone and standard window configuration; in all-grey c/s with Red star; opb 226 osap at Spenberg in all-grey c/s with Red star; trf to Rostov-na-Donu Tsentralny 1992/94; see c/n 3341601, which replaced this aircraft at Spenberg with the same code
6 34 39 02	CCCP-10228	An-12	Soviet AF/AFL c/s	rgd	26jul79	opb 610 TSBPIPLS VTA at Ivanovo-Severny; photo exists in full Aeroflot c/s and titles; canx 16oct01; broken up at Ivanovo-Severny by 2006
6 34 39 03	CCCP-11665 CCCP-11665 RA-11665 RA-11665	An-12BP An-12BP An-12BP An-12BP	Soviet AF/AFL c/s MAP Omsk MPO Aeroflot Antey	mfd rgd OMS trf	apr66 04may90 29aug93 14mar95	f/n ASM 1978 in Aeroflot colours and titles with blue tail; l/n OMS 12jun94 last CoFR 27sep95; l/n Taganrog-Tsentralny 30jun11/apr19 within 325 ARZ compound, (N47.245493 E38.859933) in basic Aeroflot colours with blue tail, no titles or engines, wfu; not canx from the Russian register
6 34 39 05	CCCP-11789 LZ-SGE LZ-BFB LZ-BFB RA-11789	An-12BP An-12BP An-12BP An-12BP An-12BP	MAP Kom-na-Amu APO Sigi Air Cargo Bulg. Flying Cargo Bulg. Flying Cargo KnAAPO	mfd SHJ SOF SHJ rgd	30apr66 jun93 26jun93 24oct93 19jun97	rgd 17oct83; f/n DME 24sep87 in Aeroflot c/s no titles l/n ROV 13may96, returned to Russia Komsomolsk-na-Amure Aviation Production Association; in basic Aeroflot c/s blue tail with badge, but no titles; f/n SVX 14aug01; seen in full KnAAPO c/s DME 26jun06; l/n DME 26apr08 in basic Aeroflot c/s with KnAAPO badge but no titles no prefix, no titles; l/n ZIA 27dec13; for sale on the Internet jan15 for Ç 191,000 no titles; operator from russianplanes.net; l/n IWA dec23
6 34 39 06	RA-11789 11789 11789 CCCP-11004(1)	An-12BP An-12BP An-12BP An-12B	KnAAPO KnAAPO SIBNIA AFL/Ukraine-HRK	ZIA OVB KGP mfd	01apr09 13nov09 11nov16 22mar66	titles 10apr66; rgd 20may66; f/n AMS 11may72; soc 27dec77 as life-time expired; was used for trials at the NPP "Polyot" test-site at Yeluzhski (N57.209008 E45.136908), seen nov06/nov14; see c/n 4341705 the first An-12 of the Yakutian directorate; toc 17apr66; rgd 24may66; opb 139 LO Yakutskogo OAO; f/n DME 03nov72; seriously damaged 15dec75 on a check flight from Fergana when the 2nd pilot accidentally retracted the landing gear during the take-off run before the aircraft became unstuck so that it sank back to the ground and veered off the runway, suffering damage to the belly and engines Nos. 1 and 4; repaired by the ARZ at Fergana using the F-1 (forward fuselage) and F-2 (centre-wing) sections of c/n 9346408 CCCP-12964 and the F-3 section of this c/n 6343907; although as such two thirds of this composite airframe came from c/n 9346408 CCCP-12964, it continued to serve as c/n 6343907 CCCP-11005 and the reason for this is unknown; soc 20aug87 as life-time expired; see c/n 9346408 CCCP-12964 and c/n 5342802 UN-11005(2) rgd 27may66; f/n TAS 20aug75; soc 27dec77 as life-time expired; see c/n 9346602 and UN-11006(3) c/n 01347909
6 34 39 07	CCCP-11005(1)	An-12B	AFL/Yakutiya	mfd	25mar66	toc 10apr66; rgd 22apr66; opb 247 LO; w/o 06mar67 on a cargo flight from Salekhard to Tarko-Sale when took off with retracted flaps (the crew had forgotten to extend them) and crashed in wooded hilly terrain on the banks of the river Ob' 1.8 km behind the runway threshold some 60-70 seconds after lift-off, 5 out of 6 crew killed; t/t 973 hours; soc and canx 13apr67; see c/ns 5343506, 9346509 and 01347909 rgd 10jun66; f/n IKT late77; soc 28feb78 as life-time expired; see c/n 401810 canx but date unknown
6 34 39 08	CCCP-11006(1)	An-12B	AFL/East Siberia	toc	13apr66	c/n confirmed; dbf Addis Ababa 24aug84, following a sharp turn on approach to runway 25, landed late at high speed and overran the runway, all seven crew and two passengers survived
6 34 39 09	CCCP-11007(1)	An-12B	AFL/Polar-SVO	mfd	26mar66	
6 34 39 10	CCCP-11012(1)	An-12B	AFL/East Siberia	toc	13may66	
6 34 40 01	CCCP-11897 LZ-BAD	An-12B An-12B An-12B	Soviet Air Force Balkan	rgd rgd ORY	17jan73 30mar84	

6 34 40 02	CCCP-11013	An-12B	AFL/Polar	mfd	12apr66	toc 07may66; rgd 07jun66; f/n SVO 27mar68; featured in the Soviet movie 'Lyotnoye proisshestiye' shot in 1983
	CCCP-11013	An-12B	AFL/East Siberia	trf	11nov70	
	CCCP-11013	An-12B	AFL/GosNII GA	trf	03mar78	trf to MAP 09aug84 based on a decree dated 26may84, see next line
	CCCP-11013	An-12B	MOM Orenburg MSZ	rgd	19sep84	f/n KBP 07sep92
	RA-11013	An-12B	Kit Air	trf	17jun94	f/n SVO 06may95; l/n LAD 16jan96; MOM/Strela Production Association, Orenburg (was operated by the airline Kit); sold to Antares Air (Russia); overpainted Kit whale logo still visible on the tail; canx 14aug96 as leased to Angola
	S9-CAN	An-12B	Aeroflot c/s, n/t	rgd	13oct97	f/n LAD 29apr98; dbr when ran off the runway at Lukapa, Angola (S8.4429361 E20.732158) 20jan99; c/n from accident report and photos at the crash site; l/n dumped aug03
6 34 40 03	"4" red CCCP-11792(1)	An-12BP An-12BP	Soviet Air Force Russian Air Force	mfd Uve	1966 may13	last digit of the code still visible when seen may13, see below in grey c/s, no titles; probably soc around 2008; sat wfu at Uvelski-Uprun, seen with the rear part of fuselage cut off from the bottom of the cargo ramp may13, in the process of scrapping (registration and c/n clearly visible on the photo, but prefix not really clear); see c/n 402701 with tail turret; toc 07may66; rgd 07jun66; f/n SVO 27mar68; see c/n 6344308
6 34 40 04	CCCP-11014(1) CCCP-11014(1) CCCP-11014(1)	An-12B An-12B An-12B	AFL/Polar AFL/International AFL/Yakutiya	mfd trf trf	30apr66 01nov70 16aug71	l/n YKS 03jul92 wfu; still in full Aeroflot c/s; soc 29aug94 as life-time expired; l/n YKS 13may95, derelict, c/n checked in all-grey c/s with Red Star
6 34 40 05	RA-11014(1) "15" blue "15" blue "21" blue	An-12BP An-12BP An-12BP An-12BP	Sakha Avia Soviet Air Force Russian Air Force Russian Air Force	YKS Grs Spr Tgr	08jul94 may92 16jul93 23nov12	in all-grey c/s with Red Star at 325 ARZ; in all-grey c/s with Red Star; l/n Taganrog-Tsentralny (325 ARZ) apr19, stored toc 14may66; rgd 28jun66; dbr 29jan68 in a hard landing at Magan; soc 28...68; also see c/n 2340806 rgd 28jun66; f/n CAI 25dec68; dbr at Batagai, reportedly in the early 1970s, but according to MGA document, soc 24apr78 as life-time expired; see c/n 6344104 rgd 30jul66; f/n LED 11jul70; version in Russian register given as 'TB'; see c/n 02348207 c/n checked
6 34 40 06	CCCP-11015(1)	An-12B	AFL/Yakutiya-YKS	mfd	20mar66	
6 34 40 07	CCCP-11016(1)	An-12B	AFL/Yakutiya-YKS	toc	16may66	
6 34 40 08	CCCP-11017(1) RA-11017(1) RA-11017(1)	An-12B An-12B An-12B	AFL/Urals Aeroflot Ural Airlines	toc SVX trf	26may66 20apr93 25jul94	f/n SVX 23aug95, minus engines # 1, 3 and 4; soc 29may98 as life-time expired; not in 1999 fleet list; see c/n 02348207; original cockpit seen 08jul08 as training simulator in the Ural Civil Aviation training centre flying laboratory and test-bed aircraft with a 'Pinocchio' nose, a probe beneath the tail and a fairing under the fuselage, with an external pod fitted to the forward fuselage; the external pod was later removed; initially in all-grey c/s with a 'wavy' Soviet flag on the fin; repainted in 'blue' Aeroflot c/s with blue fin; f/n as such HRK 1991
6 34 40 09	CCCP-11819	An-12LL	AFL/GosNII GA ?	mfd	31may66	de-converted to a standard transport aircraft; in 'blue' Aeroflot c/s with blue fin in basic 'blue' Aeroflot c/s with blue fin and small 'Hell Union' titles; on a slide dated apr96 with an 'Air Afrique' sticker; f/n without titles AMS 16feb96; seen as such OST 09may98; stored at Kharkiv-Sokolniki, seen 21jun99 leased from Vitair; in basic 'blue' Aeroflot c/s with blue fin, no titles; c/n checked SHJ 15jan01 initially in basic 'blue' Aeroflot c/s with white fin and a logo only, no titles; l/n as such OZH 06aug08; repainted in white c/s with light blue cheatline and dark blue lower fuselage, now with titles; f/n as such PDV 20mar09; new CoFR issued 26aug11; slightly damaged on landing at Goma 28aug19 when the tyres of the main landing gear blew up and the aircraft overran the runway, all occupants escaped unhurt, repaired; current on the register 13aug22; l/n BUD 08oct23 opb 610 TSBPIPLS VTA at Ivanovo-Severnoy; l/n Ivanovo-Severnoy 24apr97, c/n checked; broken up at Ivanovo-Severnoy by 2006
	CCCP-11819 UR-11819	An-12BP An-12BP	MAP Kharkov APO Vitair	rgd RTM	23dec91 11aug95	
	UR-11819 UR-11819	An-12BP An-12BP	ICAR Motor Sich	BUD ATH	12jun00 24jun04	
6 34 41 02	"34" red	An-12BP	Russian Air Force	Iva	08jun96	
6 34 41 03	CCCP-11025 CCCP-11025	An-12B An-12B	MAP Moscow MOM Vnukovo	mfd trf	apr66 22apr71	rgd 21nov66 MOM Vnukovo "Energia"; f/n VKO 23apr89, in Aeroflot c/s; l/n VKO 02sep93; version in Russian register given as 'TB' with Aeroflot and additional 'Westrac Cargo' titles; l/n MSE 12aug95, see trf next line f/n MST 11sep96, in Aeroflot c/s, no titles; l/n DME 19sep99 initially without titles; carried titles since jun03 in Russian register nov09 as An-12BP; seen VKO 23jun13 with 'Energia' titles and small logo on the front right of the fuselage; seen KGD 21mar19; seen VKO 27apr19 with 'Roskosmos' titles in Cyrillic replacing the 'Energia' titles; l/n OVB 27nov20; CoFR renewal 28sep21 in basic ex Kosmos c/s with titles
	RA-11025 RA-11025 RA-11025 RA-11025	An-12B An-12B An-12B An-12BP	MOM Vnukovo Kosmos Kosmos Kosmos	VKO trf OST rgd	02sep93 20jul95 02apr00 09jun06	
	RA-11025 EX-11001(3) UN-11016(2)	An-12BP An-12B An-12B	Atran Motul Motul	ZIA SHJ FJR	12dec23 29may99 08jan08	c/n stated as 5344104 in JP-01 but batch suggests 1966 and not 1965 built; see c/ns 5343408 and 8346107 in basic ex-Aeroflot c/s with very small titles under cheatline in red; reported arrived FJR 05jan08 opb East Wing; l/n FJR 17apr09; see also c/n 6344007 c/n confirmed by CAA as 6344104; l/n FJR 16jul09 seen FJR 12dec09; l/n CIT 17jun11/07jul16 and DRS 12jan71, CAI 19aug74, CAI 28nov81, CAI 26oct91; in white c/s with grey undersides and small black cheatline; reportedly broken up in white c/s with grey undersides and small black cheatline; l/n CAI sep68 and AMS 19jul74, CAI 14aug75, CAI 28nov81, CAI oct93; in white c/s with grey undersides and small black cheatline; reportedly broken up by 1994
(6 34)41 07	UP-AN210 UP-AN210 1233/SU-ARC	An-12B An-12B An-12BP	Aeroflot c/s, n/t East Wing Egyptian Air Force	FJR FJR	01jul09 10oct09	dec69
6 34 41 08	1234/SU-AOR 1234/SU-APX	An-12BP An-12BP	Egyptian Air Force Egyptian Air Force	SXF DRS	02nov67 18oct68	
6 34 41 09	CCCP-11529(2) RA-11529(2) RA-11529(2)	An-12B An-12B An-12B	MAP Ulyanovsk APK MAP Ulyanovsk APK Aviastar	mfd ULY trf	30jun66 11sep93 02nov93	rgd 22nov84; seen DME 22may91 in Aeroflot c/s; see c/n 9900708 in Aeroflot c/s, c/n checked f/n SHJ 06nov95; in white/grey c/s with blue and red trim, large 'An-12' on tail; l/n DME 05jun02; not in feb02 fleet list
	RA-11529(2) RA-11529(2) RA-11529(2) RA-11529(2) RA-11529(2) RA-11529(2) RA-11529(2) RA-11529(2)	An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B	Aerofreight VIM Airlines Avial NV Airstars RSK MIG Airstars RSK MIG AFL/Polar-SVO	DME Sty BUD BTS LBG BUD PDV mfd	28aug02 21aug03 15mar04 07dec04 16jun07 18jul07 11oct08 26jun66	l/n HEL 17dec02; in basic ex Aviastar c/s l/n SVO 25oct03; in basic ex Aviastar c/s l/n WAW 16sep04; in basic ex Aviastar c/s; leased from VIM Airlines 09jan04/31dec04 l/n HEL 13apr07; in basic ex Aviastar c/s in basic ex Aviastar c/s; carried exhibition code '373' l/n ZIA 23aug07; in basic ex Aviastar c/s in basic ex Aviastar c/s with MIG logo on forward fuselage; l/n ZIA 04feb22, active toc 21may67; rgd 03jun67; opb 247 LO; f/n KAN 24nov68; w/o 12aug69 on a cargo flight from Tiksi to Novosibirsk when suffered engine problems (# 4 engine failed to develop take-off power and flamed out later, on approach all 3 remaining engines lost power and ran idle), the crew tried to force-land the aircraft but it crashed into a forest 13 km short of Novosibirsk-Tolmashovo airport, 4 out of 6 crew killed and the other 2 severely injured, the investigation showed that the fuel had been contaminated with sea water; t/t 3,172 hours and 1,202 cycles; soc 24mar70; see c/n 1340106 toc 15jul66; rgd 12aug66; see c/n 01347710; version in Soviet register given as 'TB' but as An-12B in MGA document; l/n SVX 25sep92 l/n BKA 08apr93 f/n SVX 23aug95; l/n BTS 16dec97; c/n checked; soc and canx 26nov98 as to Liberia; not in 1999 fleet list c/n not confirmed but comparison of photos suggest it is this aircraft; l/n LAD 19aug99; dbr 12nov99 after the port main undercarriage collapsed on landing at Lukapa on a flight from Luena and skidded off the runway before coming to rest, the six crew were unhurt; photos exist; the wreck (S8.4381255 E20.731761) was still present in 2009 rgd 12aug66; soc 27apr72 as involved in an accident in 1973; canx 14aug72; also see UN-11020 c/n 9346508 ? used by the LII 1972/74 to investigate IFR system parameters, to develop the hose and drogue IFR system, which was later fitted as standard to some Soviet types engineless/wfu, c/n checked, Red Star scrubbed out; still present jul14/jul18 in very poor condition, resting on its tail (N50.472572 E30.385095) flypast over Delhi, coded 'H'; l/n ATH 17jun71 coded 'S'; in all-grey c/s; call-sign VU-PPA; l/n Leh Air Force Station 05aug93 possibly in open storage; fate unknown according to Indian Air Force records flypast over Delhi at RAF Muharraq (now Bahrain IAP) coded 'J'; in white c/s with grey undersides and small black cheatline, en route to the Soviet Union for overhaul; repainted in all-grey c/s with the same code; l/n LBG 12jun76; call-sign VU-PGB; a photo exists of L649 and L646 both coded "J" at the same time coded 'W'; in all-grey c/s; l/n Warton jul79 coded 'G'; in all-grey c/s; l/n LCA 20sep82, as such; fate unknown according to Indian Air Force records flypast over Delhi coded 'K'; in all-grey c/s; l/n MLA 20aug74 coded 'Q' coded 'X'; in all-grey c/s; l/n DXB 26dec85; scrapped coded 'B'; in all-grey c/s; l/n ORY 15oct81; scrapped flypast over Delhi, coded 'X' coded 'J'; in all-grey c/s; a photo exists of L649 and L646 both coded "J" at the same time; l/n LYE apr76 coded 'Q'; in all-grey c/s; l/n ORY 24oct81; scrapped flypast over Delhi coded 'M', opb 44 squadron; in all-grey c/s; l/n MLA 19aug75; no records available according to the Indian Air Force; reportedly crashed near Leh 19nov78 in all grey c/s with Ukrainian shield on tail; opb GANITs; l/n Kirovskoye 24aug97, c/n not checked this date; broken up
6 34 42 01	CCCP-11018(1)	An-12B	AFL/Polar-SVO	mfd	26jun66	
	RA-11019(1) RA-11019(1) D2-FRK	An-12B An-12B An-12B	Aeroflot Ural Airlines Ural c/s, n/t	BKA trf JNB	01mar93 25jul94 10aug99	
6 34 42 02	CCCP-11019(1)	An-12B	AFL/Urals	mfd	jul66	
6 34 42 03	CCCP-11020(1)	An-12B	AFL/Urals-SVX	toc	23jul66	
6 34 42 04	"85" red	An-12BP	Soviet Air Force	mfd	1966	
6 34 42 05	"85" red	An-12BP	Ukraine Air Force	Ksv	14sep02	
(6 34)42 05	L645 L645	An-12B An-12B	Indian Air Force Indian Air Force	ORY	26jan68 15feb79	
(6 34)42 06	L646 L646	An-12B An-12B	Indian Air Force Indian Air Force		26jan69 sep70	
(6 34)42 07	L646 L646 L647 L647 L647 L647	An-12B An-12B An-12B An-12B An-12B An-12B	Indian Air Force Indian Air Force Indian Air Force Indian Air Force Indian Air Force Indian Air Force	ORY LGW CGN	26apr79 16jan82 26jan68 24jun74	
(6 34)42 08	L648 L648 L648	An-12B An-12B An-12B	Indian Air Force Indian Air Force Indian Air Force	DEL DEL BZZ	27sep83 21jan68 01jan77	
(6 34)42 09	L649 L649 L649 L649	An-12B An-12B An-12B An-12B	Indian Air Force Indian Air Force Indian Air Force Indian Air Force	CAI ORY	26jan68 sep75 10feb79	
(6 34)42 10	L650 L650	An-12B An-12B	Indian Air Force Indian Air Force	LYE	26jan68 30sep73	
6 34 43 01	"04" red	An-12PS	Ukraine Air Force	Kke	apr95	
6 34 43 02	"11" red "11" red	An-12BP An-12BP	Soviet Air Force Russian Air Force	Iva Iva	24apr97 26may99	
6 34 43 03	CCCP-11920	An-12BP	Soviet AF/AFL c/s	rgd	11jul75	c/n not checked; opb 610 TSBPIPLS VTA at Ivanovo-Severnoy; broken up at Ivanovo-Severnoy by 2006 f/n ADD feb78; l/n Ivanovo-Severnoy 24apr97 wfu/derelict, was opb 81 vtap at Ivanovo; canx 16oct01 rgd 17may84; in Aeroflot c/s; f/n DME 24mar86; l/n DME 22feb92 seen Moscow-Myachkov 04jul95 with 'Aviatrans' titles; l/n as such UUS jun99 leased from Atran; in white/dark blue c/s with 'Sakhalin' titles; l/n as such DME 28jun03; l/n DME 16nov03, titles not reported
6 34 43 04	CCCP-98118 RA-98118 RA-98118	An-12BP An-12BP An-12BP	MAP Moskovski OAO Atran Sakhaviatrans	mfd trf IST	31aug66 24may94 17dec99	

	RA-98118	An-12BP	Atran	rgd	18nov03	f/n DME 30jun04; not current on Russian register nov04; l/n DME 10sep05; sold to Advance Aviation Support of the UAE dec05
	UR-CEZ	An-12BP	AeroVis Airlines	BUD	03jun06	owned by Advance Aviation Support of the UAE; initially in white/dark blue c/s, no titles; l/n as such AMS 11feb08; repainted in white/light blue c/s with thin dark blue cheatline and "AeroVis" Airlines LTD" titles; f/n as such PED 24mar09; rgd 22nov10 to Advance Aviation Support of the UAE; mentioned in legal documents as under 'arrest' 29may12, AOC suspended 26jun12; stored at RWN, seen sep12/aug14 to Advance Aviation Support of the UAE; initially in white/light blue c/s with thin dark blue cheatline, no titles; f/n LWO 05aug15; l/n as such Bila Tserkva 13apr18; repainted in orange c/s with black trim, with titles; f/n as such LE1 13jul18; rgd 28may19 to Swift Solution FZC of the UAE; l/n LE1 20oct19; ferried KBP-Bila Tserkva 30oct19; re-entered service feb21; l/n OSR 14dec23 photo, on page 147 of "Arab MIGs Volume 2" (Harpia Publishing); opb 23 Sqn; in white c/s with grey undersides and small black cheatline
	UR-CEZ	An-12BP	Cavok Air	rgd	13jul15	in white c/s with green cheatline and grey undersides with Iraqi Airways titles; l/n DRS 24nov82 c/n not confirmed; in fact Iraqi Air Force, painted in Jordanian markings for the delivery of Chengdu F-7B fighters to the Iraqi Air Force, from Egypt to Iraq in early 1983
6 34 43 05	685	An-12B	Iraqi Air Force	mfd	30sep66	c/n confirmed; version as such in Russian register; see c/n 9901006
	YI-AES 351	An-12B	IrAF/Iraqi Aw c/s Jordanian AF	KHI HKG	18dec74 jun83	in basic ex-Aeroflot 'polar' colours; f/n LUX 05sep93; l/n BRU 19jan96
	CCCP-11650(2)	An-12B	MAP Arsenyev APO	rgd	16feb90	still in basic ex-Aeroflot 'polar' colours; l/n OST 23jul97
	RA-11650(2)	An-12B	Balkan	rgd	12jul93	no titles; still in basic ex-Aeroflot 'polar' colours; l/n PDV 01jun99
	LZ-BAG	An-12B	Balkan	MST	18apr96	f/n RMI jun00; in all-white c/s with titles and logo by the nose; l/n DME 08oct02; canx 28nov02 as to Kazakhstan
	LZ-BFG	An-12B	Bulg. Flying Cargo	AGP	15aug97	c/n confirmed; l/n ALA 08feb03
	RA-11650(2)	An-12B	Gromov Air	rgd	04feb00	in all-white c/s with titles on the port side only and with additional large 'CARGO' titles; l/n PER nov04; in PMT Air fleet list feb05; seen BKK 06may06, with additional Bismillah Airlines titles; l/n SIN 10jun06
	11650(2)	An-12B	all white c/s, n/t	ALA	04jan03	in all-white c/s with small titles; l/n SGN 12jan08
	UN-11650(2)	An-12B	Almaty Aviation	ALA	25feb03	f/n SIN 15oct08 sitting on its tail; in all-white c/s with small titles; seen SIN 21dec08, active; l/n PNH 19dec09
	UN-11650(2)	An-12B	Air Mark	SIN	27oct06	l/n PNH 01mar13, wfu and missing engines; no longer visible on GE 29oct13
	UP-AN215	An-12B	Air Mark	rgd	2008	opb 23 Sqn; in white c/s with grey undersides; l/n BRU 17may72
	UP-AN215	An-12B	all white c/s n/t	PNH	16feb12	c/n not confirmed; in fact Iraqi Air Force, painted in Jordanian markings for the delivery of Chengdu F-7B fighters to the Iraqi Air Force from Egypt to Iraq in early 1983; l/n AMM dec84
(6 34)43 06	686	An-12BP	Iraqi Air Force	AMS	1969	c/n not confirmed; destroyed by bombing raid and dumped at Samarra, f/n may03
	YI-AGD 352	An-12BP	IrAF/Iraqi Aw c/s Jordanian AF	ABD	08mar76	photo exists, c/n painted as '4307' on tail
	352	An-12BP	Iraqi Airways	ph.	30oct84	seen BMA summer 67 wearing both civil and military identities; canx 17jul67; returned to Air Force as 50 ?
6 34 43 07	50	An-12B	Polish Air Force	d/d	29sep66	f/n LHR 31dec72, in basic Air Force c/s, white/grey, c/s with red cheatline and LOT emblem on tail; crashed 8km SE of Beirut 13may77 on a flight from Warsaw via Varna, reportedly hit power cables and trees during the approach in bad visibility; canx 02dec77
	SP-LZA	An-12B	Polish AF/LOT c/s	rgd	08jun67	photo shows that it carried both SP-LZB and code "51" red
	SP-LZA	An-12B	Polish AF/LOT c/s	rgd	27sep72	seen BMA summer 67 still wearing both identities; canx 17jul67; returned to Air Force as '51' ?
6 34 43 08	51	An-12B	Polish Air Force	d/d	24sep66	f/n MAN 30may68; canx 24jul72; returned to Air Force as '51' ?
	SP-LZB	An-12B	Polish AF/LOT c/s	rgd	08jun67	photo DUS 21may76, in basic Air Force c/s, white/grey, c/s with red cheatline and LOT emblem on tail, with turret, c/n 4308 painted on tail
	SP-LZB	An-12B	Polish AF/LOT c/s	rgd	29may68	photo, in basic LOT c/s with blue fin and additional 'Cargo' titles, with turret and red spinners; photo GVA date unknown in full LOT c/s still with turret
	SP-LZB	An-12B	LOT	SXF	unknown	in full LOT c/s with additional 'Cargo' titles, logo on tail, turret filled in; at PRG apr86, in full 'new' LOT c/s with 'Cargo' titles, turret filled in; photos with designation painted as An-12B, 1990/1991 in full LOT c/s; last flight 02jul93, stored at KRK; l/n KRK 21feb95
	SP-LZB	An-12B	LOT	LHR	20dec77	c/n checked as 5344308; f/n, LJU 30mar95
	LZ-SFS	An-12B	Air Sofia	rgd	10feb95	with Mandala titles, Air Sofia tail logo and 'Cargo' titles on the tail; l/n RTM feb98
	LZ-SFS	An-12B	Mandala	ATH	1997	no mention of titles; seen OST 17apr98 with just 'Cargo' titles, l/n OST 26jun00
	LZ-SFS	An-12B	Air Sofia	RTM	feb98	operated for Sri Lankan Airlines in all-white c/s, 'Cargo' titles only; f/n CMB feb01; damaged in cross-fire Colombo 24jul01
	LZ-SFS	An-12B	Sri Lankan AI		sep00	repaired; l/n BNE 13nov01
	LZ-SFS	An-12B	Air Sofia, n/t	CPH	27sep01	small titles on nose only; l/n BAH 14oct03
	LZ-SFS	An-12B	DHL	DXB	27dec02	still operating for DHL this date, l/n BAH 22jan04 as such; at OST 26apr05, all-white no titles
	LZ-SFS	An-12B	Air Sofia, n/t	OSM	04dec03	l/n BOM 24oct06, all-white, opf Sri Lankan Government and small titles as such; in Sri Lankan Airlines fleet list jan06
	LZ-SFS	An-12B	Sri Lankan AI	CMB	13nov05	operating Air Sofia flights; l/n MRS 25dec06
	LZ-SFS	An-12B	Air Sofia, n/t	AMS	28nov06	with 'cargo@dynamaviation.com' titles; l/n OPO 26jan07
	LZ-SFS	An-12B	Dynami Aviation	MRS	16jan07	in all-white c/s, with titles; l/n MRS 03aug07; see c/n 6344004
	UN-11014(2)	An-12B	ATMA	LIS	04may07	c/n confirmed by Serbian CAA; l/n MRS 23oct07; canx 01feb08
	YU-UIB	An-12B	United Internat.AI	MRS	20sep07	reported arrived FJR 08mar08 opb S Group Aviation, but also reported ferried SOF-FJR 13mar08; has no chin radar; reported as Click Airways SHJ 16nov08; photo FJR 04may09 all-white c/s, no titles; l/n FJR jun10/mar18, stored; c/n confirmed by Kyrgyz CAA
	EX-155	An-12B	all-white c/s, n/t	FJR	14sep08	and LAD 15may75 probably the same aircraft; rgd 02jul75
6 34 43 09	CCCP-11393	An-12BP	Soviet AF/AFL c/s	KAN	27apr68	c/n not checked but current on Russian register sep98; not possible to see whether titles were carried !; wfu 1998; canx 16oct01
	RA-11393	An-12BP	Soviet AF/AFL c/s	Uue	20apr97	toc 04oct90; rgd 10dec90; ex Soviet Air Force; f/n SVO 30jun92; l/n SVO 19mar93; see c/n 2400505
6 34 43 10	CCCP-11339(2)	An-12B	AFL/Privolzhsk	mfd	31aug66	l/n MSE 22sep94
	RA-11339(2)	An-12B	Aeroflot	SVO	10aug93	seen somewhere in South Africa and LAD aug95
	RA-11339(2)	An-12B	Avial	trf	31dec93	l/n ATH 15jun00; was reported for Penza Air
	RA-11339(2)	An-12B	Southern AirGroupe	may95		l/n DME 03dec01; had additional 'East Line' titles mar01; with DB-65U turret in place, but glazing of gunner's station overpainted
	RA-11339(2)	An-12B	Aeroflot c/s, n/t	RKT	18jan96	l/n VKO 29mar02; l/n IST 08aug02 titles not reported
	RA-11339(2)	An-12B	Avial NV	DME	10jul00	l/n OST 26nov04; with additional 'Avial NV' titles; soc 16dec04
	RA-11339(2)	An-12B	Eurasia Airlines	SVG	26mar02	f/n Aqaba may05, still in Avial NV/Pochta Rossii colours and titles; l/n JNB 15oct05; repainted in the same c/s but without titles, f/n GOM 15oct06; after landing at Kisangani 01nov07, executed a sharp left turn whilst taxiing to the parking area, the starboard wing hit the ground, damaging an engine in the process and buckling the starboard main undercarriage, (photo available FKI 08jan08 starboard gear torn off and nose gear, fuselage and starboard wing damaged; seen again FKI 04mar08 condition unknown) the local DRC authorities examined the damage and pronounced that it was not airworthy and suggested that it should be cut up for scrap metal, the owners were undeterred and changed the engine, patched the wing and reinforced the undercarriage, claiming that it was now airworthy, it then continued to fly with a new registration, see next line; still current on register 06may08
	ER-AXI	An-12B	Pochta Rossii	SVG	29dec03	confirmed ex ER-AXI; crashed shortly after take-off from Luxor 20feb09 whilst being ferried (without cargo) from Kisangani, via a stop in Entebbe en route to Mykolayiv, Ukraine
	ER-AXI	An-12B	Aeriantur-M	rgd	10feb05	modified for aerial survey and mine-detection purposes; undertook tests as such over Tibet nov69/apr70; black and white photo exists; probably in all-grey c/s, no cheatline with CAAC badge and titles with additional unknown Chinese characters
6 34 44 02	S9-SVN	An-12B	Aerolift	LXR	20feb09	f/n PEK 15may80; with probe under turret; trf to China General Aviation in oct84, but still operated in full CAAC c/s; l/n SHA 22mar86
	201	An-12BP	Civ Avn Adm China	rgd	1966	in full CAAC c/s; seen PEK 02oct88, with B-201 visible under paint; still with tail probe under turret; later de-converted and probe removed, photo sep90 as such; wfu in 1992 at TSN and seen as such in 1994; broken up at TSN 1995
	B-201	An-12BP	Civ Avn Adm China	rgd	jul74	in full Aeroflot c/s including titles; f/n CAI 10oct73, c/n not checked; rgd to 224 LO 14jan74; seen NOV 1976; still current on the Russian register feb98 (as RA-11902 ?); canx 16oct01
	B-3151	An-12BP	China General Avn	PEK	03aug87	c/n not checked
6 34 44 05	CCCP-11902	An-12BP	Soviet AF/AFL c/s	mfd	1966	c/n not checked, but current on Russian register by sep98; opb 150 vtap at Ulan-Ude Vostochny; reported already feb93; wfu 1996; without tail by apr97, it was not possible to see whether titles were carried; canx 16oct01
6 34 44 06	CCCP-11740	An-12BP	Soviet AF/AFL c/s	LAD	15nov75	
	CCCP-11740	An-12BP	Volga-Dnepr	ULY	25aug92	
	RA-11740	An-12BP	Russian AF/AFL c/s	Uue	20apr97	
6 34 44 07	CCCP-11997	An-12BP	Soviet AF/AFL c/s	HEL	08nov73	
	EK-11997	An-12BP	Sarit Airlines	ph.	nov03	
6 34 44 08	CCCP-11878	An-12BP	Soviet AF/AFL c/s	mfd	1966	
	RA-11878	An-12BP	Russian AF/AFL c/s	ph.	28nov09	
6 34 44 09	CCCP-11912	An-12	Soviet AF/AFL c/s	rgd	14jan74	
6 34 44 10	not known	An-12BP	Soviet Air Force	mfd	31oct66	
	CCCP-12137(1)	An-12BP	Soviet AF/AFL c/s	rgd	23mar81	
	RA-12137(1)	An-12BP	Russian AF/AFL c/s	Uue	20apr97	
	RA-12137(1)	An-12BP	Russian Air Force	CKL	29may99	
6 34 45 01	CCCP-11908	An-12BP	Soviet AF/AFL c/s	rgd	14jan74	
	CCCP-11908	An-12BP	Aeroflot	STN	02nov91	
	RA-11908	An-12BP	Aeroflot	AMS	18feb93	
6 34 45 02	CCCP-11340(2)	An-12B	AFL/Privolzhsk	rgd	10dec90	
	CCCP-11340(2)	An-12B	Aerovolga	trf	unknown	

6 34 45 03	CCCP-11911 CCCP-11530	An-12BP An-12BPTs	Sov AF/AFL titles AFL/GosNII GA	rgd toc	17jan73 09sep75	practically not suffer; soc and canx 16mar96; nose section sits on the scrap-yard at Anadyr, l/n 12jul02; see c/n 401701: CCCP- prefix correct at the time (1994) of accident ? f/n CAI 21oct73, c/n not checked; canx but date unknown rgd 17jan78; 'Tsiklon' weather control aircraft; in Aeroflot c/s, with a long probe on the nose and large tail-cone housing the RFSN-35 Groza-26 weather radar; f/n SVO 14apr78; seen SNN 23jun88 with 'Tsiklon' badge on nose; l/n SVO 16aug92
	RA-11530	An-12BP	GosNII GA	SVO	19apr93	re-converted to a standard transport aircraft with the nose probe removed, but retains the large tail-cone housing; in Aeroflot c/s; l/n SVO aug97; canx 24apr99 as crashed whilst rented to Sao Tome; see 20sep99 according to MGA document; see next line
	S9-CAT	An-12BP	Zanex	ph.	1998	In basic ex Aeroflot c/s, no titles; comparison of photos confirm this is the same aircraft, has the large tail-cone housing and identical features with regards to the paint work; it is also confirmed that it crashed on landing at Saurimo, Angola, 17dec98, killing the navigator (this was previously reported as being S9-SAT)
6 34 45 04	CCCP-11904 RA-11904	An-12BP An-12BP	Soviet AF/AFL c/s Russian Air Force	mfd ph.	1966 2006	c/n not checked; f/n KEF 27jul70; rgd only 17jan73 in basic Aeroflot c/s with a 'crane on a sun disk' badge behind the cockpit; overhaul completed 14jan94; canx but date unknown; offered for sale by the Russian privatisation agency 14aug07 with t/t 8,783 hours and 6,129 cycles, was at 325 ARZ at Taganrog at that time; sold to TurboArmok 14sep07; seen in faded colours in 325 ARZ at Taganrog jun11/nov12
	ST-KNT 9988	An-12BP An-12BP	Kush Aviation Sudanese Air Force	ROV KRT	12sep15 25nov15	in light grey c/s, no titles; l/n in Sudan oct15, location withheld still also carried the registration ST-KNT; in light grey c/s, initially no titles; l/n without titles; KRT 02dec16; l/n with small titles in Arabic 14jan18; overshot the runway 12jan18 on landing at El Geneina, Sudan; repaired; seen KRT 14sep19; l/n KRT 09mar23; destroyed KRT 17apr23 during fighting between different factions of the military
6 34 45 05	not known CCCP-11930	An-12BP An-12BP	Soviet Air Force Sov AF/AFL titles	mfd rgd	oct66 17jan73	f/n HEL 08nov73, c/n not checked; in grey c/s with small titles behind the nose and 'wavy' Soviet flag; canx but date unknown
	CCCP-11736 RA-11736	An-12BP An-12BP	Soviet AF/AFL c/s Russian Air Force	rgd trf	16nov84 1992	with guns; in standard 'blue' (but light blue) Aeroflot c/s; f/n KJA 06sep85 last overhaul completed 28jun93; canx but date unknown; earmarked for sale 04mar02; offered for sale by the Russian privatisation agency 14aug07 with t/t 7,663 hours and 5,361 cycles, was with 325 ARZ at Taganrog at that time; sold to GazTehnoEksport 14sep07
	UP-AN214	An-12BP	ATMA		25may09	exported from Russia (flew Moscow-Sharjah that day) according to Russian customs documents giving this registration and c/n; not reported anywhere during the next 10 years; seen OSS 12jul19, in white c/s with light grey undersides, no titles, with version painted as such, stored; c/n not checked; l/n OSS 25nov23
6 34 45 06	CCCP-11531	An-12BPTs	AFL/GosNII GA	toc	03dec75	"Tsiklon" weather control aircraft, with a long probe on the nose and a large tail-cone housing the RFSN-35 "Groza-26" weather radar; rgd 20may76; f/n SVO 01aug80; seen SVO jun90 with a 'Tsiklon' logo on the nose; l/n SVO 16aug92
	RA-11531	An-12BP	GosNII GA	SVO	31aug93	re-converted to a standard transport aircraft with the nose probe removed, but retained the large tail-cone housing; in Aeroflot c/s; l/n SVO 02sep93; used ATC call-sign RA-10861 on one occasion
	RA-11531 RA-11531	An-12BP An-12BP	Loex Air Cargo Air Nacoia	HLA ph.	oct93 04jun94	photo, location not 100 % confirmed; leased from GosNII GA; l/n HLA 29nov93 leased from GosNII GA; in basic Aeroflot c/s; seen SVO 17jun94, titles not reported; on photo at SVO aug94 with titles; l/n SVO 24sep94, as such
	RA-11531	An-12BP	Aeroflot c/s, n/t	JNB	21aug96	leased by GosNII GA to Von Haaf Air of Angola 05nov96; canx 08jan97 as leased to Angola; w/o 12mar97 on landing at Lukapa (Angola) in heavy fog when had to go around, hit obstacles some 200 metres to the right of the runway on the second approach, was destroyed and burnt out, all 4 crew and 11 passengers killed; t/t 11,200 hours and 2,230 cycles; soc 16sep97 (confirmed 17dec97); reported by many sources as being D2-FVG, but this is not correct, see c/n 401908
6 34 45 07	CCCP-11949	An-12	Soviet AF/AFL c/s	CAI	10oct73	c/n not checked; rgd 14jan74; canx 21oct81
6 34 45 08	CCCP-11924	An-12BP	Soviet AF/AFL c/s	HEL	08nov73	a photo also exists taken in the early 1970s ? in all-grey c/s, with just the c/n visible on the fin, caption gives as CCCP-11924; rgd 14jan74; damaged in Angola 12dec84 when hit by a missile just after the exhaust of engine number four, opb 369 vtap at Dzhankoi and detached to Luanda; l/n Kubinka sep93, c/n not checked current on Russian register feb98; l/n Kubinka aug02/aug03 stored/wfu; c/n checked several times; canx but date unknown
	RA-11924	An-12BP	Russian AF/AFL c/s	YKS	08jul94	c/n not checked; rgd 14jan74; in all-grey c/s
6 34 45 09	CCCP-11931 RA-11931	An-12BP An-12BP	Sov AF/AFL titles Russian AF/AFL c/s	HEL SVX	08nov73 15aug99	l/n SVX jul08/mar16 stored, still with Aeroflot titles; canx but date unknown; version as such in Soviet register; seen SVX 2018, very derelict; l/n 2019, fuselage only, broken in two; fuselage seen in two pieces in the Verkhnyaya Pyshma museum (N56.959230 E60.584087) and other parts near it end 2019 awaiting assembly and still as such jul21; seen 95% assembled by jun22; l/n 2mar23
6 34 45 10	not known CCCP-48974	An-12BK An-12BK	Soviet Air Force MAP Kiev MSZ	mfd rgd	dec66 05may78	ex Soviet Air Force, in all-grey c/s; opb Gromov Flight Research Institute since circa 1981 for de-icing systems tests, deploying a sprinkler grid on a 47 metre hose in the manner of hose-and-droge refuelling tankers to spray water in front of another aircraft undergoing tests; converted to a de-icing systems test-bed with dorsally-mounted airfoil aft of wings (test article with de-icing system) and fixed sprinkler system around 1987
	"10" red	An-12BK	Soviet Air Force	ZIA	1991	opb Gromov Flight Research Institute, identical in appearance to the second configuration of CCCP-48974, so must be the same aircraft
	CCCP-13331 13331 RA-13331	An-12BK An-12BK An-12BK	LII Zhukovski grey c/s, n/t grey c/s, n/t	rgd DME ZIA	20dec91 26feb92 15may93	l/n ZIA 15aug92 l/n ZIA 12may94, still Air Force; re-equipped with ROZ-1 radar (small chin radome) after sale to Start but retained the observation blisters
	RA-13331	An-12BK	Start	trf	25jul94	in basic Aeroflot c/s with 'START' titles; f/n ROV 14jul94; seen ZIA aug95 with additional 'Interaviatrans' titles; l/n as such ZIA 26jan02, stored; seen ZIA (N55.570783 E38.143478) aug07/aug14, derelict but still with titles; seen at ZIA 08oct14 with 'Youair' titles and the fantasy registration KY-210409; used in filming "The Crew" during which it was destroyed by fire; remains, tail only, seen 23oct14
6 34 46 01	CCCP-11719(1) CCCP-11719(1) RA-11719(1)	An-12BP An-12BP An-12BP	Sov AF/AFL titles Russian AF/AFL c/s Russian AF/AFL c/s	LHR Kub Kub	26jul70 01sep93 21aug95	in all-grey c/s, small titles behind the nose; rgd 09jul75; opb 369 vtap at Dzhankoi; repainted in standard Aeroflot 'blue' c/s; see c/n 02348110 c/n checked
6 34 46 02	"14" yellow	An-12PS	Russian Navy	mfd	10dec66	c/n not checked; in full Aeroflot 'blue' c/s with titles; l/n CKL 15aug99, engines and other parts missing, c/n checked this date as 4601; wfu 1999; canx 16oct01
6 34 46 03	"89" red "89" blue	An-12BK An-12BK	Soviet Air Force Ukraine Air Force	mfd LWO	30nov66 04may97	photo 1990s; opb 912 otap at Korzunovo; in grey c/s, initially with a red side flash which was later replaced by a blue one; last overhaul (by 325 ARZ at Taganrog) completed apr12; seen Taganrog 02apr12 with Russian stars and a polar bear badge, but without titles; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; l/n 2023, location withheld last overhaul completed 04dec89; in all-grey c/s
6 34 46 04	CCCP-11725	An-12BP	Soviet AF/AFL c/s	CAI	19oct73	in all-grey c/s; seen LWO 17aug97, code not noted; offered for sale by SkyBirdHeli 27may06 with t/t 6,841 hours and 5,250 cycles; seen LWO 31oct08, code again not noted; c/n and code checked LWO 01sep09, stored without props; photo of port side taken at LWO may12, shows previous code was red; l/n LWO 27sep12
6 34 46 05	"73" blue UR-LMI	An-12BK An-12BK	Ukraine Air Force Volare	mfd OST	24dec66 25mar01	and DRS 22aug74, in full Aeroflot c/s; c/n not checked; was rgd 09jul75 f/n LWO 17aug97
6 34 46 07	"86" red	An-12BK	Ukraine Air Force	mfd	25dec66	already in fleet list 30sep00; mentioned in legal documents 12mar09 as a seized asset, due to substantial debts owed by the company; l/n NLV (N47.051584 E31.913978) sep09/may13; was already canx 20jul10 in all-grey c/s; last overhaul completed 01feb89; c/n checked ODS 01may99; sat wfu with faded code at Odesa-Tsentralny, seen may02/may06; offered for sale by SkyBirdHeli 27may06 with t/t 6,692 hours and 4,836 cycles
	TN-AIA	An-12BK	Aéro-Frêt Business	rgd	01aug08	to Bilmer Ltd; f/n PNR 26oct08; in white/blue c/s with logo behind cockpit; l/n BVZ 17mar09; w/o 26aug09 on a cargo flight from Pointe Noire to Brazzaville, carrying 7.5 tonnes of nitrate fertilizer and 4 cars, when exploded in mid-air on approach to Brazzaville-Maya Maya Airport and came down at the cemetery of Nganga Lingolo (11 km south-west of the airport), all 4 crew and the sole passenger killed, probably the nitrate fertilizer had ignited; canx only 26apr15
6 34 46 08	"15" yellow	An-12PS	Russian Navy	mfd	20dec66	photo; opb 403 osap at Safonovo (Severomorsk-1); in grey c/s with faded yellow or red 'lightning-bolt' cheatline; offered for sale by the Russian privatisation agency may04 and sold jun04
	EX-096	An-12	Reem Air	SHJ	31dec05	modified to transport version; still in its former military c/s; initially without titles, l/n as such SHJ 14jan06; seen KBL 05mar06 with titles
	EW-245TI	An-12	Gomelavia	GME	22jul06	c/n confirmed by CAA; in white/grey c/s; l/n without additional titles MRS 07mar09; seen MUC 19apr09 with additional 'Dynamik' and 'cargo@dynamik-aviation.com' titles; l/n GVA 18may09
6 34 46 09	UP- "93" red	An-12 An-12BK	Asia Continental Kazakh Air Force	SCO mfd	10sep13 1967	in ex Gomelavia/Dynamik Aviation colours; not taken up late mfd; f/n ALA 09mar07; c/n not confirmed; de-converted An-12BK-PPS with ogival tail cone and non-standard window configuration; with small 'Eagle and sword' badge behind the cockpit, very faded Red star visible on the fin; l/n ALA 12oct10
	"18" red	An-12BK	Kazakh Air Force	ph.	05sep11	c/n confirmed; at Taganrog-Tsentralny after overhaul, de-converted An-12BK-PP(S), retains ogival tail cone, small chin radar and standard window configuration; manufacture year from official document with military unit given as 65229 at Zhetigen; l/n ALA 29aug17; Zhetigen since oct20, l/n 07may22 (no code worn); valued as 'unsatisfactory' on 09oct20, auctioned 16mar21, not sold, t/t 1,413 hours, logbook gives date 14jan67 on overleaf, probably date of acceptance
6 34 46 10	CCCP-93920 UK-93920 UK-93920 LZ-VEC	An-12B An-12B An-12B An-12BP	MAP Tashkent APO Aeroflot c/s, n/t bare metal Vega	mfd DME ROV rgd	30dec66 06may94 11aug99 23mar00	rgd 14feb67; in Aeroflot c/s; f/n VKO 03jun71; l/n BAK 10dec92; canx but date unknown reported for Uzbekistan Airways (but certainly owned by the Tashkent Aircraft Production Association) reported for the Tashkent Aircraft Production Association version confirmed in official Bulgarian documents; named 'Tsar Simeon Veliki' after a 9th/10th century Bulgarian ruler; l/n OST 15jun00; damaged 09mar05 on landing at Baghdad when the right wing and engine No. 4 hit the runway; repaired and f/n active again AMS 20aug05; l/n SOF 07sep07
	EW-266TI UR-CGV	An-12BP An-12BP	Ruby Star Meridian	PDV STN	10jan08 10apr08	c/n confirmed; in dark blue c/s with red cheatline; l/n AMS 16feb08; canx but date unknown c/n confirmed; version painted on as just 'An-12'; in dark blue c/s with red cheatline, no titles; l/n OST 27feb11
	UR-CGV	An-12BK	Meridian	rgd	20jul11	to DS Air Inc. of Panama; in dark blue c/s with red cheatline, no titles; f/n HNN 25aug11, version now painted on as 'An-12BK'; l/n BHX 22mar12, operating with a 'MEM' call-sign

	UR-CGV	An-12BK	Ukr. Air Alliance	rgd	23may12	to Cargo Air Chartering of the UAE; already f/n AAL 06may12, operating with a 'UKL' call-sign; in dark blue c/s with red cheatline, no titles; l/n as such MRV 21aug13; received a logo on the fin, f/n as such LGG mar14; new CoFR issued 12mar15; seen MUC 14may19; stored at BIA Tserkva by 04oct19; rgd 25feb20 to DS Air Inc. of Cyprus; back in service by the end of apr20; l/n IAD 10jun23
6 34 47 01	not known	An-12BP	Antonov OKB	photo		in grey c/s with Soviet flag, used for testing of para-dropping systems, with black grid (for filming tests) on the rear of fuselage; l/n MLA 13dec18
	UR-UAA	An-12BP	Antonov Airtrack	MST	23jul96	l/n BUD 04jul98, titles removed 05jul98
	UR-UAA	An-12BP	Khors Air	BUD	06jul98	titles applied this date; l/n OST 08aug98
	UR-TSI	An-12BP	Khors Air	MST	18jan99	l/n LUX 03oct05; had additional 'WFP' titles; seen SIN nov05 with additional 'Air Mark' titles; l/n RWN 04jul07 without tail but few RWN-KBP 31oct07 and seen SSG 21nov07
	UR-TSI	An-12BP	Africa West Cargo	SSG	05dec07	leased from Aviatrans k; with 'Khors Air' emblem on tail; damaged FNA 31dec07 when ran off runway on landing; undercarriage torn off; l/n FNA 17jan08 in same position but later repaired
7 34 47 02	S9-PSA "16" yellow "16" yellow	An-12BP An-12PS An-12PS	Africa West Cargo Soviet Navy Russian Navy	FNA mfd ph.	14jul09 31jan67 aug99	l/n TMS 29may11, at least one engine missing; No longer visible at GE image dated 15apr14 photo; opb 24 osplap at Severomorsk-1; in grey c/s with red 'lightning-bolt' cheatline opb 403 osap at Safonovo (Severomorsk-1); in grey c/s with blue 'lightning-bolt' cheatline, Red Star on fin, carried 'polar bear' nose-art; seen AAQ 17jul07; tender for repair published 31may08; seen OSF 21jun11 operational; last overhaul (by 325 ARZ at Taganrog) completed feb14; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; l/n sep20 active, probably at Taganrog-Tsentralny
7 34 47 03	"17" yellow	An-12PS	Russian Navy	Sai	mid00	opb 403 osap at Safonovo (Severomorsk-1); in grey c/s with blue 'lightning-bolt' cheatline, Red Star on fin, carried 'polar bear' nose-art; stored at Severomorsk-1 by 21jul09
7 34 47 04	"04" blue	An-12PS	Russian Navy	photo		in "Aviation Week and Space Technology" October 1993, code not visible; opb 71 ovtae at VVO; in grey c/s with faded red 'lightning-bolt' cheatline, Red star; sat wfu at VVO, seen apr11/aug18
7 34 47 05	not known CCCP-11418(2)	An-12BK An-12BP	Soviet Air Force MRP Tashkent RaZav	mfd rgd	31jan67 14mar89	f/n SVO 17jul93, c/n checked; in Aeroflot c/s and titles; version from Soviet Register, retains the large chin radar; see c/n 401712 and 402504
	UK-11418(2)	An-12BP	Uzbekistan Airways	TAS	01may94	seen SHJ nov97 with additional 'Simurg' titles
	UK-11418(2)	An-12BP	Uzbekistan Airways	DXB	12dec99	l/n OST 24jun00; additional 'Avialeasing/Azalavia' titles; not in fleet list 30oct00
	ER-AXB	An-12BP	Sud Aerocargo	rgd	08may01	version from Moldovan register; f/n BKK 11jun01; l/n PNH 04aug01; canx 22jan02
	3C-QRN	An-12BP	blue c/s, n/t	SHJ	19feb02	l/n BKK 24sep02; opf Imtrec Aviation; former Uzbekistan c/s
	3C-QRN	An-12BP	Air People Intl	KTM	10jan03	and BKK jan03, in blue/white c/s with titles
	3C-QRN	An-12BP	Imtrec Aviation	PNH	05feb03	in blue/white c/s with titles
	3C-QRN	An-12BP	blue c/s, n/t	DXB	05may03	l/n DXB 39dec03
	EX-022	An-12BP	blue c/s, n/t	SHJ	09feb04	now with small chin radar; l/n SHJ 20feb04; checked ex 3C-QRN
	EX-022	An-12BP	Sasco Air Lines	SHJ	15sep04	l/n SHJ 26oct04 titles not reported; reported SHJ 18nov04 as Silk Ways Airlines
	EX-022	An-12BP	blue c/s, n/t	SHJ	21nov04	l/n KBL 13mar06
	EX-022	An-12BP	Sunlight Airlines	DXB	13oct06	with titles and www.suncargo.aero and "charter us" titles
	EX-166	An-12BP	Click Airways	SHJ	29dec06	blue/white c/s; in Click Airways fleet 31dec06; l/n SHJ 31jan07
	EK-11418(2)	An-12BP	Click Airways, n/t	EBL	29jul07	blue/white c/s; owner listed in ICAO/BV document jun08 as Global Aviation Services, opb Click Airways; still registered 01jan09; l/n SHJ 03oct09
7 34 47 06	"06" blue	An-12PS	Russian Navy	VVO	22apr11	opb 71 ovtae at VVO; in grey c/s with red (faded to brown) 'lightning-bolt' cheatline, Red Stars, Russian flag below cockpit, small black '706' and Russian Navy flag on fin; sat wfu with faded code at VVO, seen apr11/aug18
7 34 47 07	"02" blue "02" blue	An-12PS An-12PS	Soviet Navy Russian Navy	mfd VVO	jan67 07oct09	f/n VVO aug91; in all-grey c/s with blue 'lightning-bolt' cheatline and Red Stars opb 71 ovtae at VVO; in all-grey c/s with blue 'lightning-bolt' cheatline and Red Stars, Russian coat-of-arms behind cockpit; was stored at VVO by 2010/11; was made ready for the ferry flight to 325 ARZ at Taganrog for rework apr12; seen Taganrog-Tsentralny 20nov12, tail missing; converted to a standard transport aircraft (An-12BP); l/n 21may14, test flying from Taganrog as "02" black in bare metal c/s, the previous Red star and 'lightning-bolt' cheatline still clearly visible
	RF-12029	An-12BP	Russian Navy	VVO	sep14	also coded "02" blue, in all-grey c/s with blue cheatline outlined in white, a 'Tiger's head' badge behind the cockpit with 'MA VMF Rossii' titles and Russian stars on the fin; version painted as such; l/n PKC 2023
7 34 47 08	"08" blue	An-12PS	Russian Navy	VVO	01oct10	opb 71 ovtae at VVO; in grey c/s with red 'lightning-bolt' cheatline and Russian flag on fin; sat wfu at VVO, seen oct10/aug18
7 34 48 01	not known CCCP-98119(2) RA-98119(2)	An-12BK An-12B An-12BP	Soviet Air Force MOM Voronezh MSZ Aeroflot c/s, n/t	mfd rgd SHJ	28feb67 07dec87 31mar98	version from handwritten Soviet register; last overhaul completed 20apr92; see c/n 0901301 version still given as An-12BK in Russian registers; with ROZ-1 radar (small chin radome); seen IST 18dec99; c/n checked; operator reported as Special Cargo Al jan00; l/n SHJ 11may00; reported for CNG Transavia; last CoFR 07jul00, but also canx 07jul00 as to Guinea for KNG Transavia according to different Russian registers
	3C-AAG	An-12BP	Air Navette	SHJ	13jul00	in basic Aeroflot c/s, no titles; Antonov regard this aircraft as no longer airworthy from 28mar03; seen with additional Humanitarian Aid stickers BUX jul03; l/n SHJ 12jan04; seen EBB 29jun06, in white c/s with very dark blue undersides and engines, no titles; l/n EBB 31aug06; mentioned in UN documents jul07 with regards to the illicit transport of arms and the validity of registration in Equatorial Guinea, which by this time was no longer in compliance with international operating standards; see next line
	9U-BHS	An-12BP	Air Navette	JIB	oct07	in the same distinctive c/s as above; mentioned in the same UN document jul07 (was thought at the time to be a replacement for 3C-AAG); l/n DIR apr10/12nov17, stored; c/n offered for sale on the web by JSC Aviatechsupply for 15 million Rubles, last flight 06jan09, with t/t 10,655 hours and 5,355 cycles, version given as such
7 34 48 06	CCCP-11021(1)	An-12B	AFL/Magadan	rgd	27apr67	on charge as of 01may67; reported Pevk 13feb82 in official Russian document (mentioned as taking off from an icy runway, fortunately without incident!); soc 28may87 as life-time expired; see also UN-11021 c/n 00347408 ?
7 34 48 07	CCCP-11022	An-12B	AFL/Magadan	rgd	27apr67	on charge as of 01may67; in 'polar' c/s; soc 25mar87 as life-time expired
7 34 48 08	CCCP-11023	An-12B	AFL/Yakutiya	toc	15apr67	rgd 05may67; with tail turret; probably based at YKS; soc 22jun78 as life-time expired
7 34 48 09	CCCP-11024	An-12B	AFL/Yakutiya-YKS	toc	15apr67	rgd 05may67; dbr 25may71 on landing at Batagai; canx 1971
7 34 48 10	CCCP-11036 RA-11036 RA-11036	An-12B An-12B An-12B	AFL/Urals-SVX Aeroflot Ural Airlines	mfd SHJ trf	apr67 feb93 25jul94	toc 18apr67; rgd 28apr67; reported Lensk 23jul88 in an incident report; f/n SVO 26sep91; l/n SVX 25sep92 l/n SVX 20apr93 f/n DUS 27jan96; l/n BTS 12dec97; c/n checked; version painted as An-12B; canx 30dec98 as to United Arab Emirates
	EL-ASC (2)	An-12B	Santa Cruz Imp. ?	SHJ	1998	photo, in ex Ural Airlines c/s, no titles, with very small registration and version painted as An-12B; see c/n 3341206
	no serial	An-12B	Zimbabwe Air Force	HRE	1998	in ex Ural Airlines c/s, no titles; was noted first flying and later stored at Harare in 1998; still present (S17.9297, E31.0989) 22jul21 in very faded c/s, with the Russian registration now bleeding through at the base of the tail
7 34 49 01	CCCP-11026 CCCP-11026 CCCP-11026 CCCP-11026	An-12B An-12B An-12B An-12B	AFL/Polar AFL/International AFL/Moscow AFL/East Siberia	toc trf trf trf	20apr67 01nov70 14jul72 13aug75	rgd 28apr67; f/n SVO 27mar68
7 34 49 04	"04" yellow "04" black	An-12BP An-12BP	Russian Air Force Russian Air Force	Tgr Tgr	jun11 22nov12	dbr, details unknown; soc 30apr87 photo with tail removed, in all grey c/s; based Kluychi-Kamchatskiye undergoing maintenance; smaller code on top of previous code; in all grey c/s, yellow tips to propellers; l/n Taganrog-Tsentralny dec12
	RF-90337	An-12BP	Russian Air Force	Tgr	17aug13	also carried code "04" yellow; in dark grey c/s with 'VVS Rossii' titles; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life, version given as such; named "Spasatel Chelyuskintsev Lyotchik Svetogorov" after a polar aviator who took part in the rescue mission for the survivors of SS Chelyuskin which sank in the Arctic 13feb34; f/n as such feb18; seen OVB 14jun19; l/n Kluychi-Kamchatskiye nov22
7 34 49 05	CCCP-12127	An-12BP	Soviet AF/AFL c/s	mfd	31may67	rgd only 25dec73; f/n Sperenberg 16oct77; flew Kubinka-Kuopio- Rissala 01aug78, in support of a visit of 6 MiG-23s; still on Russian register feb98, see next line; canx but date unknown
	"17" yellow "17" yellow	An-12BP An-12BP	Soviet Air Force Russian Air Force	IKT ph.	05jul92 mar04	in all-grey c/s with Red star seen IKT 01dec06; opb 181 osae at Irkutsk-1 (disbanded dec09); in all-grey c/s with a 'Seal and Globe' badge behind the cockpit; l/n IKT 30jul09; opb 6953 AB at Byelaya from jan10; l/n Byelaya 16aug15 missing at least engine No. 1; see next line
7 34 49 06	RF-94248 CCCP-12129(1) RA-12129(1)	An-12BP An-12BP An-12BP	Russian Air Force Soviet AF/AFL c/s Russ. Navy/AFL c/s	no rgd OSF	reports 25dec73 16may99	serial reported by 2012 for this c/n, see previous line f/n Sperenberg 29sep77, c/n not checked; present on Russian register feb98; l/n CKL 09apr91 c/n checked; l/n OSF 21aug99; seen OSF jul00/aug02, wfu in storage area, c/n painted out; see c/n 5342903
7 34 49 07	CCCP-11028(1)	An-12B	AFL/East Siberia	toc	01jun67	rgd 29aug67; f/n apr69; soc 27dec77 as life-time expired; see c/n 7345310
7 34 49 08	CCCP-11029 RA-11029 EK-11029 EK-11029	An-12B An-12B An-12B An-12B	AFL/Privolzhsk Aeroflot Dvln Air Aircomp. Veteran	toc KUF PRG trf	02jun67 26apr93 23jul98 nov01	rgd 15jun67; f/n VKO 03aug90; l/n IKT 06jul92 l/n EVN 15may96/21jun97 with damaged tail; soc 23mar96; canx 05dec96 l/n DLA apr01 with additional 'Afrique Chart Air' titles; Dvln Air suspended operations nov01 f/n Yerevan-Erebuni 02feb02 without titles; l/n DXB 07jul02; still in fleet list 12jan04; mentioned in ICAO/BV document jun08 as owned by Adlen Inc, operator not listed
	EK-12908	An-12B	Air Highnesses	rgd	03jul08	f/n Yerevan-Erebuni 23jul08; c/n confirmed; still registered 01jan09; seen PNR 07jun09; seen LBV 26may11; photos show the registration without the dash after the prefix; canx 10jun11; l/n Yerevan Erebuni oct14/oct15, stored, minus starboard engines
7 34 49 09	"35" red	An-12BK	Russian Air Force	ph.	1993	at Akhtubinsk; opb 929 GLITs; l/n 2011, in all-grey c/s with shark's teeth motif; semi-derelict; serial scrubbed
7 34 50 01	3X-GBC	An-12B	Air Guinée	MOW	15mar79	photo exists, with titles
7 34 50 02	CCCP-11030(1) CCCP-11030(1)	An-12B An-12B	AFL/East Siberia AFL/Krasnoyarsk-KJA	toc trf	11jul67 01jul73	mfd given as 29jul67; rgd 26sep67 opb 1-y Krasnoyarski OAO; w/o 18oct74 on the leg from Kamensk-Uralski to Krasnoyarsk of a flight from Sverdlovsk to Krasnoyarsk when was diverted to Yeniseisk because of bad weather, on finals to Yeniseisk the crew became disorientated in poor visibility (ground fog), the aircraft dropped below the glide path, the nose gear hit the ground 1,933 metres before the runway threshold, the aircraft bounced and came to rest 1,321 metres from the runway threshold, breaking up in the process, 1 out of 6 crew (the navigator) killed and the other 5 and all 6 passengers injured; used ATC call-sign CCCP-12423 at the time of the accident; t/t 11,124 hours and 4,629 cycles; soc 29nov74; see EK-11030 with unknown c/n
7 34 50 03	CCCP-11031	An-12B	AFL/International	mfd	10jul67	toc 15jul67; rgd 15aug67; f/n LHR 10nov67

	CCCP-11031	An-12B	AFL/Tyumen-TJM	trf	26jun68	opb 259 LO 2 Tyumenskogo OAO; w/o 01oct70 on a positioning flight from Mys Kamenny (Tyumen region) to Tyumen when engines # 1 and 2 failed (the reason could not be established, but probably the fuel filters were clogged by ice) and the pilot decided to return to Mys Kamenny, on finals at night in difficult weather conditions the aircraft lost height and crashed into an ice-covered swampy lake 2.2 km from the runway threshold, all 7 crew and the sole passenger killed; t/t 3,637 hours and 1,768 cycles; soc 01dec70 toc 31jul67; rgd 17aug67; f/n SVO 06apr70
7 34 50 04	CCCP-11032 CCCP-11032 CCCP-11032 CCCP-11032 RA-11032 RA-11032	An-12B An-12B An-12B An-12B An-12B An-12B	AFL/Polar AFL/International AFL/Moscow AFL/East Siberia Baikalavia Aerocom	mfd trf trf trf trf IKT	10jul67 01nov70 20jul71 12jan77 30jun92 13jul01	opb 200 LO Vnukovskogo OAO opb 134 LO Irkutskogo OAO; l/n IKT 06jul92 still in full Aeroflot c/s including titles; f/n IKT 05jul94; l/n IKT sep99 in basic Aeroflot c/s, no titles; leased to Aviaobshchemash from 27jun01; f/n IKT 13jul01, stored; leased to Novosibirskoe APO from 27jun03; l/n DME 22aug09 in basic Aeroflot c/s in basic Aeroflot c/s, no titles; f/n DME 09dec09; t/t 41,297 hours and 15,533 cycles by 01jan10; l/n Yevpatoriya 22sep10 c/n from operator; in white/dark blue c/s, no titles; l/n OST 12feb12 initially in white/dark blue c/s, no titles; l/n as such MLA 30jun13; repainted in orange/dark blue c/s with titles; f/n as such Byelaya Tserkov 19jun13; version painted on as 'An-12B' and also as such in register; l/n ABZ 16oct13; canx 04dec13 in orange/dark blue c/s, no titles; f/n MSQ 10dec13; l/n PRG 06nov14 to Swift Solution FZC of the UAE; in orange/dark blue c/s, initially no titles; f/n VIN 30dec14; l/n without titles OSR 03jul15; f/n with titles in late oct15; new CofRs issued 03apr17 and 16sep19; l/n LEJ 20dec19; ferried KBP-Bila Tserkva 04jan20; current on the register 13aug22; l/n LGG 27aug23 opb 110 vtap at Novgorod-Krechevitsy, exact date unknown; photo in full Aeroflot 'blue' c/s at Huambo late 1970s, was based at Dzhanokai at the time; rgd 05mar79; also f/n HAM 15jan92, in ex military grey c/s with small Aeroflot titles on the nose, opb Volga-Dnepr; l/n as such DUS 28oct92, still opb Volga-Dnepr in ex military grey c/s with small Aeroflot titles on the nose and Russian flag on tail, opb Volga-Dnepr; l/n DUS feb93; wfu 1998; canx 16oct01 opb 194 vtap at Fergana; f/n ADD 29nov79; in full Aeroflot c/s and titles; w/o 08jul89 on a flight from Cam Ranh to Ho Chi Minh City (Vietnam), on landing in below minima weather conditions the aircraft deviated from the glide path and touched the ground 114 metres before the runway threshold, ripping off the right main gear and damaging the right outer wing, propeller # 4 and both hydraulics systems so that the crew decided to return to Cam Ranh, on landing at Cam Ranh the crew feathered engine # 1, the aircraft veered to the left, touched down late, veered off the runway, hit obstacles, broke up and caught fire, 4 of the 6 crew and 27 of the 28 passengers killed; canx 30jan90 f/n ADE 11may79; seen ADD mar85 c/n checked; photo exists in all-grey c/s with 'wavy' Soviet flag and small titles behind the nose; version in Soviet/Russian registers as such and CGN 29jan92, c/n confirmed; in full c/s; l/n DUS 12jun92 c/n offered for sale by Russian privatisation agency dec07; was opb mil. unit 18374 at Akhtubinsk, version given as such; was not seen anywhere between apr93 and 2011; photo Akhtubinsk 2011, still in full Volga-Dnepr c/s with large 'UN' overpainted on the tail, no engines f/n ADD 17nov88; opb 194 vtap at Fergana; photo exists, in full Aeroflot c/s and titles f/n DUS 20feb92; in full Aeroflot c/s and titles; l/n DUS 22apr92; canx but date unknown rgd 26jul67; f/n SVO 27mar68
	11032 EK-11032	An-12B An-12B	no titles Tenir Airlines	DME rgd	05nov09 06nov09	
	UR-BXK UR-BXK	An-12B An-12B	Aero Charter Cavok Air	LUX rgd	13feb11 26apr12	
	EW-394TI UR-CNN	An-12B An-12B	Ruby Star Cavok Air	rgd rgd	03dec13 26dec14	
7 34 50 05	CCCP-11922	An-12BP	Sov AF/AFL titles	SKD	23aug75	
	CCCP-11922	An-12BP	Aeroflot	rgd	15nov91	
	RA-11922	An-12BP	Aeroflot	STN	08dec92	
7 34 50 06	CCCP-11875	An-12BP	Soviet AF/AFL c/s	rgd	26oct78	
7 34 50 07	CCCP-11746	An-12BP	Sov AF/AFL titles	rgd	25sep78	
	CCCP-11746 RA-11746	An-12BP An-12BP	Volga-Dnepr Volga-Dnepr	MUC DUS	oct91 jan93	
7 34 50 08	CCCP-11814 CCCP-11814	An-12BP An-12BP	Sov AF/AFL titles Volga-Dnepr	rgd rgd	25sep78 15nov91	
7 34 50 09	CCCP-11033 CCCP-11033 CCCP-11033	An-12B An-12B An-12B	AFL/Polar AFL/International AFL/Yakutiya	toc trf trf	04jul67 01nov70 12aug71	
7 34 50 10	CCCP-11034 CCCP-11034 CCCP-11034 CCCP-11034 RA-11034	An-12B An-12B An-12B An-12B An-12B	AFL/Urals-SVX AFL/East Sib.-IKT Baikalavia Kampuchea Airlines	toc trf trf trf BKK	13jul67 02feb79 30jun92 03aug93	soc 27oct77 as life-time expired rgd 23sep67; f/n Targoviya 06aug68 l/n VKO aug89 in Aeroflot c/s and titles; l/n IKT 06jul92 l/n PEK 05nov93; in basic Aeroflot c/s, with additional large 'CARGO' titles; photo proof at PNH as such, with tail turret in Aeroflot c/s, no titles
	RA-11034 RA-11034 RA-11034	An-12B An-12B An-12B	Baikalavia United Nations Baikalavia	IKT NBO SHJ	06jul94 25nov94 04mar95	in Aeroflot c/s, no titles; l/n IKT 11may95; seen CAN 27dec96 and CAN 05oct97, leased to China Southern AI, with small titles in Chinese only; l/n CAN 22mar98; not in 2000 fleet list; soc 09feb00; canx 18feb00; sold to Lesotho in a non-airworthy condition
7 34 51 01	CCCP-11815	An-12BP	Soviet AF/AFL c/s	rgd	25sep78	dbn on landing at Asmara or Massawa (Eritrea), date unknown; f/n ASM 30apr94, derelict; canx but date unknown; used as a restaurant at the central bus-station in Massawa (N15.608444 E39.445133), f/n jun06; l/n 30dec09, standing on concrete blocks, no engines; paint faded but reg still readable c/n in Soviet register as 7373102, factory number is incorrect and the year is wrong for the 31st batch; opb 194 vtap at Fergana; left Fergana for Ethiopia 04nov84; f/n ADD dec84; l/n ADD 17nov85, c/n checked; see CCCP-11780 with unknown c/n
7 34 51 02	CCCP-11780(2)	An-12BP	Soviet AF/AFL c/s	rgd	26oct78	opb 610 TsBPIPLS VTA at Ivanovo-Severnny; canx but date unknown; l/n Ivanovo-Severnny 06aug99, derelict, c/n not checked; broken up at Ivanovo-Severnny by 2006 photo exists in standard Aeroflot 'blue' c/s c/n not checked but current on Russian register sep98 and not possible to see whether titles were carried; wfu 1998; canx 16oct01
	RA-11780(2)	An-12BP	Russian AF/AFL c/s	Iva	26aug95	
7 34 51 03	CCCP-11877 RA-11877	An-12BP An-12BP	Soviet AF/AFL c/s Russian AF/AFL c/s	rgd Uue	26oct78 20apr97	
7 34 51 04	"34" red	An-12	Russian Air Force	Sty	24aug02	
7 34 51 07	B-1056	An-12BP	Civ Avn Adm China	ROV	14jul94	c/n confirmed; l/n OVB 16aug94; seen in the Lushan Aviation Museum mar08; photos 28feb09, fuselage being towed away by a tractor, having supposedly been sold as scrap, but reported to become a 'house'
7 34 52 01	not known ER-AXE	An-12BK An-12BK	Uzbek Air Force Air Bridge Group	mfd rgd	31aug67 25jul02	version confirmed in Moldovan register; f/n SHJ 27jan03; opb Pacific Express Cargo may03/jul04, based BNE; seen SHJ 27sep04/22nov05 with 'UN' titles on fin; canx 27oct05 as for sale; seen SHJ 14jan06 without registration c/n checked; in all-white c/s, no titles; l/n DXB 04may07; flew BEN-ORN 03sep07 c/n checked; in all-white c/s, no titles; l/n FJR 29apr08; mentioned in ICAO/BV document jun08 as owned by BG Concord Ltd and opb Vertir Airlines; canx before 01jan09 reported arrived FJR 01aug08 opb TransAviaService; seen FJR 15nov08, very dusty condition; l/n FJR 17mar10; c/n from Georgian CAA; burst a tyre on landing at Wamena 13jul11 on a flight from Sentani, operator still reported as TransAviaService; not current on register 31jan12
	EK-12201 EK-12221	An-12BK An-12BK	Air Armenia ? Vertir Airlines	FJR SHJ	03dec06 14nov07	
	4L-VAS	An-12BK	all-white c/s, n/t	FJR	14sep08	
7 34 52 02	not known CCCP-12330 RA-12330 "15" red	An-12BK An-12BK An-12BK	Soviet Air Force Sov AF/AFL titles Russian Air Force Russian Air Force	photo Khb CKL	12may95 oct06	in all-grey c/s with previous code overpainted, unable to see if titles were worn not on Russian register; opb 257 osap at Khabarovsk-Tsentralny; in all-grey c/s opb 257 osap at Khabarovsk-Tsentralny; de-converted AN-12BK-IS, still with the fastening brackets on the fuselage and tail for the ECM pods; in all-grey c/s with Red Stars; l/n UUS 04dec07; tender for additional work to be performed during 5th overhaul published 29jun09; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; l/n OVB 2019 An-12BK-IS, still with the fastening brackets on the fuselage for the ECM pods and aerial receivers under the nose cone; opb 257 osap at Khabarovsk-Tsentralny; last overhaul completed in 1991; photo in 1995; seen in all-grey c/s with Red star and a 'tiger' behind the cockpit in 1997; offered for sale by Russian privatisation agency sep06, with t/t 8,503 hours and 5,651 cycles; stored at DME, still with a 'tiger' behind the cockpit, seen 19may/16oct07 with "AeroVis" Airlines LTD titles; damaged at Münster-Osnabrück (Germany) 28aug09 when the strut of the right main gear broke due to corrosion while the engines were started up; l/n VIN 29oct11 in basic ex AeroVis c/s; l/n ASF feb15 ferried GYD-MSQ; c/n from Ruby Star; registration already mentioned in Euro control documents 18aug16; f/n LEJ 13sep16, in basic ex Silk Way blue c/s; l/n MSQ 12nov21; arrived TEQ 19nov21 rgd only 26jan22, owned by Swift Solution Atlantic LLC; in Ruby Star c/s, no titles; version given in register and painted as such; current on the register 13aug22
7 34 52 03	"09" red	An-12BK	Russian Air Force	mfd	1967	An-12BK-IS, still with the fastening brackets on the fuselage for the ECM pods, aerial receivers under the stabiliser tips and under the nose cone; f/n OSF apr07; opb 71 ovtae at VVO; in all-grey c/s with Red Stars; seen OSF 16jun10 with a 'Tigers head' badge below the cockpit; underwent rework at Taganrog-Tsentralny (325 ARZ) from mid11, converted to a standard transport aircraft; l/n may12 in primer wearing just code "22" also wearing "22" red, c/n on forward fuselage; in all-grey c/s with Russian stars; seen sep12 with additional 'Orca' badge below cockpit; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; seen OSF 15jul17 with additional 'MA VMF Rossi' titles; seen PKC 19aug18, with code changed to "22" blue; l/n OVB feb22 converted nov81 to the 'Fireman' testbed, equipped with a system for spraying liquids in flight (a tank was installed in the cargo hold, a pipe ran along the ceiling from it into the systems radio operator's station (tail gunner's compartment), with two sprinkler nozzles at the exit); ground testing of the system was carried out at Gostomel; after some modifications to the system, further tests were carried out in the summer of 1982, with the tests deemed successful with titles and logo beneath the cockpit and on the fin; l/n STN 05aug96; see c/n 402801 f/n SVO 14apr97, in basic ex SP Air c/s and still with logos, no titles; l/n DME 17oct02; stored at Yermolino since early 2004; soc 22may05 as worn out; l/n Yermolino 15aug05; broken up
	UR-CGU	An-12BK	AeroVis Airlines	RWN	25jan09	
	4K-AZ93 EW-483TI	An-12BK An-12BK	Silk Way n/t Ruby Star	TAT d/d	17dec11 01sep16	
	UR-CGU	An-12B	Cavok Air	TEQ	08jan22	
7 34 52 05	"22" blue	An-12BK	Russian Navy	mfd	sep67	An-12BK-IS, still with the fastening brackets on the fuselage for the ECM pods, aerial receivers under the stabiliser tips and under the nose cone; f/n OSF apr07; opb 71 ovtae at VVO; in all-grey c/s with Red Stars; seen OSF 16jun10 with a 'Tigers head' badge below the cockpit; underwent rework at Taganrog-Tsentralny (325 ARZ) from mid11, converted to a standard transport aircraft; l/n may12 in primer wearing just code "22" also wearing "22" red, c/n on forward fuselage; in all-grey c/s with Russian stars; seen sep12 with additional 'Orca' badge below cockpit; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; seen OSF 15jul17 with additional 'MA VMF Rossi' titles; seen PKC 19aug18, with code changed to "22" blue; l/n OVB feb22 converted nov81 to the 'Fireman' testbed, equipped with a system for spraying liquids in flight (a tank was installed in the cargo hold, a pipe ran along the ceiling from it into the systems radio operator's station (tail gunner's compartment), with two sprinkler nozzles at the exit); ground testing of the system was carried out at Gostomel; after some modifications to the system, further tests were carried out in the summer of 1982, with the tests deemed successful with titles and logo beneath the cockpit and on the fin; l/n STN 05aug96; see c/n 402801 f/n SVO 14apr97, in basic ex SP Air c/s and still with logos, no titles; l/n DME 17oct02; stored at Yermolino since early 2004; soc 22may05 as worn out; l/n Yermolino 15aug05; broken up
	UR-12031	An-12BK	Russian Navy	OSF	19may12	
7 34 52 06	not known	An-12BK	Soviet Air Force	mfd	1967	
	RA-11356(2) RA-11356(2)	An-12BK An-12BK	SP Air Yermolino Airlines	SXF rgd	07dec94 28nov96	
7 34 52 08	"84" "21" yellow "21" blue	An-12BK An-12BK An-12BK	Soviet Air Force Soviet Air Force Ukraine Air Force	mfd KBP LYE	30sep67 08sep92 27sep93	in all-grey c/s; c/n not confirmed c/n and version confirmed; in all-grey c/s, used call-sign UR-09740 sep93; opb 255 osae at Borispol; l/n BTS 20aug94 l/n KBP 07jul99; see c/n 401804 l/n as such LPA 31may07; seen with additional 'ACS' logo NBO 07mar08; mentioned in legal documents 12mar09 as a seized asset, due to substantial debts owed by the company; canx 20jul10; l/n NLV (N47.055677 E31.920001) dec12/may13
	UR-11348(2) UR-SMA	An-12BK An-12BK	Busol Airline Volare	AMS OST	24nov94 01sep00	

7 34 52 09	ER-AXC ST-DAS "10" yellow D2-FR1	An-12BK An-12BK An-12BP An-12BP	AZZA AZZA Belarus Air Force all-white n/t	mfd SHJ Mma LAD	30sep67 09nov02 09sep94 22mar01	rgd 12feb02; canx 12jun02; f/n SHJ aug02 ! c/n from Sudanese CAA; canx before jan07 in old Soviet grey c/s with red star; l/n Minsk-Machulishchi 18aug97; based at Minsk-Machulishchi l/n LAD 02jun05; c/n from ICAO/Antonov document jul06; Antonov regard this aircraft as no longer airworthy from 1997 and state service not extended to civil aviation so was presumably Angolan Air Force operated
8 34 53 03	203 B-203 B-3152 B-3152	An-12BP An-12BP An-12BP An-12BP	Civ Avn Adm China Civ Avn Adm China China General Avn Air China Cargo	rgd rgd trf trf	1968 jul74 oct84 apr94	f/n SHA 06may80 f/n PEK may87; l/n PEK 02oct88; operated in full CAAC c/s f/n TSN may94 in full c/s after overhaul in Russia; wfu in Tianjin Technical School (N39.111356 E117.34953) oct98/02jul23
7 34 53 04	not known "10" red	An-12BK An-12BK	Soviet Air Force Russian Air Force	mfd KXX	1957 06jun11	underwent major overhaul during 2010; opb 257 osap at Khabarovsk-Tsentralny by 2011; in greenish grey c/s with Russian stars, no titles and red spinner tips; seen OVB 21may17, c/n checked; seen again OVB 07oct18; l/n OVB may19 opb 257 osap at Khabarovsk-Tsentralny; last overhaul completed 22mar89; photo 17oct90 at Kurilsk- Burevestnik
7 34 53 05	"27" blue "27" blue EX-130 4L-GLT 3X-GFX EV-404 (2)	An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK	Soviet Air Force Russian Air Force no titles Skylink Arabia all-white c/s, n/t all-white c/s, n/t	mfd FRU BSR MYP rgd	1967 23feb08 apr09 29mar12 06jun12	offered for sale by Russian privatisation agency sep/nov06 with t/t 6,763 hours and 5,642 cycles seen in full Russian Air Force c/s with code "27" blue; seen RKT 19aug08, with tail repainted white; l/n RKT 15sep08 as such carries SKA motif on tail, otherwise appears all-white with small chin radar; c/n from Georgian CAA; according Georgian CAA opb Sakaviasevna dec09, reportedly cancelled between 13aug10 and 23mar11 blue props with yellow tips; reportedly operated by UKAS canx 22nov12; f/n OSS 03aug15 with grey undersides; prefix not painted on the aircraft, just '404'; factory # 84 aircraft; ex reg 3X-G.. visible on the rear fuselage under the paint; l/n 12nov22; see c/n 5343402 being worked upon; l/n OSS 10dec23 active
7 34 53 07	ST-BWT 1059 B-1059	An-12BK An-12BP An-12BP	all-white c/s, n/t Chinese Air Force Civ Avn Adm China	OSS ROV	26nov23 1988 14jul94	seen preserved in the China Aviation Museum at Shahezhen AFB (N40.185807 E116.36078 Changping) oct98/24dec19
8 34 53 08	1151	An-12BP	Civ Avn Adm China	mfd	22sep68	13th Division; c/n confirmed; used by research institutions in the Xinjiang region of China this date tasked with high altitude flights observing the total solar eclipse; flew 08mar69 to factory 172 at Yanliang, undertook evaluation and performance tests from apr69 at the commencement of the Y8 development programme; preserved at the China Aviation Museum at Shahezhen AFB, (N40.183154 E116.36077) Changping; seen oct98/feb23
7 34 53 09	not known not known RA-11377(3)	An-12BK An-12BK An-12BK	Soviet Air Force Russian Air Force Vladimir Panchenko	mfd trf rgd	20oct67 1992 03dec07	last overhaul completed 08jun89 opb 117 ovtp at Orenburg; auctioned by the Russian privatisation agency 04jul06 with t/t 5,462 hours and 3,871 cycles; sold to Vladimir I. Panchenko of Khabarovsk contract for overhaul signed with 325 ARZ at Taganrog-Tsentralny 10apr07, but the overhaul was never completed and the aircraft was cannibalised while being stored with 325 ARZ; without valid CoFR and CoFA by aug10; Vladimir I. Panchenko's company entered bankruptcy proceedings 20jun12 and he himself deceased 31mar13; canx between 10mar17 and 05may17; see c/n 402407 f/n SQQ 1990 on overhaul; c/n in documents as 5310 and version given as such, only factory # 84 possible; c/n only mentioned in documents, sold at auction 08jun00, was opb mil. unit 95846 at Orenburg-2 (Southwest) at the time and version given as An-12BK c/n confirmed; retains the An-12BK radome housing; seen apr01 with additional 'Afrique Chart'Air' titles; Dvin Air suspended operations nov01 f/n DXB mar02, still with 'Dvin Air' titles; seen DLA and LBV may02 only with 'Cargo' titles; in fleet list 12jan04; see c/n 7344907
7 34 53 10	"29" EK-11028(2) EK-11028(2) ST-ARV ST-ARV ST-ARV	An-12BKS An-12BP An-12BP An-12BP An-12BP An-12BP	Soviet Air Force Dvin Air Aircomp. Veteran AZZA Green Flag Kush Aviation	mfd DLA trf KRT KRT w/o	25dec67 apr01 nov01 01jan08 05nov11 07oct12	Antonov regard this aircraft as no longer airworthy from 30mar06; mentioned in ICAO/Antonov document jul06; not on register jan07; retains the An-12BK radome housing; l/n KRT 25dec09, titles not reported all-white c/s with grey undersides and small 'Green Flag Aviation' titles; l/n KRT dec11; seen KRT 10may12, without titles; retains the An-12BK radome housing it is reported that it was this aircraft, rather than ST-ASA c/n 402010, which crashed on a flight from Khartoum to El Fasher, some 25 miles South-west of Khartoum, the pilot reported that he was attempting an emergency landing following a double engine failure, 15 of the 22 military personnel on board were killed; some press reports give the operator as AZZA Aviation, but the Kush Aviation logo is clearly visible on part of the remains (fin?) of the wreckage
7 34 54 01	"26" blue	An-12BK	Russian Air Force	mfd	1967	An-12BK-IS, still with the fastening brackets on the fuselage for the ECM pods, aerial receivers under the stabiliser tips; last overhaul completed 04sep90; photo 1994 at Khvalynka; in all-grey c/s with green radar; opb 257 osap at Khabarovsk-Tsentralny; offered for sale by Russian privatisation agency sep06 with t/t 7,369 hours and 4,348 cycles; stored at Khabarovsk-Tsentralny, l/n 2011
7 34 54 02	not known "14" red RF-95404	An-12BK An-12BK An-12BK	Soviet Air Force Russian Air Force Russian Air Force	mfd Tbv ph.	1967 26may07 28mar14	in all grey c/s with Red Star on tail; seen KXX 02aug11; l/n Taganrog-Tsentralny 20nov12 at 325 ARZ, fuselage only, no wings or tail coded "14" red; active after overhaul; in all-grey c/s with 'VVS Rossi' titles and Russian stars on the fin; deployed from Khabarovsk-Tsentralny to Yakutsk aug21, with equipment and personnel to help fight forest fires in the Gorny region; l/n OVB 16oct22 in Aeroflot c/s; rgd 29oct85; f/n SVO 11sep92 titles not reported; soc 06mar00 as to Moldova, but canx 31mar00 as sold to Ukraine in a non-airworthy condition f/n LOS 21apr01; canx 07jun01 c/n and operator from register
7 34 54 03	CCCP-93922 RA-93922 ER-ACZ TN-AGZ TN-AGZ TN-AGZ EX-124 (2)	An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK	MAP Kazan APO MAP Kazan APO Tiramavia, n/t Aéro-Frêt Business Trans Air Congo Aéro-Frêt Business	mfd Kzp rgd rgd PNR BZV Dzh	23nov67 21may97 11may00 28oct02 10oct04 dec05 31jul06	c/n confirmed from photo; with small 'AFB' logo; in UN report on ICAO website as damaged at Mbuji Mayi on 26feb06 when ran off the runway and caught fire; repaired; officially canx 26apr15; see next line c/n checked; c/n given as TN-AGZ in ICAO/Antonov document jul06 and regards this aircraft as no longer airworthy from sep95; see previous line; a later Antonov list dated 01feb07 quotes EX-124 as the reg; see c/n 02348107; l/n Dzhankoi 03aug07 opb 257 osap at Khabarovsk-Tsentralny; in grey c/s with Red Stars; last overhaul completed 12jul91; offered for sale by Russian privatisation agency sep06/nov06 with t/t 6,255 hours and 4,846 cycles, but could not be sold; stored at Khabarovsk-Tsentralny, l/n jun12/aug18
7 34 54 06	"18" red	An-12BK	Russian Air Force	mfd	1967	opb 257 osap at Khabarovsk-Tsentralny; in grey c/s with Red Stars; last overhaul completed 12jul91; offered for sale by Russian privatisation agency sep06/nov06 with t/t 6,255 hours and 4,846 cycles, but could not be sold; stored at Khabarovsk-Tsentralny, l/n jun12/aug18
8 34 54 07	CCCP-13320	An-12BP	MRP NPO "Vzlyot"	mfd	30apr68	c/n in accident report as 7345407; rgd 20dec90; in Aeroflot c/s; opb Special Cargo Airlines (a division of NPO "Vzlyot"); f/n SVO 26aug91; w/o 23sep91 on the leg to Khatanga of a cargo flight from PKC to Moscow with the MTOW exceeded by 7 tonnes so that the crew decided to fill in less fuel, on approach to Khatanga at night the aircraft ran out of fuel, all 4 engines stopped successively 5-6 km before the runway threshold, the aircraft touched down 1,465 metres short, hit the brick building of the inner marker beacon 640 metres further on and broke up, 1 of the 9 passengers killed and the other 8 plus all 7 crew injured; t/t 3,872 hours 45 minutes and 2,150 cycles
8 34 54 08	CCCP-46741 RA-46741 EK-46741 EK-46741 EK-46741 EK-46741 EK-46741	An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK	MOM Kirov APO Aviatek Armenian Airlines all-white Phoenix Avia not readable Astral Phoenix Avia	rgd trf DXB SHJ SHJ NBO SHJ NBO	14apr87 12apr94 aug98 19sep00 15aug01 29mar02 11may03 07oct03	MOM/Kirov Engine Production Association named after the 20th Communist Party Congress; first reported 06may88 in incident report, used ATC call-sign CCCP-09370 this date; version in Soviet register given as 'TBK' soc and canx 16jun98 as to Armenia c/n checked; named 'White Bird'; l/n ROV 13aug01 c/n checked; named 'White Bird'; l/n NBO 21oct01 c/n not checked; l/n NBO 13mar03 c/n checked; with 'Phoenix' titles on port side; l/n SHJ 12dec03 with 'Phoenix' titles on port side, l/n as such SHJ 15may05; l/n KBL 27feb06; w/o 28mar06 on a flight from Payam to Sharjah when three of four engines failed shortly after take-off (probably due to bird-strike), crash- landed 5 km from Payam Airport, broke up and caught fire, all 12 crew and reserve crew safe; canx 29mar06 An-12BK-IS, still with the fastening brackets on the fuselage for the ECM pods, aerial receivers under the stabiliser tips and under the nose cone; in all-grey c/s with Red Star; based at Minsk-Machulishchi; l/n Minsk- Machulishchi 18aug97 c/n quoted as '83454100' in register; f/n KND 28dec03; canx 18nov05 in dark grey c/s with light grey undersides; l/n LAD 02may06 used call-sign D2-MBI for flight KIV-KRT 19nov06, opb Angola Air Charter; a photo of an Angolan Air Force An-12BK taken at KIV 08sep06 may be this aircraft, the caption gives as D2-MBD, but the last two letters of the registration cannot be seen in the photo in dark grey c/s with light grey undersides; dbr at LAD 29sep08 when its right undercarriage collapsed as it turned on to runway 23, was later towed off the runway by force using bulldozers; l/n LAD 28mar09 with tail removed
8 34 54 10	"11" yellow 9Q-CEN T-311 D2-MBI T-311	An-12BK An-12BK An-12BK An-12BK An-12BK	Belarus Air Force Adala Airways Angolan Air Force Angolan Air Force Angolan Air Force	Mma rgd LAD no photo	09sep94 22oct01 02jun05 reports	in dark grey c/s with light grey undersides; dbr at LAD 29sep08 when its right undercarriage collapsed as it turned on to runway 23, was later towed off the runway by force using bulldozers; l/n LAD 28mar09 with tail removed toc 24mar68; rgd 08may68; opb 214 LO 1-go Krasnoyarskogo OAO; w/o 01may74 on a flight to evacuate base # 1 of the drifting polar station SP-22, the ice of the runway started to crack, leaving only 900 metres of useable runway length, so that part of the cargo had to be off-loaded again, immediately after take-off the left main gear hit an ice hummock which had emerged during the take-off run and the aircraft crashed onto the ice runway behind the crack, engines # 1 and 4, both outer wings and the remaining landing gear broke off and the aircraft caught fire, 1 out of 7 crew killed while the other 6 and all 9 passengers escaped with minor injuries, t/t 9,381 hours and 3,637 cycles; soc and canx 18jun74 on charge as of 01apr68; rgd 06may68; f/n SIP aug88 f/n GDX 08jul94, in full Aeroflot c/s and titles; l/n SHJ 15oct98 soc and canx 29jun99 as to Congo no date of registration shown in register; suffered an in-flight fire of the engines and wing while over the region of Capenda (Lunda Sul) Angola, on 30jun99, probably due to ground fire from UNITA forces, the crew made an emergency landing but the aircraft was damaged beyond repair, one crew member was killed and the other four captured and held hostage by UNITA; canx 26Apr15
8 34 55 01	CCCP-12950	An-12B	AFI/Krasnoyarsk.-KJA	mfd	28feb68	toc 24mar68; rgd 08may68; opb 214 LO 1-go Krasnoyarskogo OAO; w/o 01may74 on a flight to evacuate base # 1 of the drifting polar station SP-22, the ice of the runway started to crack, leaving only 900 metres of useable runway length, so that part of the cargo had to be off-loaded again, immediately after take-off the left main gear hit an ice hummock which had emerged during the take-off run and the aircraft crashed onto the ice runway behind the crack, engines # 1 and 4, both outer wings and the remaining landing gear broke off and the aircraft caught fire, 1 out of 7 crew killed while the other 6 and all 9 passengers escaped with minor injuries, t/t 9,381 hours and 3,637 cycles; soc and canx 18jun74 on charge as of 01apr68; rgd 06may68; f/n SIP aug88 f/n GDX 08jul94, in full Aeroflot c/s and titles; l/n SHJ 15oct98 soc and canx 29jun99 as to Congo no date of registration shown in register; suffered an in-flight fire of the engines and wing while over the region of Capenda (Lunda Sul) Angola, on 30jun99, probably due to ground fire from UNITA forces, the crew made an emergency landing but the aircraft was damaged beyond repair, one crew member was killed and the other four captured and held hostage by UNITA; canx 26Apr15
8 34 55 02	CCCP-12951 RA-12951 RA-12951 TN-AFR	An-12B An-12B An-12B An-12B	AFI/Magadan North-East Cargo Savanair Aeroflot c/s, n/t	toc rgd trf SHJ	unknown 04oct94 29jun99 may99	toc 24mar68; rgd 08may68; opb 214 LO 1-go Krasnoyarskogo OAO; w/o 01may74 on a flight to evacuate base # 1 of the drifting polar station SP-22, the ice of the runway started to crack, leaving only 900 metres of useable runway length, so that part of the cargo had to be off-loaded again, immediately after take-off the left main gear hit an ice hummock which had emerged during the take-off run and the aircraft crashed onto the ice runway behind the crack, engines # 1 and 4, both outer wings and the remaining landing gear broke off and the aircraft caught fire, 1 out of 7 crew killed while the other 6 and all 9 passengers escaped with minor injuries, t/t 9,381 hours and 3,637 cycles; soc and canx 18jun74 on charge as of 01apr68; rgd 06may68; f/n SIP aug88 f/n GDX 08jul94, in full Aeroflot c/s and titles; l/n SHJ 15oct98 soc and canx 29jun99 as to Congo no date of registration shown in register; suffered an in-flight fire of the engines and wing while over the region of Capenda (Lunda Sul) Angola, on 30jun99, probably due to ground fire from UNITA forces, the crew made an emergency landing but the aircraft was damaged beyond repair, one crew member was killed and the other four captured and held hostage by UNITA; canx 26Apr15
8 34 55 03	CCCP-12952	An-12B	AFI/International	mfd	01mar68	toc 24mar68; rgd 02apr68; f/n LBG 05apr68

	CCCP-12952	An-12B	AFL/Urals	trf	22aug70	l/n SVX 25sep92
	RA-12952	An-12B	Ural Airlines	trf	25jul94	f/n DUS 21jul95; l/n SVX 19aug99; soc and canx 23sep99 as to Moldova
	ER-ACK (1)	An-12B	Ural AI c/s, n/t	rgd	24sep99	opb Sud Aerocargo and repainted in different blue/white c/s; f/n HLA 30sep99; l/n JNB 12mar00; canx 21sep01; see c/n 2340604
	9U-BHN (1)	An-12B	blue/white c/s	JNB	feb01	owned by Volga Atlantic Airlines according to official documents detailing CoFA concerns; impounded at George (South Africa), duration unknown; photo at NBO mar01 without tail turret, see c/n 3341506 which has a tail turret; l/n NBO 11may01
	9U-BHO	An-12B	blue/white c/s	JNB	18feb02	c/n checked; still owned by Volga Atlantic Airlines until at least feb04; was parked at JNB for many months; l/n JNB 03dec03
	9U-BHO	An-12B	Mango Airlines	GOM	02jan05	in blue/white c/s; l/n GOM 20dec05
	9Q-CVM	An-12B	Mango Airlines	GOM	20mar06	registration reportedly applied this date; rgd 03nov06 !; in blue/white c/s; in Antonov list dated 01feb07; Antonov regard this aircraft as no longer airworthy from 28may02; l/n GOM 05mar08
8 34 55 04	CCCP-12953	An-12B	AFL/International	mfd	31mar68	toc 25apr68; rgd 27may68; f/n AMS 16aug68
	CCCP-12953	An-12B	AFL/Moscow	trf	08jul71	
	CCCP-12953	An-12B	AFL/Yakutiya	trf	unknown	
	RA-12953	An-12B	Aeroflot	YKS	08jul94	in 'polar' colours
	RA-12953	An-12B	Sakha Avia	trf	20jul95	in basic Aeroflot 'polar' c/s, no titles; f/n SHJ 08nov97; arrested and stored at SHJ, l/n 1998/apr99; soc and canx 19feb99 as to United Arab Emirates
	ST-AQF	An-12B	Coptrade Air Trp	SHJ	07oct99	l/n SHJ 22nov99, without registration and 'NA' logo
	ST-AQF	An-12B	Natalco Air Lines	SHJ	26nov99	reported for Trans Attico Sudan; l/n SHJ 07dec99
	TN-AGM	An-12B	Air Cargo	rgd	13sep00	c/n from register; no reports; not canx until 26apr15
	TN-AHD	An-12B	Natalco Air Lines	rgd	22jul03	f/n PNR 19oct03; c/n from register and ICAO/Antonov document; in yellow/red/blue 'wave' c/s; Antonov regarded this aircraft as no longer airworthy from 30jun04; but seen PNR 10may05, active; l/n RWN 23oct08 being worked on; not canx until 26apr15
	TN-WHT	An-12BK	Natalco Air Lines	RWN	19dec08	and RWN 25jan09; c/n confirmed by ADB; version painted as such and serial painted as 'tTN-WHT'; not included in the official register, the registration is likely to be false
	TN-AID	An-12BK	Aéro-Frêt Business	rgd	11mar09	f/n BVZ 17mar09; details from register; version painted as such and in the same c/s as TN-WHT; seen PNR 20jan12, parked in good condition; seen PNR 10jun12/16nov13; l/n jun17 in the process of being slowly scrapped; canx 06jun19
8 34 55 05	CCCP-12954	An-12B	AFL/International	mfd	31mar68	toc 22may68; rgd 04jun68; f/n AMS 28jun68
	CCCP-12954	An-12B	AFL/Moscow	trf	13jul71	seen DRS 26sep77
	CCCP-12954	An-12B	AFL/Privolzhsk-KUF	trf	10feb79	
	RA-12954	An-12B	Aeroflot	KUF	26apr93	
	RA-12954	An-12B	Samara	trf	24nov94	f/n KUF 19may96; wfu dec96 and offered for sale; l/n KUF 16sep97
	RA-12954	An-12B	not reported	Gos	26jun99	soc 27may99 as to Ukraine; canx 27may99 as to Volare
	UR-LAI	An-12BP	Volare	OST	11jul99	in basic Aeroflot c/s; l/n FRA 01oct99, as such; leased to East Line 30sep99/31dec01, according to Russian register sep01; repainted in white/blue c/s, initially without titles, f/n HEL 19oct00; l/n ARN 25may01, as such; f/n with titles HEL 09feb03; l/n LEJ 08jun07; canx 02oct09, but probably restored to the same owner later (just on paper ?) as current on Ukrainian register 30jan12 with rgd given as 27apr10; canx again 17jul12, see next line
	TN-AIO	An-12BP	Aéro-Frêt Business	PNR	04jul10	rgd 05jul10; in basic ex Volare c/s with an additional gold stripe; c/n from CAA and register; see rgd and canx dates on previous line; aborted take-off at PNR aug10; l/n PNR 23jan11/jan12; stored on the military ramp, possibly wfu; canx 26apr15
8 34 55 06	CCCP-12955	An-12B	AFL/International	mfd	31mar68	toc 17apr68; rgd 21may68; f/n AMS 21jun68
	CCCP-12955	An-12B	AFL/Moscow	trf	05jul71	
	CCCP-12955	An-12B	AFL/Krasnoyarsk	trf	unknown	seen DRS 27may77 from/to KJA
	CCCP-12955	An-12B	AFL/Yakutiya	trf	08jan79	in 'polar' c/s; l/n YKS 03jul92
	RA-12955	An-12B	Aeroflot	SVO	09oct94	
	RA-12955	An-12B	Sakha Avia	trf	20jul95	
	RA-12955	An-12B	Vilyui	trf	jun97	w/o 11nov98 on the leg from Krasnoyarsk to Mirny of a flight from Novosibirsk to Mirny, on take-off from Krasnoyarsk the aircraft was subject to heavy snowfall and icing, lifted off late, was not able to climb out, lost height when the flaps were retracted, collided with trees 5.4 km behind the runway threshold, crashed in a wood, caught fire and burnt out, all 7 crew and 6 passengers killed; soc and canx 03dec99
8 34 55 07	CCCP-12956	An-12B	AFL/Polar	toc	19apr68	rgd 23may68; f/n KAN 29oct68
	CCCP-12956	An-12B	AFL/International	trf	07nov70	
	CCCP-12956	An-12B	AFL/Moscow	trf	14jul72	transfer not mentioned in MGA document
	CCCP-12956	An-12B	AFL/Privolzhsk	trf	07may77	l/n SVX 25sep92
	RA-12956	An-12B	Aeroflot	KUN	03jul94	
	RA-12956	An-12B	Samara Airlines	trf	24nov94	f/n IST 01sep95; l/n SHJ 15dec98; soc 10dec98; canx 24dec98 as to Sri Lanka
	--	An-12B	Aeroflot c/s, n/t	CMB	13jan99	
	4R-EXC	An-12B	Expo Aviation	rgd	03feb99	f/n CMB 23apr99; initially in basic ex Aeroflot c/s, no titles; repainted in all-white c/s, no titles; damaged in cross-fire Colombo 24jul01, with 39 bullet holes, repaired; l/n SHJ 28jan03
	4R-EXC	An-12B	AZZA	ph.	may03	date not confirmed and probably at SHJ; l/n CMB 15oct03, titles not reported but still in Expo fleet list 31dec03
	4R-EXC	An-12B	Expo Aviation	MLE	06jan04	in all-white c/s, no titles; l/n MLE 16mar04
	4R-EXC	An-12B	ExpoAir	SHJ	09nov04	with 'ExpoAir' titles and tail logo; l/n FJR 10feb08
	TN-AHZ	An-12B	Brazza Airways	rgd	25jul08	to Peoples Leasing; f/n PNR 26oct08 in full Expo Air c/s with Brazza Airways titles; c/n confirmed by CAA; l/n FJR 04feb09; canx only 01jun16
	UP-AN217	An-12B	ATMA, n/t	SIP	28jul09	c/n confirmed by CAA; flew Shikhent-Simferopol-Yevpatoriya this date; l/n CMB 11feb11, still in ex ExpoAir c/s and logo, no titles; reported CMB 18aug11 as ATMA but confirmation of titles welcome; seen CMB 18mar12, all-white colours with small ATMA titles on forward fuselage; l/n CMB 06jan13; possibly scrapped CMB oct13
8 34 55 08	CCCP-12957	An-12B	AFL/Polar	mfd	31mar68	toc 25apr68; rgd 29may68; f/n KAN 24oct68
	CCCP-12957	An-12B	AFL/International	trf	01nov70	
	CCCP-12957	An-12B	AFL/Moscow	trf	01jul71	
	CCCP-12957	An-12B	AFL/Krasnoyarsk.-NSK	trf	10jan75	damaged 12may81 at Anadyr, but repaired; l/n AAE oct88; last overhaul completed 18mar92; damaged 18dec92 in an aborted take-off at Norilsk, but repaired
	RA-12957	An-12B	Norilsk Avn Ent.	trf	22dec95	in basic Aeroflot c/s, no titles; f/n DXB 19jan98, c/n not checked
	RA-12957	An-12BP	Kosmos	rgd	09aug01	f/n VKO 21aug01, still without titles and tail only half painted; l/n in fcs OST 29sep01; l/n VKO 21apr08
	RA-12957	An-12BP	Moskovia	trf	apr08	in white/grey c/s with red cheatline and blue fin, no titles; f/n LED 21may08; w/o 26may08 on a flight from Chelyabinsk to Perm when smoke filled the cargo bay immediately after take-off (due to a short circuit in the electric system), the aircraft tried to return to Chelyabinsk but engines # 1 and 2 as well as several systems began to fail due to extensive heat of burning electric wires during the approach, the aircraft crashed near Roshchino (11 km from the airport) 9 minutes after take-off, all 7 crew and 2 passengers killed; t/t 42,790 hours and 14,919 cycles, CoFA was to expire 31aug08; MAK report blamed broken control linkage to ailerons caused by excessive heat from burning wires; canx from the Russian register between 05may17 and 07jun17
8 34 55 09	CCCP-12958	An-12B	AFL/Tyumen	toc	23jun68	rgd 02jul68; f/n 02feb69; soc 23aug78 as life-time expired
8 34 55 10	CCCP-12959	An-12B	AFL/Polar	mfd	31mar68	toc 08may68; rgd 29may68
	CCCP-12959	An-12B	AFL/Yakutiya	trf	03jul68	f/n dec70; l/n YKS 13jul92, in 'polar' c/s
	RA-12959	An-12B	Aeroflot	YKS	13may95	trf to Eco Trans 20jul95; reportedly sold by Sakha Avia 01mar96
	RA-12959	An-12B	Komiavia	ZIA	18sep96	soc 11nov98; canx 18nov98 as to Angola
	EL-ALE	An-12B	Santa Cruz, n/t	SHJ	22jan99	l/n SHJ 16feb99; rgd 01apr99
	D2-FBY	An-12B	Hellier Int, n/t	SHJ	09dec99	leased from Special Cargo Airline; EL-ALE still visible under the paint; c/n not checked but reported by operator in fleet list
	D2-FBY	An-12B	Savan Airlines	SHJ	21jan00	l/n SHJ 13feb00; c/n confirmed in Moldovan register
	D2-FBY	An-12B	Savan c/s, n/t	SHJ	05mar00	l/n SHJ 12nov00
	ER-ACW	An-12B	Savan c/s, n/t	rgd	16aug00	l/n SHJ 13nov00; canx 02nov01; l/n SHJ 19mar02
	LZ-BRC	An-12B	Bright Avn Service	rgd	09jun02	l/n IST 30jul02; checked as ex ER-ACW; l/n EIN 28oct05
	LZ-BRC	An-12B	Heli Air	YYT	15oct05	all-white, blue titles; l/n VGO 21dec05; seen SXF 16may06 all white, no titles and l/n as such KIV 16may07
	ER-ADY	An-12B	all-white c/s, n/t	KIV	02jul07	blue engines; l/n KIV 06sep07; canx as to Georgia 02oct07
	4L-VPI	An-12B	Air Victory, n/t	rgd	14nov07	f/n DXB 18dec07; l/n FJR 04mar08; reported in CoFA as an An-12BK
	4L-VPI	An-12B	Go Cargo	JIB	29sep08	all-white with blue engines and small sticker on base of tail; l/n stored EBB aug10/24nov14; following a High Court decision, offered for sale by public auction 20may15; owner/operator given as Varty Pacific photo SVO jul92 in full Aeroflot c/s and titles; l/n OST 15oct92; trf 18mar93 to Impulse
8 34 56 01	CCCP-13357	An-12	MAP Kaluga MPO	rgd	22oct91	c/n checked in error as 9345604; ex Soviet Air Force c/s; the sighting at CGN needs confirming
	RA-13357	An-12	Aeroflot	CGN	19aug94	seen at Aircraft and Aerospace Exhibition, where ?; CoFR renewal 08jul96 to Impulse; canx 27nov96 as leased to Zaire
	RA-13357	An-12	Sky Cabs	oct95		
8 34 56 02	D2-FAZ	An-12	Alada	LAD	15apr98	c/n confirmed from official source; l/n LAD 29apr98; dbr on landing Saurimo, 11aug98
	"25" blue	An-12BK	Russian Air Force	mfd	1968	opb 257 osap at Khabarovsk-Tsentralny; last overhaul completed 20apr89; wfu 1997; offered for sale by Russian privatisation agency sep/nov06 with t/t 7,198 hours and 5,598 cycles, but could not be sold; sat wfu at Khabarovsk-Tsentralny, l/n jan09; scrapped at Khabarovsk-Tsentralny jul10
8 34 56 03	"31" blue	An-12BK	Russian Air Force	mfd	1968	An-12BK-IS, still with the fastening brackets on the fuselage for the ECM pods, aerial receivers under the stabiliser tips and under the nose, in all-grey c/s with Red Star; photo NAL 1997; seen NAL 30jun07; opb 368 osap at Nalchik; offered for sale by Russian privatisation agency dec07; c/n from russianplanes.net; l/n NAL 17dec13, in poor condition and engines removed
8 34 56 04	not known "87"	An-12BK	Soviet Air Force	mfd	15may68	opb military unit 21822 25may68/01jul85 and by military unit 61776 from 03jul85
	UR-11314	An-12BK	Ukraine Air Force	trf	1992	opb military unit 61776 until 29mar95 and by military unit 45076 03apr95/02jun95
	UR-11314	An-12BK	Aviailini. Ukrayiny	trf	02jun95	owned by Lviv Airlines; c/n checked LWO 09sep96; in grey c/s, former code "87" still visible under the paint; l/n SHJ 15dec98
	UR-11314	An-12BK	Aeronord	MST	24sep00	owned by Lviv Airlines; in grey c/s, no titles; l/n LWO 11jun01
	UR-11314	An-12BK	Aviailini. Ukrayiny	LWO	18oct02	owned by Lviv Airlines; in grey c/s with blue 'Air Ukraine' titles
	UR-11314	An-12BK	Jupiter	LWO	30may03	owned by Lviv Airlines; in grey c/s, no titles; l/n HEL 06jun05; sold to Asterias Commercial S.A. of Panama 29jun06
	ER-AXX	An-12BK	Aeronord	rgd	12dec06	now with a small chin radar; in basic 'polar' Aeroflot c/s, no titles; f/n POR 04jan07; l/n ZRH 20apr07; owned by Lviv Airlines until 18jun07; canx 19jun07 as to Ukraine

	UR-CAH	An-12BK	Meridian	RWN	04jul07	owned by Meridian 18Jun07/20feb12; in basic 'polar' Aeroflot c/s, no titles; arrived at Dunsfold (UK) 19sep11 to be repainted
	'60026'	An-12BK	US Air Force	Duf	22sep11	repainted at Dunsfold 21sep11 in these fake markings for the film "World War Z", in grey c/s with USAF roundels, titles and 305th AW and McGuire base markings; paint washed off at Dunsfold 03oct11
	UR-CAH	An-12BK	Meridian	Duf	03oct11	left Dunsfold for Ukraine 03oct11; l/n BHX 15mar12, operating with a 'MEM' call-sign, but see the dates below
	UR-CAH	An-12BK	Ukr Air Alliance	rgd	27feb12	owned by Ukraina-Aeroalians from 20feb12; in basic 'polar' Aeroflot c/s, no titles; f/n BHX 16mar12, operating with a 'UKL' call-sign; f/n with a logo on the fin GVA 16jul12; rgd 16jan15 to Cargo Air Chartering of the UAE; w/o 04oct19 on the leg from Vigo to Lviv of a cargo flight from Vigo to Bursa with an overtired crew at the controls (they had worked for 34 hours during the previous 51 hours) when approached in difficult weather conditions (poor visibility and low clouds), dropped below the glide path, collided with trees at a height of 5-7 metres 1,359 metres before the runway threshold and crashed 145 metres further on near the Sokilnyky cemetery, all 5 crew members were killed and all 3 passengers seriously injured; t/t 12,922 hours and 6,616 cycles; canx between 02feb20 and 19feb20
8 34 56 05	CCCP-11715 RA-11715	An-12BK	Soviet AF/AFL c/s	mfd	apr68	rgd 25apr89; already seen BHK 24apr89
8 34 56 06	4K-AZ23 "12" red	An-12BK	Russian AF/AFL c/s	no reports		opb 224 LO; canx but date unknown
	RF-93585	An-12BK	Silk Way Airlines	SHJ	14sep02	seen GYD 24apr12; initially painted as 4KAZ-23; l/n GYD oct15/apr18 stored engineless
		An-12BK	Russian Air Force	Lev	22may99	in grey c/s with Russian flag on fin; tender for repair published 28aug08; seen Levashovo 17aug12, c/n checked; l/n jul15, location withheld
8 34 56 07	RA-11367(3)	An-12BP	Russian Air Force	Lev	apr16	in grey c/s with Russian flag on fin, also carrying "12" red; c/n mentioned in a document dated 12dec16 with regards to the extension of resources and service life; seen Gromovo may17; seen 12mar19 under overhaul at Taganrog-Tsentralny (325 ARZ) with wings removed; l/n OVB 09may21
	RA-11367(3)	An-12BP	Russian Air Force	rgd	14jan98; f/n SHJ 17mar98; l/n SHJ 11may00; c/n checked; version given as such in Russian register; see c/n 3341201 and 402901	
	XU-395 (1)	An-12BP	all-white c/s, n/t	ROV	13aug01	in rework plant; c/n not checked but as such on Russian register sep01; canx 14jun02 as not airworthy; soc same date
	RDPL-34142 EK-12555	An-12BP	all-white c/s, n/t	SHJ	14sep02	l/n SHJ 04dec02; c/n confirmed SHJ 20apr04 when this reg was read under paint; see also XU-395 with c/n 01347803 seen 07nov05
	EK-12555	An-12BP	United Nations/WFP	no reports		c/n confirmed; reg visible under EK-12555 SHJ 20apr04
	EK-12555	An-12BP	all-white c/s, n/t	SHJ	15may03	l/n SHJ 18may03
	EK-12555	An-12BP	Daallo Airlines	SHJ	19nov03	l/n DXB 04mar04, opb Daallo Airlines
	EX-029	An-12BP	all-white c/s, n/t	SHJ	21apr04	in all-white c/s with titles and small emblem on tail; seen SHJ 15may04 and KBL jun04 with just 'Airlines' titles
	EX-029	An-12BP	Expo Airlines, n/t	SHJ	sep04	c/n confirmed; all-white c/s just 'Airlines' titles; XU-395, EK-12555 still visible under paint; l/n BAH 06sep05 as such; seen SHJ 23nov05 all-white c/s, no titles; l/n SHJ 12dec06
	EX-029	An-12BP	Click Airways	SHJ	27dec06	photo all-white c/s with titles this date; l/n SHJ 31jan07
	EY-401	An-12BP	Click Airways	SHJ	14nov07	c/n confirmed; white/grey c/s, with titles; l/n TTH 28dec08 believed opb Asia Airways
	EY-401	An-12BP	Asia Airways	BOM	25jun09	with titles; l/n KHI 20jan14; scrapped 26/29apr17
8 34 56 08	"99" red	An-12BK	Russian Air Force	SVX	08oct10	initially based at Chita, based at SVX since 2010; in all-grey c/s with Russian flag on the fin; stored by 2012; seen SVX 10apr13, with three engines missing; c/n checked; l/n SVX 11mar16, derelict
8 34 56 09	CCCP-11843	An-12BK	Sov AF/AFL titles	mfd	may68	rgd 25apr89, opb 224 LO; photo, in all-grey c/s with 'wavy' soviet flag and Aeroflot titles by the nose; canx but date unknown
	4K-AZ21	An-12BK	Silk Way Airlines	rgd	24may02	f/n SHJ 05aug02; registration painted as 4KAZ-21; dbr 07nov02, overrun on landing at Kome, Chad, the nose and port gear collapsed and the end of the port wing was ripped off, all six crew survived; registration still current on Azerbaijan register dec02, nov03 and nov05; broken up spring 2004
8 34 56 10	"19" red	An-12BK	Russian Air Force	mfd	1968	An-12BK(RR) NBC reconnaissance aircraft; opb 257 osap at Khabarovsk-Tsentralny; in all-grey c/s with Red Star; stored at Khabarovsk-Tsentralny, seen 2007/jun12
	"55" red	An-12BK	Russian Air Force	Khb	20aug16	preserved in the Khabarovsk air base museum with this fake code, in all-grey c/s with Red Star, still with shackles for air sampling pod; l/n 2018
8 34 57 02	"94" red "54" red UR-11346(2)	An-12BK	Soviet Air Force	mfd	31may68	photo 1985 in grey c/s; see c/n 2340708
	ER-ADP	An-12BK	Ukraine Air Force	LWO	27jun95	trf to Lviv Airlines 31may95
	ST-ZNN	An-12BK	Avialini. Ukrainy	AMS	28dec96	owned by Lviv Airlines; l/n LWO 11jun01; sold to Asterias Commercial S.A. 29jun06; see c/n 401802
	9933	An-12BK	no titles	rgd	19oct07	with filled-in tail turret; in basic 'polar' Aeroflot c/s; canx 01apr09 but f/n BZY 04apr09
		An-12BK	all-white c/s, n/t	KRT	13mar10	with grey undersides; factory # 84 aircraft, c/n confirmed by Antonov; l/n KRT 14oct10
		An-12BK	Sudanese Air Force	ELF	25jan11	serial painted on port side only; also carrying ST-ZNN on both sides; l/n UYL 21nov12, operational; seen active JUB jun13 no longer wearing ST-ZNN but photo comparison confirmed identity; seen Sebera Geneina jul16, active, all markings removed; l/n KRT 09mar23; destroyed KRT 17apr23 during fighting between different factions of the military
8 34 57 03	"03" red	An-12BK	Russian Air Force	Khb	jun12	fitted with shackles for the RR8311-100 air sampling pods as per An-12RR, but lacking the sensor pods; opb 257 osap at Khabarovsk-Tsentralny; in all-in grey c/s with Red Stars; l/n Khabarovsk-Tsentralny jun12/aug18, wfu
8 34 57 06	CCCP-11781 RA-11781	An-12BK	Soviet Air Force	rgd	25apr89	photo
	not known "07" yellow	An-12BK	Russian Air Force	mfd	31aug68	opb 930 vtap at Zavitinsk until the disbandment of the unit 01may98; had a crack in the right rear wing spar; canx 16oct01; reportedly scrapped at Zavitinsk
	RF-12042	An-12BK	Russian MVD	CKL	25apr06	An-12BK-PP(S) with ogival tail cone
	RF-12042	An-12BK	Russian MVD	Erm	06may10	converted from an An-12BK-PP(S) during overhaul in 1996, retaining the ogival tail cone with non-standard window configuration and small chin radar housing; opb 70 osap on at Yermolino
	RF-12042	An-12BK	Rosgvardiya	trf	05apr16	opb 70 osap on at Yermolino; last overhaul completed in 2010; in white c/s with dark blue engines and belly and 'Russian flag' cheatline, no titles, paintwork of very poor quality; l/n Yermolino 15aug15
8 34 57 08	CCCP-12504 "21" red	An-12BK	Sov AF/AFL titles	Khb	1991	opb 70 osap on at Yermolino; in white c/s with dark blue engines and belly and 'Russian flag' cheatline, no titles; f/n Yermolino 09jul16; l/n ZIA oct/nov21
		An-12BK	Russian Air Force	Khb	13aug06	opb 257 osap at Khabarovsk-Tsentralny
8 34 57 09	"07" red	An-12BK	Russian Air Force	Khb	oct00	opb 257 osap at Khabarovsk-Tsentralny; in grey c/s with turquoise trim around cockpit with Red Stars; underwent 40 year calendar life overhaul at 325 ARZ; seen SVX 15jun13; l/n Khabarovsk-Tsentralny 15aug18, wfu
8 34 57 10	not known "68"	An-12BK	Russian Air Force	Khb	oct00	fitted with shackles for the RR8311-100 air sampling pods as per An-12RR, but lacking the sensor pods; opb 257 osap at Khabarovsk-Tsentralny; seen Khabarovsk-Tsentralny 16may12 with the sampling pods; l/n Donna 16oct14, as such; seen Kansk feb15, without the pods again; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life
	UR-CBH	An-12BK	Soviet Air Force	mfd	18jul68	code from a Bulgarian aviation forum; in all-grey c/s with tactical code and Red Stars painted out, no titles; c/n checked this date; was reported to be made operational for Antonov Aircraft, but they ceased operations before the work was undertaken
	UR-CBH	An-12BK	Ukraine Air Force	Ksv	15sep02	to Aviaoptim; f/n Kiev-Svyatoshino 02aug03, with thin turquoise cheatline, c/n checked
	LZ-MNP (2)	An-12BK	AeroVis Airlines	BUD	01nov03	seen BUD 07mar05 with additional 'elf' and 'MOTO 2' stickers; l/n AMS 12jul05
	UR-DWG	An-12BK	Scorpion Air	rgd	12jul05	seen BUD 29jul05 no titles, but with 'Cargo' titles on the rear fuselage and small 'maintained by Scorpion Air' badge behind the cockpit; l/n as such SOF 24jan07; seen without 'Cargo' titles SOF 20jul07; see c/n 9346309
8 34 58 01	"51" red	An-12BK	Aero-Charter	ph.	27oct07	on their website; f/n LUX 30oct07; in white/light blue/dark blue c/s; l/n KBP 18apr10; rgd 12jul10 to Lyra Enterprises of Greece; canx 11jan13; seen Bila Tserkva 04jun13, in a hangar; scrapped sep13; forward fuselage seen 18sep13
	RF-90918	An-12BK	Russian Air Force	CKL	13oct05	initially based at Chita, based at SVX since 2010; with coat-of- arms on nose, 'VVS Rossi' titles on starboard side and 'VVS Chita' on port side in 2005; photo still as such in 2011 at Taganrog-Tsentralny; l/n Taganrog-Tsentralny 22nov12 entering overhaul; seen Taganrog-Tsentralny aug14, flying, in bare metal c/s, just marked "16" black
8 34 58 02	not known "53" red	An-12BK	Russian Air Force	Tgr	sep14	in all-grey c/s with Russian flag, no titles, also carrying code "16" red with the c/n painted on the forward fuselage; l/n SVX 20aug21
	LZ-MNK	An-12BK	Soviet Air Force	mfd	14jul68	in all-grey c/s, wfu/stored; c/n checked this date; was reported to be made operational for Antonov Airtrack, but they ceased operations before the work was undertaken
	UR-DWF	An-12BK	Russian Air Force	rgd	12nov03	reported in fleet list nov03; f/n BUD 24may04; in dark blue/white c/s, no titles, just small 'maintained by Scorpion Air' badge by cockpit; teen SOF 12mar05 with large 'DHL' titles, but removed by 22apr05; not in fleet list 30dec05 !; l/n SOF 22feb07
	UR-DWF	An-12BK	Aero Charter, n/t	KBP	may07	left Sofia on delivery to Ukraine 17may07; seen LUX 31jul07 with titles
	UR-DWF	An-12BK	Meridian, n/t	LUX	12sep10	blue, ex Aero Charter c/s; l/n BHX 18apr12 operating with 'MEM' call-sign
	UR-DWF	An-12BK	Ukr Air Alliance	BHX	22may12	operating with 'UKL' call-sign; blue, ex Aero Charter c/s, no titles; l/n LUX 21aug14; last certificate of aircraft registration dated 21jun12 and valid until 30apr15 showed owner as Cargo Air Chartering of Sharjah; w/o 30aug14 when it crashed near Tagrembait, Algeria, shortly after take-off from Tamanrasset en route from PIK to SSG; seven crew killed; canx between 04/10aug17
8 34 58 04	ST-AWU	An-12BK	Air West	SHJ	29sep00	operated by Air West since jan00; type painted as just 'An-12'; seen SHJ 12nov00 still undergoing maintenance; l/n FAO dec00, exact date not known; canx before jan07
	3C-AWU	An-12BK	Air West	photo		somewhere in Africa; c/n not confirmed but exact same c/s as ST-AWU and type painted as just 'An-12'; in white c/s with dark blue fin; originally an An-26 with this registration and owned by Ahmed Ould was reported to have burnt out 10apr01, after attempting an emergency landing on a beach shortly after take-off from Nouadhibou, Mauritania, however, contemporary Mauritanian reports in the state newspaper confirm the aircraft involved as a four engine An-12
8 34 58 05	"96"/"17" CCCP-12153 RA-12153	An-12BK	Soviet Air Force	mfd	01jul68	two codes were visible under the paint when seen SHJ 12dec03, but the order of the codes is not known
	ER-AXQ	An-12BK	Soviet Air Force	rgd	26apr89	opb 224 LO at CKL; stored from 2000; canx but date unknown
		An-12BK	Russian Air Force	trf	1992	initially in grey c/s with blue propeller tips; f/n SHJ 12dec03, former tactical codes "96" and "17" red ? visible under the paint; l/n as such SHJ 11jan04; seen in the process of being repainted all-white SHJ 15feb04/24apr04; canx 18jun04; seen after the completion of the paintjob SHJ 24jul04, registration taped on
	UN-11376(2)	An-12BK	no titles	rgd	04nov03	reportedly owned by Vladimir I. Panchenko of Khabarovsk, but that may be a mix-up with RA-11376(3) which was owned by him; in all-white c/s; l/n SHJ 27sep04; see c/ns 402406 and 02348206

	UN-11376(2) UN-11376(2) UN-11376(2)	An-12BK An-12BK An-12BK	Africa West Cargo Fab Air all-white c/s, n/t	SHJ SHJ KBL	01may05 22oct05 07apr06	in all-white c/s with small titles on the tail only; l/n SHJ 14jun05 in all-white c/s with titles; l/n KBL 22feb06 an ICAO/Antonov document dated 01jul06 regarded this aircraft as no longer airworthy (owing to service not extended according to civil aviation documentation) since 01jul03; l/n LFW 01may06, operating for Africa West Cargo
	UN-11376(2) UN-11376(2) 3X-GFO	An-12BK An-12BK An-12BK	Africa West Cargo all-white c/s, n/t GR Avia	OUA RWN rgd	05sep07 25jan09 20sep10	in all-white c/s; titles not visible on photo 05sep07 on overhaul; l/n RWN 01sep09 in all-white c/s, no titles; f/n TBS 30nov10; l/n operational GYD 15may11; canx 08aug12; stored at OSS, seen mar12/sep17
8 34 58 06	4L-GLU (2) CCCP-11803 RA-11803	An-12BK An-12BK An-12BK	all white c/s, n/t Soviet Air Force Russian Air Force	OSS mfd Iva	12jul19 31jul68 26may99	l/n stored OSS 12nov22/10dec23; see c/n 9346803 rgd 25apr89; opb 30 vtap at Zavitinsk; in light grey c/s; f/n UUD 11jun93 and OMS 11jun93 (same date) c/n checked; has got a non-standard flare dispenser in the right-hand main-gear nacelle; based at Orenburg-2 (Southwest) and later opb military unit 21350 at Tver-Migalovo; in light grey c/s with Russian flag on fin; l/n Taganrog-Tsentralny 22nov12, under overhaul with 325 ARZ opb military unit 21350 at Tver-Migalovo; last overhaul completed dec13; l/n Kubinka 22jun15; sustained substantial damage 18jul15 in an emergency landing at Chelyabinsk Airport (CEK), Russia, the airplane was en route between Omsk and Moscow-Chkalovsky when three of the four engines failed, the crew decided to carry out an emergency landing at Chelyabinsk Airport (CEK), landed on the grass close to the runway and bogged down; l/n ZIA 17nov20
8 34 58 07	RF-94291	An-12BK	Russian Air Force	CKL	may14	rgd 25apr89 to 224 LO; canx but date unknown no titles; opf Silk Way Airlines; already reported on the Azerbaijan register by 20nov03; canx from Azerbaijan register 07mar05
	CCCP-11846 4K-AZ36	An-12BK An-12BK	Soviet Air Force ex Aeroflot c/s	mfd BUD	jul68 01may04	in white c/s with red cheatline and grey undersides, no titles; with ROZ-1 radar (small chin radome); l/n PED 21jan06; opb Aero Trans service according to website
	EX-084	An-12BK	no titles	SHJ	22nov05	opf Mango Airlines; in white c/s with red cheatline and grey undersides, no titles; seen with EX-084 visible under the wings GOM jan07
	S9-PSK	An-12BK	no titles	GOM	25oct06	in white c/s with red cheatline and grey undersides, with small titles; l/n FJR 23jan09, see rgd next line
	S9-PSK S9-PSK	An-12BK An-12BK	Mango Airlines Styron Trading	GOM rgd	03nov06 18apr08	c/n, owner and reg from UN report nov09; reported owned by Anatoliy Lyovin and lsd to DR Congo Air Force; aircraft arrived Simsimi 12feb09 and had initial technical problems; became, see next line; de-registered by the Sao Tome CAA 03jul09
	9T-TCH (2)	An-12BK	DR Congo Air Force	FKI	19apr09	in the same white c/s with red cheatline and grey undersides, with S9-PSK still visible beneath 9T-TCH; Antonov regard this aircraft as no longer airworthy by 2009 on account of the expired time between overhauls; was still active in 2010; l/n FKI 18jul11; see 9T-TCH(1) c/n 5343103
8 34 58 08	9Q-CSZ	An-12BK	no titles	FIH	19dec16	c/n not confirmed; in the same white c/s with red cheatline and grey undersides, derelict with both inboard engines missing
	"15" red	An-12BK	Russian Air Force	Lev	22may01	seen with horned owl badge; in all-grey c/s with Red Star; seen overflying Monino 11aug07 without badge; seen Taganrog-Tsentralny 08oct13, active after overhaul at 325 ARZ; l/n CKL 26apr14
	RF-93587	An-12BK	Russian Air Force	Lev	16aug14	in all-grey c/s with "VVS Rossi" titles and Red star on fin, also carrying "15" red; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; l/n Levashovo nov19 possibly wfu or awaiting overhaul
8 34 58 09	not known 3X-GDM (1) ER-AXL	An-12PP(S) An-12BP An-12BP	Soviet Air Force Galex Guinée TepAviaTrans, n/t	mfd rgd rgd	30jun69 30jul02 09jun04	An-12BK-PP(S) with ogival tail cone; late mfd; later converted to standard freighter, see next line no reports; canx 21mar03; details and version from 2013 Guinea register; see c/n 401912 f/n SHJ 30nov04; in white c/s with grey undersides, no titles; no version given in Moldovan register; retains the ogival tail cone and non-standard window configuration, small chin radar housing; l/n SHJ 31aug06; reported by feb07 as owned by Varty Pacific; l/n FIH 16jul07; canx 14nov07 to Georgia reported in Operators Certificate as An-12BK; f/n EBB jun08 light and dark blue, grey and white c/s with stylised 'V' on tail, retains the ogival tail cone; reported arrived FJR 12sep08 and on ground log FJR 01nov08; l/n FJR 13mar10/sep22, stored; was offered for sale as scrap jun15
8 34 58 10	4L-ROM	An-12BP	Air Victory, n/t		17may08	version from technical passport (flying petrol station for refuelling aircraft in austere environments on the ground); c/n confirmed at CKL jun09; opb 929 GLITs at Akhtubinsk; in all-grey c/s with Red Star on the fin and wavy Russian flag behind the cockpit; l/n Astrakhan-Privolzhski 24mar15; version given as An-12BK in a document dated 12dec16; c/n only mentioned in a tender document dated 29jan21 with regards to the extension of resources and service life by 5 years, with work to be carried out by 325 ARZ
8 34 59 02	"43" red	An-12BK	Soviet Air Force	ph.	dec91	converted in 1989 into a multi purpose (Ejection seat/APU/Recovery Systems) testbed for use by the LII; seen ZIA 11/16aug92 in use as an ejection seat trials aircraft
	"43" red	An-12BK	Russian Air Force	ZIA	12may94	opb LII; was a testbed for the VD-100M APU this date, by replacing the ejection seat module with an II-114 tail-cone; l/n ZIA 27aug95, as such; used again as an ejection seat trials aircraft during MAK5-97 (19/24aug97); l/n ZIA (N55.570905 E38.142543) 2020
8 34 59 04	RA-11666 RA-11666	An-12BK An-12BK	Russian Air Force Russian Air Force	FEG Iva	29apr98 18aug01	in basic Aeroflot c/s, no titles; the same aircraft as below ? (as the c/s differs); l/n ZIA aug19 equipped with chaff/flare dispensers; possibly initially based at Kirovobad; opb 930 vtap at Zavitinsk from 1985 and based at Tver-Migalovo from 1996/97; in all-grey c/s, no titles; was stored at Ivanovo-Severnoy, seen aug01; preserved in the VTA museum at Ivanovo-Severnoy (N57.04453 E40.99500), c/n confirmed, aug03/11aug18
8 34 59 05	"05" red "29" blue RF-95425	An-12BK An-12BK An-12BK	Russian Air Force Russian Air Force Russian Air Force	Sty Chh Roc	06aug96 29apr10 01jun11	l/n CKL 04may09 l/n Rostov-na-Donu Tsentralny 27jun11 also carries "29" blue; l/n Rostov-na-Donu Tsentralny aug14; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life and seen painted on boxes in the aircraft
8 34 59 07	"48" red	An-12BK	Russian Air Force	Sms	14jun99	in all-grey c/s with Russian flag on the fin; seen Smolensk-Severnoy 14aug01, CKL 26aug02 and KLD 26aug03; c/n checked; photo KLD 2012, stored
8 34 59 08	807	An-12BP	Iraqi Air Force	MLA	02jan69	opb 23 Sqn; in white c/s with grey undersides and small black cheatline; c/n painted as just '5908'; l/n MLA 15aug69
	YI-AER	An-12BP	IrAF/Iraqi Aw c/s	SXF	jun73	in white c/s with green cheatline and grey undersides with Iraqi Airways titles; still seen 1987/88 during the Iran-Iraq war
	988	An-12BP	Sudanese Air Force	WUU	2001	photo derelict (N7.7260608 E27.987709) after a mishap and towed to its resting place using a tank; still in basic ex Iraqi c/s with the green cheatline changed to red/white and black, YI-AER, Iraqi logo and titles still visible under the paint and with '5908' on the nose; l/n apr07, with engines and other parts missing
8 34 59 09	805 YI-AEP	An-12BP An-12BP	Iraqi Air Force IrAF/Iraqi Aw c/s	LYE	13apr69 1970	opb 23 Sqn; in white c/s with grey undersides and small black cheatline; l/n MLA 03may69 in white c/s with green cheatline and grey undersides with Iraqi Airways titles; seen MXP 23oct81; still seen 1987/88 during the Iran-Iraq war
8 34 59 10	ST-ALV 806	An-12BP An-12BP	Sudanese Air Force Iraqi Air Force	MLA	1992 21sep69	still on Sudanese register April 1995; registration was later worn by a Y8, c/n unknown opb 23 Sqn; in white c/s with grey undersides and small black cheatline, c/n painted as just '5910'; l/n BRU 17jun71
	YI-AFJ	An-12BP	IrAF/Iraqi Aw c/s	SXF	29apr73	seen DXB 05dec74 with small Arabic titles; seen ORY mar77 as such, with registration on the tail; repainted with Iraqi Airways titles on the forward fuselage and registration on the rear of the fuselage, f/n PRG 1982; seen HEL 20jan86; l/n PRG 16jan88 in the same colour scheme; destroyed 27feb91 by a 1000 lb bomb dropped by an RAF Buccaneer aircraft; it was on the ground at what was known as Shaykh Mazhar Air Base, just west of the city of Al-Suwaira, Iraq (not 'Suwera')
8 34 60 01	LZ-BAA LZ-BAA	An-12B An-12B	Bulair Balkan	mfd trf	1968 early72	f/n LHR 23jan69; l/n ORY 03jun71 photo LBG Jun73; w/o Kufrah, Libya 16sep73 after sustaining a hard landing and overran the end of the runway; photos shows severe damage to the undersides, undercarriage with the port wing broken in half, all five crew escaped uninjured
8 34 60 02	LZ-BAB LZ-BAB	An-12B An-12B	Bulair Balkan	rgd LBG	nov68 jul71	f/n FCO 22dec68; l/n BMA 15jun70 withdrawn from service jul86; seen BOJ 06jun89, wfu; preserved in the Burgas Airport Aviation Exposition museum (since closed); seen oct96/jul06; repainted all-white, no markings; moved to the new Burgas Air museum, which officially opened 30jun17 (N42.5652926 E27.5194753); l/n 17jun22
8 34 60 03	CCCP-11260 ? RA-11260	An-12BK An-12BK	Soviet Air Force Russian Air Force	mfd CKL	30sep68 29sep05	An-12BK-PSS; opb 930 vtap at Zavitinsk from 1984 opb 930 vtap at Zavitinsk until 1998; opb military unit 69806-4 at Uprun until 2012; based at SVX from 2012; in basic Aeroflot c/s with Russian flag on fin, no titles; c/n checked KGF 20oct08; overhaul completed 03nov10; l/n Chelyabinsk-Shagol 24jun14
	RF-95428	An-12BK	Russian Air Force	Chh	09aug14	based at SVX; still carried the old registration RA-11260 as well; in basic Aeroflot c/s with Russian flag on fin, no titles; slightly damaged 10oct19 on a flight from Chelyabinsk to Yekaterinburg-Koltsovo when the crew forgot to extend the landing gear and the aircraft landed wheels-up, all 6 crew and 11 passengers escaped unhurt
8 34 60 04	not known RA-11302(1) RA-11302(1)	An-12B An-12B An-12B	Soviet Air Force Antey Elbrus-Avia	mfd rgd rgd	21dec68 26jun96 22oct99	f/n FJR 02jul97; canx 21oct99; operator's certificate canx 20mar00; see c/n 5343705 f/n CMB 24feb00; wetleased to Sky Cabs of Sri Lanka by spring 2000; w/o 24mar00 on a flight from Bangkok to Colombo when had to go around twice on landing because of a thunderstorm but ran out of fuel, during the final approach all 4 engines stopped one by one and the aircraft crashed into the village of Kadirana 2.2 km NNW of the airport, destroying two houses and several cars, 5 of the 7 crew, the sole passenger and 3 people on the ground killed and the 2 survivors seriously injured; t/t 7,241 hours and 4,651 cycles; the official report showed that Skycab's permission to operate the aircraft had been obtained by presenting forged documentation to the Sri Lankan CAA and they had withdrawn Skycab's permission to operate the aircraft 07mar00
8 34 60 05	"04" red	An-12BK	Russian Air Force	no	reports	dbt oct00 (probably the 3rd) when overran at Petrel, Kuriles Islands, by 200 metres and came to a stop on its belly; code from russianplanes.net
8 34 60 06	CCCP-11521(1) "75" red	An-12BK An-12BK	Soviet AF/AFL c/s ex Soviet AF	mfd EVN	30oct68 mar93	f/n Sperenberg 25dec76, c/n not checked this date; see c/n 4342101 active, in all grey c/s with 'wavy' Soviet flag and Aeroflot titles by the nose, c/n not checked this date; possibly opb Ukraine Air Force; seen ROV 13may96, c/n checked and with ex registration CCCP-11521 visible on the fuselage and under the wings; in the process of being de-militarised, with the tail, dielectric panel above the cockpit and large radar housing already removed; the same aircraft as lsd to the sighting the line above ?
	RA-11368(3) RA-11368(3)	An-12BP An-12BP	Georgian Express Antey c/s, n/t	rgd	24jan97	c/n from JP-98; see c/n 4342010 and 402310 f/n FJR 10oct97; l/n FJR 07apr99 c/n checked; exact version not mentioned on Russian register; with small chin radac; soc and canx 28dec99 as to Bulgaria
	LZ-ITB	An-12BP	Inter Trans Air	HHN	01feb00	in basic ex Antey c/s, no titles; l/n OST 22dec00; sold jun01

	LZ-BRA EK-12333 EX-031 EX-031 EY-402	An-12BP An-12BP An-12BP An-12BP An-12BP	Bright Avn Service Bright Avn c/s n/t Bright Avn c/s n/t Click Airways Click Airways	BUD SHJ SHJ KBL summ07	11dec01 17feb04 21sep04 11mar06 summ07	version confirmed from plate inside the aircraft mar02; l/n OST 17aug03 opb Phoenix Aviation; l/n SHJ 15may04; c/n checked opb Phoenix Aviation; l/n SHJ 05jan06; c/n checked c/n checked again; l/n SHJ 31jan07 reported in Afghanistan; l/n SHJ 02nov08, white/grey c/s with titles; c/n checked in log book in the UAE mar08 and reported there as flying for South Airways l/n DAC 15sep15 also given as 21jun67 based at SVX until 2009; in basic Aeroflot c/s with Russian flag on fin, no titles; version painted on as just 'An-12'; l/n CKL jun09 based at Rostov-na-Donu-Tsentralny from 2009; in basic Aeroflot c/s with Russian flag on fin, no titles; version painted on as just 'An-12'; c/n worn below the cheatline on the forward fuselage; l/n Rostov-na- Donu-Tsentralny 29mar11 also carried code "28" blue; based at Rostov-na-Donu-Tsentralny; in basic Aeroflot c/s with Russian flag and 'VVS Rossi' titles on fin; version painted on as just 'An-12'; seen Rostov-na-Donu Tsentralny 15oct13; under overhaul with 325 ARZ from 05may15; l/n 2021, location withheld
8 34 60 08	EY-402 not known "45" blue "28" blue RF-95430	An-12BP An-12BK An-12BK	Asia Airways Soviet Air Force Russian Air Force Russian Air Force	SHJ mfd SVX Roc	19jun09 31oct68 10apr09 10mar10 12apr11	
8 34 60 10	RA-11329 EL-AKY RA-11329 EL-ALF D2-FBZ 3C-QRD EK-11011(2) ST-ARN ST-ARN ST-ARN	An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK	Special Cargo Al Flying Dolphin Special Cargo c/s Santa Cruz Imp. Special Cargo c/s Special Cargo c/s Uratur Air all-white c/s, n/t Trans Attico Juba Air Cargo	mfd rgd IST rgd SHJ SHJ MLA FJR SHJ SHJ	30nov68 22feb96 21sep97 09apr99 19sep99 03nov01 01jan04 30sep04 26oct04 15may05	no sightings reported, probably not used as c/n was current in Russia throughout this time no titles; l/n IST may98; soc and canx 11nov98 as to Angola f/n SHJ 27mar99; l/n SHJ 05apr99; ex Special Cargo Airlines colours no titles; l/n SHJ 15sep01; leased to Hellier Inter no titles; repainted into white/blue colours, no titles late 2002; l/n SHJ 27jan03; checked ex D2-FBZ c/n confirmed in CoFA; opb Afriqyah Cargo; in all-white c/s, no titles; see c/n 2400406 and 4342505 l/n SHJ 09nov04; c/n confirmed by Sudanese CAA with titles; l/n KRT 24jun08; w/o 27jun08 on a flight from Khartoum to Juba after encountering a thunderstorm and was hit by lightning twice, crashed north of Malakal, all 5 crew and 2 out of 3 passengers killed, with one survivor
8 34 61 01	not known RA-11420(2) RF-94211	An-12BK An-12BK An-12BK	Soviet Air Force Russian Air Force Russian Air Force	mfd OSF OVB	03nov68 16apr97 apr14	seen IKT 07oct04, c/n confirmed; opb 24 otae (renamed 199 AB in 2009) at Tiksi; in all- grey c/s with Russian flag on fin, carried the badge of 24 otae, a woolly mammoth with the 'plover constellation' (7 yellow stars) on the nose plus the 'Northern Star' behind the cockpit windows; seen Tiksi apr10, flying; l/n Taganrog- Tsentralny 2011; see CCCP-11420 (1) with unknown c/n in all-grey c/s, with 'VVS Rossi' titles and Russian stars and still carries the badge of 24 otae, a woolly mammoth with the 'plover constellation' (7 yellow stars) on the nose plus the 'Northern Star' behind the cockpit windows; seen Chelyabinsk Shagol feb15; seen CKL 07may15 now also carrying code 11" red; l/n Ryazan-Dyagilevo 03sep21
8 34 61 02	"90" blue CCCP-11504 not known "22" red RF-95416	An-12BK An-12BK An-12BK An-12BK An-12BK	Soviet Air Force Soviet AF/AFL c/s Russian Air Force Russian Air Force Russian Air Force	mfd Spr trf Khb	30nov68 25jan72 1992 15aug04 17jun18	opb 930 vtap at Zavitinsk from 1985; rgd only 25apr89; canx but date unknown opb 930 vtap at Zavitinsk until 1998 opb 257 osap at Khabarovsk-Tsentralny; in grey c/s with Red Stars, no titles; overhaul completed 10apr02; initially with white/blue/red rudder trim tabs; l/n as such Chita-Cheryomushki 08apr10; l/n OVB 19feb16 also carried code "09" red; opb 35 otsap at Khabarovsk-Tsentralny; in grey c/s with red spinner tips, with 'VKS Rossi' titles and Russian stars; damaged 09feb21 on landing Burevestnik on a flight from Khabarovsk- Tsentralny to Burevestnik (Iturup) when landed in a snow-storm, touched a snow mound and came down hard to the left of the centre-line of the runway so that the nose gear and the left main gear collapsed, all occupants escaped unhurt c/n not confirmed, see next line in all-grey c/s with Red star, previous registration partially visible under the code and looks to be CCCP- 12134; used as a ground instructional airframe by the Technical School at Balashov (N51.532973 E43.185949) l/n jan09/aug12 f/n KBL 13feb89 c/n not checked; rgd 26apr89, opb 224 LO; canx but date unknown all-white c/s with additional www.suncargo.aero and 'charter us' titles; c/n 99% certain with www.suncargo.aero and 'charter us' titles, see also CCCP-12104 with unknown c/n l/n DXB 16feb07 c/n confirmed by Armenian CAA mar08; mentioned in ICAO/BV document jun08 as owned by Roland Aviation FZE and opb Air Armenia; still registered 01jan09; seen AMS 12jul13, recent photos show the registration without the dash after the prefix, but earlier photos exist with the dash; l/n PRG 25oct14; canx to Tajikistan 19dec14 f/n TBS 14apr15, in basic Air Armenia Cargo c/s, no titles or tail emblem; l/n TBS 15aug15 ferried TBS-ADJ 08sep15; l/n in Jordan 08feb16 in white, white and orange c/s (ex Air Armenia Cargo c/s) with Grodno Aircompany titles; first recorded in Antonov list dated 10aug16 and offered for Ad-hoc Charter by Grodno from 20aug16; l/n KBL 19nov17 departed on delivery to Sudan this date f/n KBP 22sep94; l/n KBP 15may98; c/n checked KBP 19mar97; see c/n 401803 c/n not confirmed; stored, all grey c/s, partial large Ukraine flag on tail and Buslot titles just visible under the paint; was probably "77" before becoming UR-11347 as a smaller sized code is also visible under the paint; see also c/n 9346205 canx 15sep05 as to Sudan opb 243 osap at Lvov-Sknilov; in grey c/s opb 243 osap at Lviv-Skniliv; in grey c/s; black and white photo at LWO aug93 opb 243 osap at Lviv-Skniliv; in grey c/s; colour photos exist; l/n SJJ 30dec6
8 34 61 03	CCCP-12134 "72" red	An-12BK An-12BK	Sov AF/AFL titles Russian Air Force	MZR Bls	1980 21aug06	
8 34 61 04	CCCP-12110 EX-334 EK-12104(2) EK-12104(2) EK-12104(2)	An-12BK An-12BK An-12BK An-12BK An-12BK	Soviet AF/AFL c/s Sunlight Airlines all-white c/s all-white n/t Air Armenia Cargo	mfd SHJ SHJ SHJ DXB	30nov68 10nov06 15dec06 27dec06 26mar07	
	EY-415 EY-415 EW-469TI ST-KVM UR-11347(2) "77" blue	An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK	Air Armenia Cargo Air Asia Grodno Busol Airline Ukraine Air Force	rgd TBS ph. GNA mfd ODS	25dec14 08sep15 2017 08aug23 31dec68 25may02	
8 34 61 06	ER-ADO "03" red "03" red "03" blue ER-AXZ ER-AXZ	An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK	Soviet Air Force Ukraine Air Force Ukraine Air Force Aeronord Grup Airline Transport	rgd mfd trf LWO rgd HEL	10nov04 31dec68 1992 04jul94 08aug03 28feb04	in basic 'polar' Aeroflot c/s, initially no titles; carried an 'ACS' logo on the fin at some time; seen OST 12oct04 and DXB 19jan05 with 'www.aircharter.co.uk' titles on the rear fuselage and 'WWW.ASTERIAS.CO.UA' titles in capital letters on the forward fuselage as well as the 'ACS' logo on the fin; l/n RMI 08may07; canx 22jun07 as to Ukraine in basic 'polar' Aeroflot c/s, no titles; rgd 16may11 to Cargo Air Chartering of Sharjah; l/n BHX 29mar12, operating with a 'MEM' call-sign - see rgd below to Cargo Air Chartering of the UAE; in basic 'polar' Aeroflot c/s, no titles; f/n BHX 30mar12, operating with a 'UKL' call-sign; l/n as such LTN 30may12; received a logo on the fin, f/n as such KBP 12dec12; new CoFR issued 16jan15; seen BTS 19sep19; stored at Bila Tserkva by 04oct19; rgd 25feb20 to DS Air Inc. of Cyprus to DS Air Inc. of Cyprus; new CoFR issued 12aug20; in basic 'polar' Aeroflot c/s, no titles; f/n OSR 10may22; l/n BOJ 22jul22 to DS Air Inc. of Cyprus; f/n EWR 23oct23 no titles; l/n POS 29nov23 rgd 25apr89; opb 224 LO; canx but date unknown initially in all-white c/s with dark blue spinner tips; initially no titles; l/n as such SHJ 12jan04; received 'Air Armenia cargo' titles; f/n as such SHJ 29jan04; c/n checked RTM 28may04, l/n with a hyphen after the prefix of the registration then; f/n without the hyphen in the registration AMS 24dec05; mentioned in an ICAO/BV document jun08 as owned by Roland Aviation FZE and opb Air Armenia; l/n in its old c/s HNN 09aug09; repainted in red/white/blue c/s with 'Air Armenia cargo' titles, no hyphen in the registration; f/n as such MYP 29mar12; l/n CMB 03apr14; canx 19dec14 as to Tajikistan; see c/n 5343408, 5343702 and 6344104 in red/white/blue c/s with just 'cargo' titles; f/n in Yemen (probably at Sanaa) apr15; seen JIB 16may15; l/n Wadi Seidna (Sudan) 22aug17 in Afghanistan, location withheld; opb Grodno and owned by Roland Aviation FZE according to Russian authorities; in white c/s with dark blue lower rear fuselage and engines, with very small 'Grodno Aircompany' titles and a logo on the fin; l/n IKT 01nov21; w/o 03nov21 on the leg from Yakutsk to Irkutsk of a positioning flight from Kerpervyem when approached in poor weather (low clouds and heavy snowfall) at night and probably suffered from icing, the crew decided to go around at a height of 30 metres, but the aircraft crashed in a forest some 4 km before the runway threshold a few seconds later, all 5 crew members and 4 passengers were killed rgd 25dec73; l/n IKT 06jul92, c/n not checked; version given as 'TB' in the Russian register see next line c/n checked 1995; with titles and logo beneath the cockpit and on the fin; l/n FRA 27sep96 in basic ex SP Air c/s and still with logos, no titles; CoFR renewal 21feb00; l/n IST 13feb02 faded 'Minenta Labell Guin ©' titles; leased from Yermolino Airlines 10dec01/31dec02 and later returned; seen Yermolino aug02; stored at Yermolino since early 2004; l/n Yermolino aug04; soc 22feb05 as worn out; broken up possibly Strategic Rocket Forces; in Aeroflot c/s; f/n Sperenberg 06sep75; l/n Ronneby (Sweden) 10aug81 version given on Russian register feb98 as 'TB'; in basic Aeroflot c/s, no titles; reportedly operated for Khechet at some time; l/n Staraya Russa 24aug02; seen Yermolino 17aug03 immaculate after overhaul, c/n checked, but unable to see the registration opb 329 osae at Kluychi-Kamchatskiye; in Aeroflot c/s including titles, Strategic Rocket Forces badge behind the cockpit; l/n Khabarovsk-Tsentralny 23mar10 still based at Kluychi-Kamchatskiye and with Strategic Rocket Forces badge behind the cockpit and Aeroflot titles; f/n PKC 30jun12; seen PKC 12jan16; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life, version given as An-12BP; seen 12mar19 under overhaul at Taganrog-Tsentralny (325 ARZ); l/n YKS 2021 mfd dec68 according to Russian register; rgd 25apr89, opb 224 LO; canx but date unknown type painted on nose as An-12BP; f/n KBP 19oct03; current on Azerbaijan register 20nov03; seen STN 08may04; officially canx 01apr05, but l/n DXB 04apr05, opb Silk Way, still no titles opb Global Georgian Airways and returned to Stryon 03jan06; l/n KBL jan06 f/n MCT 12jul06; c/n from Sao Tomé CAA; l/n EBB 10may07; photo exists dbr in 2007, exact date unknown, when overran at Bunia, DRC, sustaining substantial damage; l/n Bunia apr10/jul15 in very dirty condition and scrapped 2020
8 34 61 07	UR-CAJ UR-CAJ UR-CAJ UR-CAJ CCCP-11244 EK-11001(4)	An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK	Meridian Ukr. Air Alliance Meridian Ukr. Air Alliance Soviet Air Force Air Armenia Cargo	RWN rgd rgd rgd mfd SHJ	04jul07 29feb12 07jul20 18apr23 dec68 28dec03	
	EY-411 EW-518TI	An-12BK An-12BK	Asia Airways Grodno	ph. ph.	apr15 21jan19	
8 34 61 09	CCCP-11049 RA-11049 RA-11049 RA-11049 RA-11049	An-12B An-12B An-12B An-12B An-12B	Soviet AF/AFL c/s Yermolino Airlines SP Air Yermolino Airlines Minenta Labell	Spr trf SVX SVO OST	02oct71 09aug95 23aug95 20aug97 20mar02	
8 34 61 10	CCCP-12968 12968 RA-12968 RA-12968	An-12B An-12B An-12B An-12B	Soviet AF/AFL c/s Strat.Rocket Force Strat.Rocket Force Russian AF/AFL c/s	rgd OMS Khb trf	25dec73 12jun94 aug07 01jun10	
8 34 62 01	CCCP-11267 4K-AZ33 4L-12003 S9-DBP	An-12BK An-12BP An-12BP An-12BP	Soviet Air Force Aeroflot c/s, n/t Aeroflot c/s, n/t Aeroflot c/s, n/t	mfd rgd DXB mfd	04feb69 05aug03 28apr05 11jan06	

8 34 62 02	CCCP-12147 RA-12191	An-12BK An-12BK	Soviet Air Force Special Cargo Al	mfd rgd	feb69 26apr94	rgd 26apr89 f/n DXB 16jan95, with small chin radar; l/n SHJ 22nov95; c/n confirmed in fleet list and the Russian Register; canx as to United Arab Emirates but date unknown
	EL-AKW	An-12BK	Air Cess	rgd	18dec95	f/n SHJ 12jan96; ex Special Cargo Airlines c/s, no titles; de-registered by operator in a letter to the Liberian CAA dated 10apr96; version given as such in Liberian register 13jul01
	YA-PAB EL-ALJ EL-ALJ	An-12BK An-12BK An-12BK	Pamir Air Santa Cruz Imp. Santa Cruz Imp.	SHJ rgd SHJ	27jul96 14feb96 08nov97	f/n SHJ 16mar97, ex Special Cargo Airlines c/s, no titles; see rgd next line f/n SHJ 03apr97, ex Special Cargo Airlines c/s, no titles in white c/s with green cheatline, titles and tail logo; l/n SHJ 09may01; version given as such in Liberian register 13jul01
8 34 62 03	EL-ALJ not known RA-12122(2)	An-12BK An-12BK An-12BK	ex Santa Cruz c/s Soviet Air Force Russian AF/AFL c/s	SHJ mfd Kln	19may01 28feb99 20aug01	f/n SHJ 14jan06 wfu, derelict by nov07/mar08; no titles but with tail logo last overhaul completed 14jan94 see c/ns 402002 and 5343507; sold by Russian privatisation agency 28oct05, was with military unit 45157 at Klin at the time; still present Klin-5 airbase 08feb06; l/n Staraya Russa 27nov11 with tail missing
9 34 62 04	not known "10" red	An-12BK An-12BK	Soviet Air Force Uzbek Air Force	HRK	photo 14feb12	of the rear fuselage/tail, in all-grey c/s in all-grey c/s with Uzbekistan flag on THE tail; seen again ROV 30jul12; l/n stored Tashkent-Tuzel 11may15/19aug21, c/n not checked these dates
9 34 62 05	UR-11306 "77" blue	An-12BK An-12BK	Veteran Ukraine Air Force	NCL ph.	05mar97 aug00	in basic Aeroflot c/s; l/n Dzhankoi 29apr99; not in 2000 fleet list f/n LWO aug01, in ex Aeroflot c/s with Ukrainian shield on the tail; l/n LWO 18aug02; see also "77" blue c/n 8346105 ?
	UR-11306	An-12BK	no titles	ODS	02may06	c/n not checked; arrived from Vinnitsa apr06; photo shows Veteran titles, code "77" blue and Aeroflot blue cheatline visible under the paint with tail painted dark grey; large radar, wearing no registration; reportedly this was registered EX-076 but there is no evidence this registration was painted as such and also this registration was used on a B-737-200 from 14jun06 onwards
	UR-11306	An-12BK	no titles	ODS	21aug06	c/n not checked; in dark grey c/s with light grey undersides; l/n ODS 08aug07 and 24mar08, now with small chin mounted radar and colours suggest destined for Angola
	T-315	An-12BK	Angolan Air Force	LAD	30sep08	in dark grey c/s with light grey undersides, no titles and with small chin mounted radar; l/n LAD 21jan11, comparison of photos suggest this and D2-MBU are the same aircraft; see next line
	D2-MBU	An-12BK	Angolan Air Force	AAQ	14jun12	reportedly flew BEN-KLD 05oct10; c/n from russianplanes.net; in dark grey c/s with light grey undersides, no titles and with small chin mounted radar; l/n IAR 22aug12/31aug12 undergoing maintenance
	T-315	An-12BK	Angolan Air Force	LAD	nov12	in dark grey c/s with light grey undersides; seen IAR 03jan23/26mar23 stored
9 34 62 06	not known	An-12BK	Soviet Air Force	ph.	oct78	at Ayagus, Kazakhstan, in a line of eight An-12s; c/n readable
9 34 62 07	"33" blue	An-12BK	Soviet Air Force	ph.	07apr70	
9 34 62 08	"64" red "22" yellow "22" blue	An-12BK An-12BK An-12BK	Soviet Air Force Soviet Air Force Ukraine Air Force	no KBP KBP	reports 07sep92 18mar97	code seen under the paint mar97 in all-grey c/s; c/n not confirmed
	UR-UCM	An-12BK	Ukrainian Cargo Aw	rgd	20dec91	c/n and version confirmed; opb 255 osae at Borispol; seen KBP 05may97; c/n mentioned in legal documents 05aug97 as leased to Volare from the Ukraine MOD; l/n VIN 01may99, c/n not checked this date
9 34 62 09	"98" "95" red	An-12BK An-12BK	Soviet Air Force Russian Air Force	i/s KLD	19mar69 22aug02	c/n confirmed; details from Ukrainian CAA, but year specified in rgd should perhaps be 1999 ?; f/n DXB 15mar00, all-white c/s with titles; w/o FIH 14apr00 during a ground incident involving a fire and explosions at an ammunition depot on the airport; canx 02apr01
9 34 63 01	"34" red	An-12BK	Russian Air Force	Akc	nov10	was on overhaul at Siauliai during 1990 with the given code; version given as 'TBK' c/n checked as 6209, in all-grey c/s with Russian flag on tail, still with the fastening brackets on the fuselage and tail for the ECM pods, suggesting it was probably a de-converted An-12BK-1S; l/n KLD 12aug12, stored opb 929 GLITs at Akhtubinsk; equipped with a nitrogen generator for rain-making; in all-grey c/s, still with Red Stars
9 34 63 02	UR-11349(2)	An-12BK	Busol Airline	mfd	14jul69	f/n KBP 29jun95; l/n Yevpatoriya 30apr99; c/n checked; see c/n 401805; c/n mentioned in legal documents 05aug97 as leased to Volare from the Ukraine MOD
	UR-YMR	An-12BK	Veteran	LOS	28jan03	was already reported by sep00 as operated in Congo; in fleet list 21nov01 with c/n 9346304 but later with given c/n !; f/n COO 12apr02; in Veteran fleet list 27jun06 as opb Gorizia
	UR-YMR	An-12BK	United Nations	MBA	dec06	photo and still operating as such from MBA jan07; regarded as non-airworthy in Antonov list nov06 and banned from flying in Kenya; seen JUB 09may07, c/n checked, titles not reported; opb Veteran
	UR-YMR S9-KHE	An-12BK An-12BK	Veteran, n/t Transilz Aviation	SHJ FJR	07jul07 02mar09	l/n RKT 23dec08, all-white c/s, no titles with 'UN' marks visible under the paint seen FJR 04may09, all-white c/s, no titles with 'UN' marks and ex registration still visible under the paint; l/n VIN 30sep10, in primer with tail removed
	no reg ST-KNS	An-12BK An-12BK	no titles Kush Aviation	VIN	27sep12 no reports	c/s similar to AeroVis; possibly AeroVis ntu, as AOC suspended 26jun12 ? c/n reported by the African Aviation Tribune and also confirmed from Ukrainian customs database; reported delivered VIN-KRT 20sep13; a ST- registered An-12 was seen VIN sep13 in c/s similar to AeroVis
	9977	An-12BK	Sudanese Air Force	KRT	19nov13	in c/s similar to AeroVis, no titles, sub-type confirmed; seen KRT 25may15 with ST-KNS readable on top of wings; l/n KRT 09mar23; destroyed KRT 17apr23 during fighting between different factions of the military
9 34 63 03	"68" red	An-12BK	Russian Air Force	Sty	24aug02	converted from an An-12PP, retains the ogival tail cone and standard window configuration, c/n not checked this date; c/n checked CKL jul05; in technical passport as an An-12BP, but has got all features of the An-12BK and has many aeriels on top of the fuselage which is unusual for the transport versions; opb 929 GLITs at Akhtubinsk; in all-grey c/s with Red Stars; used for weather control; code on right-hand side faded to yellow by 2010; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life, version given as An-12BK; l/n CKL 21aug17
9 34 63 04	"69" "19" red	An-12PP An-12BK	Soviet Air Force Russian Air Force	mfd ph.	03dec69 04jan03	i/s 15dec69; has an ogival tail cone; black and white photo exists with standard window configuration; was based at Melitopol in 1979, may perhaps have been the aircraft involved in an accident 17nov78 at Melitopol, see the unknown section; was on overhaul at Siauliai during 1990 with the given code; in documents as an An-12TBK-I, later converted to a standard transport aircraft
9 34 63 05	"76" "26" red	An-12PP An-12BK	Soviet Air Force Russian Air Force	mfd OSF	26dec69 17aug01	in unit document as an An-12BK, retains the ogival tail cone; opb 24 otae (renamed 199 AB in 2009) at Tiksi; in all-grey c/s; carried the badge of 24 otae, a woolly mammoth with the 'plough constellation' (7 yellow stars) on the nose plus the 'Northern Star' behind the cockpit windows; l/n YKS 26feb07; active by early 2011; seen Taganrog-Tsentralny 30jun11; seen OVB dec13; l/n 2014, location withheld; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life
	RF-94209	An-12BK	Russian Air Force	CKL	jun18	was on overhaul at Siauliai during 1990 with the given code; in documents as an An-12TBK-I, has the ogival tail cone with standard window configuration; converted to a standard transport aircraft
9 34 63 06	"46" red "46" red "04" ? RF-12554	An-12PP An-12BK An-12BK An-12BK	Soviet Air Force Russian Air Force Russ. Space Forces Russian Air Force	i/s Iva no Gmv	23jan70 26may99 reports aug14	was on overhaul at Siauliai during 1990 with the given code; in documents as an An-12TBK-I, has the ogival tail cone with standard window configuration; converted to a standard transport aircraft; in all-grey c/s with Red star on the fin; f/n YKS 03jul92 l/n Ivanovo-Severnoy jul02, c/n checked, retains the ogival tail cone code visible under serial, reported based at Plesetsk; see next line in all-grey c/s with Red star on tail and Space Forces badge behind the cockpit, retains the ogival tail cone; based at Levashovo; l/n Gromovo 09oct14; seen on overhaul at Taganrog-Tsentralny 11feb15, c/n clearly readable on photo, wings and tail removed; seen Levashovo, 15apr17, active, in all-grey c/s, also carrying code "18" red; l/n QVB 06oct21
9 34 63 07	"16" "26" blue RF-95682	An-12PP An-12BK An-12BK	Soviet Air Force Russian Air Force Russian Air Force	i/s Roc Roc	26mar69 15aug09 11apr11	was on overhaul at Siauliai during 1990 with the given code; in documents as an An-12TBK-I, has the ogival tail cone with standard window configuration; converted to a standard transport aircraft seen Rostov-na-Donu Tsentralny may11; with ogival tail cone and standard window configuration; l/n CKL mar11 also carries "26" blue with small 'VVS Rossii' titles; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life, with version given as such; l/n Rostov-na-Donu Tsentralny 02sep17; retains the ogival tail cone
9 34 63 08	"08" CCCP-12108(2) RA-12108(2) RA-12108(2) LZ-BFE RA-12108(2) 4K-AZ18 4K-AZ18	An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK	Soviet Air Force MAP Arsenyev APO Balkan Air Sofia Progress Bulg. Flying Cargo Gromov Air Azerbaijan Al Silk Way Airlines	mfd rgd MST SHJ VKO SOF rgd DXB SHJ	may69 13jan88 30jan93 08may94 30aug95 may99 19jun00 09sep01 09feb03	version in Soviet register given as 'TBK'; f/n LED aug90, in standard Aeroflot c/s and titles; l/n HRK 1991, as such; repainted in basic Aeroflot 'polar' c/s; see c/n 401908 leased from Progress; in basic Aeroflot 'polar' c/s with 'Chartered by Balkan' titles; CofA checked this date; l/n AMS 12dec93 leased from Progress; in basic Aeroflot 'polar' c/s with 'Chartered by Air Sofia titles' in basic Aeroflot 'polar' c/s, no titles; CofR renewal 05sep95 with small chin radar; seen OST 17jan00; in all-white c/s with 'BF' Cargo titles; was operated by Balkan; l/n PMI jun00 leased from Progress; f/n VKO 04oct00; in all-white c/s with titles; l/n OST 10dec00, c/n checked; soc 24jul01 and canx 31jul01 as to Azerbaijan in all-white c/s with titles and additional 'Cargo' titles; l/n BUD 30aug02; current on register 02dec02 in all-white c/s with titles; l/n BUD 17apr03 as such; seen BUD 17jun03, in all-white c/s, no titles; seen GVA 10aug03 with 'Comite International Geneve' Red cross on the forward fuselage; seen FAO 02sep03, in all-white c/s, no titles; l/n CDG 23sep03; not current on Azerbaijan register 20nov03
	UR-CBU UR-CBU	An-12BK An-12BK	all-white c/s, n/t Shovkoviy Shlyah	LUX LUX	14dec03 02feb04	c/n checked Shovkoviy Shlyah is Ukrainian for Silk Way; in white c/s with thin dark blue cheatline and light blue undersides, tail logo and titles; l/n DXB 13aug06
	4K-AZ63	An-12BK	Silk Way Airlines	LUX	21nov06	seen RWN 23oct08 stored/awaiting maintenance; in basic ex Shovkoviy Shlyah c/s with Silk Way titles; l/n SHJ 03aug11; repainted in dark/blue c/s with titles; l/n GYD 01oct16
	EW-484TI	An-12BK	Ruby Star	d/d	19nov16	from GYD to MSQ; in basic ex Silk Way c/s, no titles; l/n MSQ 15apr19; version painted as such; photo Bila Tserkva 01jul19, in bare metal c/s with code '08' visible
	EW-484TI EW-484TI UR-CBU	An-12BP An-12BK An-12BK	Ruby Star Ruby Star Cavok Air	KBP MSQ TEQ	10sep19 10nov20 08jan22	in dark blue/white c/s with titles; version painted as such, presumably in error, see next line; l/n HAJ 05dec19 in dark blue/white c/s with titles; version painted as such, l/n MSQ 20aug21; arrived TEQ 17nov21 officially registered 19jan22; in basic ex Ruby Star c/s, no titles; current on the register 13aug22
9 34 63 09	CCCP-12113	An-12BK	Sov AF/AFL titles	CAI	19oct73	c/n not checked; photos exist in all-grey c/s with small Aeroflot titles by the nose, c/n also readable on one photo

	"68" red	An-12BK	Ukraine Air Force	Ksv	15sep02	wfu/stored; in all-grey c/s with Ukrainian shield on the fin and overpainted Soviet flag, small 'Aeroflot' titles by the nose and registration СССР-12113 still visible; c/n checked this date; was reported to be made operational for Antonov Airtrac, but they ceased operations before the work was undertaken; seen derelict at Kiev-Svyatoshino (N50.471284 E30.386412) oct08/jul18 in fleet list 28nov03 and 24nov04, but not in fleet list 30dec05; not taken up; see c/n 8345710 and previous line
9 34 63 10	LZ-MNP (1) CCCP-11868	An-12BK	Scorpion Air Soviet AF/AFL c/s	no mfd	reports 31may69	version given in Soviet register as 'An-12TBK'; f/n ADD apr85; l/n DME 13nov89, probably no longer Air Force by then opb Moskovski OAO LIM 01feb91 C de A Peruana DME 01jul91 Aeroflot ATH 15aug92 LUX nov92 Aviatrans ATH 08feb94 DME 16aug97 IAA 13nov14 SibNIA rgd 2015/16
9 34 64 03	"11" red	An-12BK	Russian Air Force	KHV	02apr08	new CoFR issued 14jun94; Aviatrans was renamed Atran 01jan97 in full c/s; new CoFR issued 30nov06; t/t 16,849 hours and 7,157 cycles by 01jan10; l/n DME 16aug14 in basic Atran c/s, no titles; l/n KGP 11jun15; canx before mar16 on the Russian experimental aviation register; initially still in basic Atran c/s, no titles; f/n ZIA 08mar16; l/n in its old c/s OVB 29apr16; repainted 05/22may16 in blue c/s with a broad diagonal white band around the fuselage and small titles; f/n as such Novosibirsk-Yeltsovka 23may16; l/n YKS 27apr23 An-12BK-IS, still with the fastening brackets on the fuselage for the ECM pods, aerial receivers under the stabiliser tips; opb 257 osap at Khabarovsk-Tsentralny; in all-grey c/s with Red star; seen Khabarovsk-Tsentralny 08mar10, missing props and spinners; l/n Khabarovsk-Tsentralny 15aug18, wfu; c/n only mentioned in a tender document dated 29jan21 with regards to the extension of resources and service life by 5 years, with work to be carried out by 325 ARZ An-12BK-PPS with ogival tail cone; opb 929 GLITs at Akhtubinsk, in all-grey c/s with Red Star on the fin, still with full mission equipment; seen Akhtubinsk 29sep97; canx 19may10; l/n mar11; broken up 29nov12 at Akhtubinsk
9 34 64 04	"26" red	An-12PPS	Russian Air Force	Akc	14aug96	
9 34 64 05	not known "24" blue	An-12BK An-12BK	Soviet Air Force Ukraine Air Force	mfd KBP	1969 18mar97	in all-grey c/s; opb 255 osae at Borispol; c/n mentioned in legal documents 05aug97 as leased to Volare from the Ukraine MOD
	UR-LIP UR-LIP	An-12BK An-12BK	Volare East Line	KBP IST	02may98 22jan00	named 'Spirit of Cornwall'; l/n SHJ 26oct99 still leased from Ukraine MoD; sub-leased 30sep99/31dec01 from Volare according to Russian register sep01; l/n IST 26jan00
	UR-LIP	An-12BK	Volare	OST	05jul00	still leased from Ukraine MoD; in white/blue c/s with logo only, no titles; seen DME 01apr01 with titles; l/n MLA 29aug01; w/o 07feb02 on a flight from Agadir to Algiers when crashed into a mountain (at 9,900 feet) in the Atlas mountain range 80 km from Agadir, all 8 crew killed; canx 31dec08
9 34 64 06	CCCP-12962	An-12B	AFL/Krasnoyarsk.-NSK	mfd	23may69	version given as 'TB' on Soviet register; toc 10jun69; rgd 01aug69; damaged 03may86 on a support flight for the arctic expedition "Sever-86" when undershot on landing at Ledovaya Baza ('Ice Base', an ad-hoc ice airfield 53 km north of Graham Bell Island in the Franz-Josef-Land archipelago) due to white-out conditions, all 5 crew escaped unhurt; the aircraft was found repairable and prepared for recovery, but as the stripped-down aircraft was being towed towards terra firma for repairs on 12may86, a crack opened in the ice and the aircraft sank; t/t 26,140 hours 09 minutes and 9,696 cycles; soc 31dec86
9 34 64 07	CCCP-12963	An-12B	AFL/Krasnoyarsk.-NSK	mfd	23may69	version given as 'TB' on Soviet register but as 'B' in accident report; toc 15jun69; rgd 01aug69; opb 329 LO; w/o 24aug79 (local time, according to Moscow time still 23aug79) on a flight from Norilsk to Krasnoyarsk at night when all four engines flamed out due to fuel contamination at a height of 7,800 metres 2 hours 18 minutes after take-off, the crew opted for an emergency landing at Yeniseisk but height was not sufficient to make it there, the dark rainy night prevented the crew from finding a suitable place for a forced landing in the hilly terrain and the aircraft crashed into a wood 18 km south of Yeniseisk airport (N58°19'20" E92°13'10"), broke up and burnt out, all 6 crew and 5 out of 10 passengers killed, t/t 18,235 hours and 7,006 cycles; soc 08oct79
9 34 64 08	CCCP-12964	An-12B	AFL/Yakutiya	toc	12jun69	c/n given in official documents also as 8346408; version given in the Soviet register as 'An-12TB'; rgd 01aug69; opb 139 LO Yakutskogo OAO; severely damaged in a hard landing reportedly in the first half of 1975 (the structural integrity was compromised), details unknown; most probably it was ferried for repair to the ARZ at Fergana and soc there 30dec76; at Fergana the F-1 (forward fuselage) and F-2 (centre-wing) sections of c/n 6343907 CCCP-11005 were mounted on the F-3 (rear fuselage) of this c/n 9346408; for more details see this c/n 6343907 CCCP-11005(1)
	'CCCP-11064'	An-12B	Aeroflot	no reports		was reported to be a composite aircraft, consisting of the F-1 (forward fuselage) and F-2 (centre-wing) sections of An-12B CCCP-12964 and the F-3 (rear fuselage) section of An-12B CCCP-11005 (fitted together by the ARZ at Fergana); the new 'registration' on the left-hand side consisting of 'CCCP-110' on the F-2 section of CCCP-11005 and '64' on the F-3 section (rear fuselage) of CCCP-12964 (the right-hand side kept 'CCCP-11005'); was preserved on the premises of the ARZ at Fergana and used as a children's cinema, l/n in 1992; probably scrapped
9 34 64 09	CCCP-12965 RA-12965 RA-12965	An-12B An-12B An-12B	AFL/N.Kavkaz-ROV Aeroflot Donavia	mfd DUS trf	30jun69 21dec92 25nov93	toc 10jul69; rgd 12jul69; f/n in (former) East Germany 16may74; leased to Air Malta 19may/19jun92
	5N-BCN	An-12B	Fresh Air Cargo	MLA	06may01	f/n ROV 13may96; rgd to Rusavia 12jul99; l/n IST 20jan00; seen LOS jun00, titles not reported; soc 18dec00 as leased to Nigeria; l/n LOS 24apr01 being repainted to 5N- l/n LOS 28nov02; in basic Donavia c/s with Fresh Air Cargo titles; canx but date unknown; not on Nigerian register jun06, see next line
	3X-GDR 3X-GDR	An-12B An-12B	Brise Air Don Avia	SHJ SHJ	20jun04 20dec04	operator from Russianplanes.net; in basic Donavia c/s with just 'Cargo' titles; l/n DXB 14oct04 titles painted as such this date; still in basic original Donavia c/s; seen SAW 26mar06; l/n ZIA 25aug07/19aug09, stored with faded titles
9 34 64 10	CCCP-48978 RA-48978 RA-48978	An-12BK An-12BK An-12BK	MAP Kom-na-Amu APO MAP Kom-na-Amu APO KnAAPO	mfd SVO trf	dec69 14may93 20jul93	rgd 12jul82; de-converted An-12BK-PP with ogival tail fairing and non-standard window configuration in basic Aeroflot c/s photos exist with a large 'Initiativa' radar, has subsequently been replaced with small chin-mounted radar; in basic Aeroflot c/s with KnAAPO badge, but no titles; f/n DME 01sep93; l/n DME 01apr09
9 34 65 01	48978 CCCP-12966	An-12BK An-12B	KnAAPO AFL/N.Kavkaz-ROV	Kxy toc	jun13 10jul69	no prefix; wfu, without propellers; visible on GE image at (N50.596164 E137.087931) rgd 12aug69; dbr after heavy landing Beryozovo 26feb70 when the pilots flared out prematurely, misjudging the altitude on a misty day; soc 20jul70
9 34 65 02	CCCP-12967	An-12B	AFL/Yakutiya-YKS	toc	10jul69	rgd 14aug69; f/n TAS 12jun71; w/o 02oct73 while making a go-around at Magadan-Sokol when strayed off the intended course and hit a hillside 13.7 km from the runway threshold and 5.6 km to the right of the extended runway centreline; all eight crew and both passengers killed; soc 12nov73
9 34 65 03	CCCP-12971(1)	An-12B	AFL/Magadan-GDX	mfd	30jun69	rgd 20aug69; on charge as of 01sep69; f/n SKD 18sep83; reported Omsk 07sep87 in an incident report; soc and canx 20jan88 as life-time expired; see c/n 2340606
9 34 65 04	CCCP-12972 12972 RA-12972 RA-12972 RA-12972 RA-12972 RA-12972 D2-FCT TN-AGK (1)	An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B	AFL/Komi United Nations United Nations Aeroflot Komiavia Special Cargo Al no titles white/blue c/s n/t	mfd LAD ASM SVO trf rgd SHJ SHJ	30jun69 28may93 29aug93 07sep93 24apr95 24sep99 12may00 19aug00	toc 07jul69; rgd 15aug69; f/n SVO 08apr91 with 'PAM UN-World Food' titles with 'PAM UN-World Food' titles ex United Nations c/s; l/n SCW 10jun94 f/n HEL oct97; all-white c/s n/t; l/n KLF 17aug99 soc and canx 10dec99 as to Angola c/n from JP-01 and not checked as hard to read c/n from JP-01; confirmed ex D2-FCT; l/n SHJ 19sep00/25sep00 with registration only under the wings; see c/n 402006 l/n SHJ 18may01 l/n SHJ 25may01; canx 30oct01; l/n SHJ 03nov01; D2-FCT under the wings and 12972 on covers l/n SHJ 19aug02; additional 'S.S.A.' (Sudanese State Aviation) titles; still white/blue c/s; D2-FCT still readable under paint
	ST-AQQ	An-12B	Sudanese State Avn	SHJ	20dec03	named 'Farahnaz'; seen parked SHJ may04/31jan07 in white/blue c/s faded titles and 'S.S.A.'; according to Antonov this aircraft was regarded as no longer airworthy from 30dec03; not on jan07 register, but it was receiving technical attention at SHJ 03may07; ferried 25sep08 KRT-NLV; l/n NLV 03sep09
	ST-AQQ	An-12B	El Magal Aviation	KRT	31mar09	still in blue/white c/s, with a small logo and 'M.G.L.' on tail; dbr 04jan10 when landed on Heglig's runway 34 but veered left off the runway and came to a stop on soft ground with the left main gear and nose gear collapsed about 850 metres/2790 feet down the runway and about 60 metres to the left of the left runway edge, nearly 90 degrees off the runway heading
9 34 65 05	CCCP-12973 RA-12973	An-12B An-12B	AFL/Tyumen-TJM Tyumen Airlines	toc trf	09jul69 21may93	rgd 12aug69; opb 2-1 Tyumenski OAO; f/n in (former) East Germany 15may74 f/n TJM 14may95 in full Aeroflot c/s with titles; seen ROV 13may96 in c/s similar to the basic Aeroflot c/s, with 'Tyumenskiye avialinii' titles; damaged on landing at Thessaloniki 18jan97 when touched down before the runway threshold, lifted off again and returned to DME; l/n LAD 29apr98; dbr 11may98 on landing at Luanda when dropped below the glide path on finals and touched down with 3.45 g on the security strip before the runway threshold, all 7 crew escaped unhurt; soc 06oct99; soc 06oct99; canx 29dec99; seen LAD mar01, dumped
9 34 65 06	CCCP-12974 CCCP-12974 RA-12974 RA-12974 RA-12974 RA-12974 RA-12974	An-12B An-12B An-12B An-12B An-12B An-12B An-12B	AFL/Belarus AFL/N.Kavkaz-ROV Aeroflot Donavia Aeroflot-Don Aeroflight Avial NV	mfd trf FRA trf rgd rgd DME	30jun69 15jan77 20nov92 26jan95 27apr00 03jul01 17nov05	toc 07jul69; rgd 25aug69; f/n in East Germany 07may74 l/n VIE 02oct92 f/n DUS 16mar95; with additional 'Cargo' titles; l/n SHJ 18mar00 l/n DME 16aug01 still with Donavia titles; see rgd below f/n OST 14nov01; l/n ROV 13nov04 c/n checked; in full c/s, initially without titles; f/n with titles GOJ mar06; l/n operational BOM 09nov09; CoFA expired 23nov09; t/t 41,482 hours and 15,596 cycles by 01jan10; stored at KLD; arrested 11apr11 because of debts and auctioned by Rosimushchestvo (State Property Agency) 25may11; l/n 25may13 at KLD (N56.830877 E35.776886) on the grass, 3 engines missing and scrapped between jul14 and mar16 opb 24 otae (renamed 199 AB in 2009) at Tiksi; in all-grey c/s, carried the badge of 24 otae, a woolly mammoth with the 'plough constellation' (7 yellow stars) on the nose plus the 'Northern Star' behind the cockpit windows; f/n Staraya Russa 07aug99; l/n jul12, location withheld
9 34 65 07	RA-11414	An-12BK	Russian Air Force	mfd	11jun69	

	RF-94210	An-12BK	Russian Air Force	ZIA	21aug14	also coded "10" red; in all-grey c/s, carried the badge of 24 otae, a woolly mammoth with the 'plough constellation' (7 yellow stars) on the nose plus the 'Northern Star' behind the cockpit windows; l/n CKL may21
9 34 65 08	not known "31" blue	An-12BK An-12BK	Soviet Air Force Russian Air Force	mfd trf	30jun69 1992	opb 257 osap at Khabarovsk-Tsentralny; last overhaul completed 29sep92; earmarked for sale 14dec04; seen Khabarovsk-Tsentralny 13aug06; auctioned by the Russian privatisation agency 13oct06 with t/t 6,837 hours and 5,447 cycles; sold to Aviainvest
	EX-128 ER-ADZ UN-11020(2)	An-12BK An-12BK An-12BK	not known not known Eastern Express	no rgd SHJ	reports 15may07 08dec07	quoted by the Moldovan CAA as the former registration for ER-ADZ canx 27jul07 as to Belarus; f/n RKT aug07, being repainted c/n not confirmed; with a small chin-mounted radar; in white c/s with grey belly, no titles; l/n DXB 20may08; see also c/n 6344203
	UP-AN203 3X-GGW EY-405	An-12BK An-12BK An-12BK	Skylink Arabia Sky Guinée no titles	DXB rgd rgd	30jul08 02apr12 06jun12	c/n from the CAA; with a small chin-mounted radar; in white c/s with grey belly, with titles; l/n SHJ 02nov08 details from the Guinean CAA; in white c/s with grey belly, no titles; f/n OSS 15apr12; canx 02may12 in white c/s with grey belly; f/n FRU 18oct12; canx 11dec15; stored at OSS, seen 30oct17/12jul19, with prefix removed
	UR-CTJ	An-12BK	Meridian	rgd	07jul20	to DS Air Inc. of Cyprus; ferried from ODS to Bila Tserkva 16jul20 on delivery; seen PMI 06jul21, in all-dark blue c/s with thin red cheatline, no titles and version painted as 'An-12BP'; l/n FMO 11jan22; current on the register 13aug22
9 34 65 09	CCCP-12975 CCCP-12975 CCCP-12975 CCCP-12975 CCCP-12975 12975 RA-12975	An-12B An-12B An-12B An-12B An-12B An-12B An-12B	AFL/Magadan AFL/Urals-SVX AFL/Privolzhsk AFL/Urals-SVX Aeroflot c/s, n/t Balkan Ural Airlines	mfd trf trf trf AMS FRA trf	31jul69 03oct79 21may80 10sep80 02may91 23jun92 25jul94	operated for Metro Cargo; l/n OST 22jun91 in basic Aeroflot c/s with 'operated by Balkan' and 'Cargo' titles; l/n STR 24jun92 CoFR renewal 16dec94; f/n FJR 27mar95; l/n SVX 19aug99; soc 10apr00 and canx 12apr00 as to the United Arab Emirates
	3C-OOZ UN-11007(2) UN-11007(2)	An-12B An-12B An-12B	Ural Al c/s, n/t white/grey c/s n/t RPS Air Freight Co	SHJ DXB	26apr00 20sep02	l/n SHJ 14aug02; repainted in white c/s, grey belly by mar01; c/n checked reportedly operated by Mani Air Freight at SHJ 11jan04; l/n SHJ 16mar05; see c/n 6343909; c/n from Coincat dbr 31mar05 on take-off RIY when aborted take-off for Sharjah, overran and caught fire; photo evidence suggests dbr; see also c/n 5343506; wreck visible at GE (N14.674188 E49.387329), between 27jan12 and 15feb13 moved to (N14.66977 E49.377578); official report states that at the time of the accident the owner was Air BAS Transportation and was operating for Irbis
9 34 65 10	CCCP-12976 RA-12976 RA-12976 RA-12976	An-12B An-12B An-12B An-12B	AFL/Tyumen-TJM United Nations all-white c/s, n/t Tyumen Airlines	mfd LAD SHJ trf	19jul69 28may93 26oct93 31aug94	toC 20aug69; rgd 27aug69; f/n TBS 1980 with 'PAM UN-World Food' titles ex UN lease seen TJM 14may95 still in all-white c/s, n/t; seen Staraya Russa 24aug02 in basic Aeroflot c/s; l/n Staraya Russa 22feb03
	RA-12976 RA-12976 EX-025 4L-IRA	An-12B An-12B An-12B An-12B	ex Aeroflot c/s Air Victory Air Victory Air Victory	SHJ SHJ DXB SHJ	12oct03 03may04 27may04 06mar05	no titles; soc and canx 09dec03 as sold to Moldova; l/n SHJ 21apr04 l/n SHJ 15may04; still in basic ex Aeroflot c/s l/n SHJ 12feb05, still in basic ex Aeroflot c/s in basic Aeroflot c/s; repainted all-white with red cheatline and spinners, no titles; seen SHJ 06dec07 as such; leased to Air Eagle, Pakistan by early 2009; l/n EBB 12dec09; still in Air Victory fleet list, Georgian Government website dec09; reportedly cancelled between 13aug10 and 23mar11; reported active Darfur 05apr12 and JIB 28jun12; l/n JUB aug13, no titles
9 34 66 01	S9-TUT EY-412 CCCP-12977	An-12B An-12B An-12B	all-white c/s, n/t all-white c/s, n/t AFL/Yakutiya-YKS	BBO JUB mfd	08aug14 28aug14 17jul69	c/n not confirmed, but very likely; with red spinners, cheatline overpainted, no turret with overpainted cheatline; rgd 04jun15; l/n JUB 29sep15; canx 11dec15; seen parked JIB end 2016/nov18 toC 17aug69; rgd 02oct69; f/n 1976; photo exists, in 'polar' c/s; mentioned in an incident report at Neryungri 23dec87
	RA-12977 RA-12977 CCCP-12960 CCCP-12960 CCCP-12960 RA-12960 RA-12960 UN-11006(2) EX-12960 ER-AXD	An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B	Aeroflot Sakha Avia AFL/North Kavkaz AFL/Belarus AFL/North Kavkaz Aeroflot Donavia Varty Pacific Al Intertransavia Intertransavia	SVO trf mfd trf trf FRA trf ROV SHJ rgd	31may93 20jul95 16jul69 19sep69 11jan72 22nov92 25nov93 21jul01 03nov01 19dec02	in 'polar' c/s; l/n YKS 08jul94 soc 20sep95 as life-time expired; canx 21feb96 toC 17aug69; rgd 03oct69 f/n VIE 24jun91 f/n ROV 14jul94; l/n ROV 10aug99; canx 12mar01 as to Kazakhstan; soc 19mar01 l/n ROV 13aug01; c/n checked; see c/n 6343908 and UN-11006(3) c/n 01347909 l/n SHJ 27jan03; c/n checked l/n SHJ 09feb03; checked as ex EX-12960; l/n DXB 10may03; dbr 11may03 on landing at Asmara when overran with brake problems; canx 12sep03; according to Antonov this aircraft had been regarded as no longer airworthy since 1999; hulk still present in 2012; l/n 23sep22 (N15.28526 E38.89141) fuselage only f/n PKC 08jul94; in all-grey c/s and c/n read off from taxiing aircraft in error as 9341604; seen PKC 2005 opb 317 osap at PKC; in all-grey c/s with light blue trim and 'orca' whale badge below cockpit; l/n Taganrog-Tsentralny 20apr12; last overhaul completed 20jul13 at 325 ARZ
9 34 66 04	"21" red	An-12BK	Russian Navy	mfd	jul69	also carrying code "21" red, in all-grey c/s with Russian stars on tail and 'MA VMF Rossi' titles; l/n as such end 2018; seen OSF 14feb19 now coded "21" blue; l/n PKC 2023
9 34 66 05	RF-12025	An-12BK	Russian Navy	VVO	12aug13	An-12BK-PPS with ogival tail cone; in all-grey c/s with wavy Russian flag behind the cockpit and Red Star on fin; l/n Orenburg-2 (Southwest) 27aug02, c/n not checked but probably the same aircraft; tender for conversion into a standard transport aircraft published 20dec06
	"90" red	An-12PPS	Russian Air Force	Sty	nov96	An-12BK-PPS; tender for installation of additional fuel tanks after conversion into a standard transport aircraft published 08feb08; version still given as An-12BK-PPS in tender aug08; possibly transferred to the Russian AF 01jun10
	not known	An-12PPS	Strat.Rocket Force	no	reports	white c/s; c/n read off from taxiing aircraft in error as 9341606 rgd 25apr89; see CCCP-11398 with unknown c/n; canx but date unknown trf 20oct94; f/n HLA 29dec95; in basic Aeroflot c/s, no titles and with tail turret; impounded at Grootfontein, Namibia in feb96 after operating a number of flights between South Africa and Angola via Namibia, without clearances or permissions; operator given as Yurand Air in documents, crew and aircraft eventually released after payment of fines; CoFR renewal 11jul96; photo exists dated aug96 taken in South Africa; l/n HRE 09jul97; c/n checked; soc and canx 18aug97 as to Lesotho; see c/n 5343603
9 34 66 06 ?	"23" red	An-12	Russian Navy	PKC	08jul94	l/n LAD 15apr98; reported for Anton Air
9 34 66 07	CCCP-11398(2)	An-12BK	Sov AF/AFL titles	mfd	aug69	c/n given in register as 2346608; no sightings; canx only 26apr15
9 34 66 08	RA-11658(2)	An-12BK	Aviakompania Pilot	mfd	aug69	still with Anton Air titles this date; c/n confirmed from official sources; experienced technical problems (an engine fault) on a flight from Luanda to Menongue 16may03, after landing at Menongue the crew decided to ferry the aircraft back to Luanda on 3 engines for maintenance instead of getting a technical crew to the airfield the next day, but crashed on take-off after another engine failed, all 4 crew killed probably opb 24 otae at Tiksi; reportedly overran the runway at Tiksi and broke up, details unknown; reportedly the wreckage was already there by 1982/83, the tail and some other parts are extant outside the airport boundary at Tiksi, seen jun14/apr17, c/n checked
	7P-ANC TN-AGG T-307	An-12BK An-12BK An-12BK	Aeroflot c/s, n/t Trans Air Congo Angolan Air Force	HLA rgd LAD	nov97 12oct99 02may03	An-12BK-PP(S) converted from an An-12BK-PP(S) during overhaul, retaining the ogival tail cone and non-standard window configuration; opb 70 osap on at Yermolino; in all-grey c/s with a badge depicting 'a Siberian Crane ? on a blue circle' behind the cockpit; l/n Yermolino 03aug06
9 34 66 09	not known	An-12BK	Soviet Air Force	mfd	1969	opb 70 osap on at Yermolino; initially in all-grey c/s with the badge; l/n as such ROV 24jul09; repainted in white c/s with dark blue engines and belly and 'Russian flag' cheatline without titles during overhaul; f/n as such UUS 04feb12; l/n Yermolino jul15
9 34 66 10	"86" ? "08" yellow	An-12PP(S) An-12BK	Soviet Air Force Russian MVD	mfd Erm	24dec69 25aug04	opb 70 osap on at Yermolino; in white c/s with dark blue engines and belly and 'Russian flag' cheatline, no titles; f/n GOJ 19may16; l/n LED 19apr21
	RF-12043	An-12BK	Russian MVD	GOJ	aug08	opb 6 AvGr 6983 AvB at Khabarovsk-Tsentralny; in grey c/s with Red Stars; l/n 24may13, location withheld also carried code "06" red; based at Khabarovsk-Tsentralny; in medium grey c/s with 'VVS Rossi' titles and Russian stars; l/n as such Khabarovsk-Tsentralny 15aug18; titles changed to 'VKS Rossi'; f/n as such Stepnoye 24aug18; l/n SVX 27aug20
	RF-12043	An-12BK	Rosgvardiya	trf	05apr16	d/d 20aug69 to 16 vtap 7 vtd at Kryvyi Rih; possibly was CCCP-12162 (1) but more likely had military markings when was damaged 26jan81, circumstances unknown; repaired and returned to service 18apr82 rgd 03mar83; w/o 19oct87 on a cargo flight from Komsomolsk-na-Amure-Dzyomgii (the KNAAPO factory airfield) when tried to take off from a snow-covered runway at night with 6 m/s of tailwind, overran the runway, hit 2 vehicles, broke through the perimeter fence, ploughed through a garage and exploded; all 5 crew and 4 passengers killed, t/t 7,411 hours 16 minutes and 3,162 cycles; canx 01dec87; see c/n 3341509 in all-grey c/s with Uzbekistan flag on tail; l/n stored Tashkent-Tuzel 11may15/19aug21, c/n not checked these dates
9 34 67 01	not known "06" red RF-95411	An-12BK An-12BK An-12BK	Soviet Air Force Russian Air Force Russian Air Force	mfd Khb OVV	29aug69 06feb08 20mar15	opb 257 osap at Khabarovsk-Tsentralny; in grey c/s with blue propeller tips and a winged 'DV' (probably standing for 'Dalni Vostok', Far East) badge behind the cockpit; last overhaul completed 29nov93; earmarked for sale 14dec04 and offered for sale by the Russian privatisation agency 13oct06 with t/t 6,899 hours and 4,487 cycles; sold to Vladimir I. Panchenko of Khabarovsk 20oct06, but the sale was annulled later; eventually sold to Rusaviatekhnologii 16feb07
9 34 67 02	not known CCCP-12162(1)	An-12BK An-12BK	Soviet Air Force MAP Kom-na-Amu APO	mfd trf	13aug69 12jan83	still in Russian Air Force c/s (but with blue/white rudder) and still carried the code "28" blue; left Khabarovsk-Tsentralny sep07; seen RKT 14nov07, being repainted; l/n RKT 09feb08 version painted on as 'An-12BP'; in white/light grey c/s with blue propeller tips, no titles; l/n KWI 13oct09; reportedly cancelled between 13aug10 and 23mar11
9 34 67 03	"09" red	An-12BK	Uzbek Air Force	KIV	09oct09	rgd could be 02apr11 in view of CoFR number and f/n date; in white/light grey c/s with blue propeller tips, no titles; f/n KDH 10apr11; canx 01nov12
9 34 67 04	"28" blue "28" blue	An-12BK An-12BK	Soviet Air Force Russian Air Force	mfd OVV	1969 01jul92	canx but date unknown; photo taken apr88 at Bagram, Afghanistan but c/n not visible on photo and HAM 23apr74, AMS 18jul74, CAI 19aug74; in white c/s with grey undersides and small black cheatline; reportedly broken up
	EX-131	An-12BK	no titles	Khb	12aug07	
	4L-GLN	An-12BK	Sakaviaservice	KWI	jun08	
	3X-GFY	An-12BK	Sky Guinée	rgd	02apr12 ?	
9 34 67 05	CCCP-11787	An-12BK	Soviet Air Force	rgd	25apr89	
(9 34)67 06	1240/SU-APY	An-12BP	Egyptian Air Force	DRS	11dec73	

(9 34)67 07	1241/SU-ARA	An-12BP	Egyptian Air Force	CAI	23apr70	and AMS 16jul74, CAI 19aug74; in white c/s with grey undersides and small black cheatline; reportedly broken up
9 34 67 08	"23" blue	An-12BK	Russian Air Force	Roc	09dec08	de-converted An-12BK-PP(S), stripped of mission equipment and converted to a freighter; retains the ogival tail cone and non-standard window configuration; opb 535 osap at Rostov-na-Donu Tsentralny; in all-grey c/s with Red Stars; l/n Rostov-na-Donu-Tsentralny 18feb11
(9 34)67 09	RF-95683 1242/SU-ARE	An-12BK An-12BP	Russian Air Force Egyptian Air Force	Roc	20aug11 dec69	carried also code "23" blue; in all-grey c/s, with 'VVS Rossi' titles and Russian stars; l/n Kubinka aug21 and AMS 17jul74, CAI 19aug74; in white c/s with grey undersides and small black cheatline; reportedly broken up
(9 34)67 10	1243/SU-ARD	An-12BP	Egyptian Air Force		dec69	and AMS 15jul74, CAI 19aug74, MXP jul77; in white c/s with grey undersides and small black cheatline; reportedly broken up
9 34 68 01	CCCP-11724	An-12BK	Sov AF/AFI titles	rgd	25apr89	in all-grey c/s, small 'Aeroflot' titles/logo, equipped with chaff/flare dispensers and ECM equipment (saw action in Afghanistan), Novosti Press Agency photo exists 1988; canx but date unknown, see below reported on Russian register feb98 as current; f/n late92; l/n 09nov93, ex Soviet Air Force titles correct ?, see next line
	RA-11321 RA-11321 RA-11321 EL-AKR	An-12BK An-12BK An-12BK An-12BK	Special Cargo Al Avimi Air Special Cargo Al Air Cess, n/t	rgd SHJ DXB	19oct92 16dec93 09may94 18dec95	soc 14dec95; l/n SHJ 18jan96, registration removed 25jan96
9 34 68 02	YA-PAA 00406 CCCP-11425(2)	An-12BK An-12BK An-12BK	Pamir Air Special Cargo c/s Sov AF/AFI titles	SHJ KBL mfd	aug96 11mar02 31oct69	f/n SHJ 13mar96; ex Special Cargo Airlines c/s; de-registered by operator in a letter to the Liberian CAA dated 26mar96, with rgd given as 16dec95
	RA-11425(2)	An-12BK	Russian Air Force	Sms	14aug01	ex Special Cargo Airlines c/s; c/n not confirmed
	RF-94294	An-12BK	Russian Air Force	Tbv	25may19	c/n not confirmed; seen KBL 04nov04 wearing YA-PAA as well; l/n KBL 20aug14, stored
9 34 68 03	not known	An-12BK	Russian Air Force	mfd	29nov69	c/n not confirmed, but An-12BK; in all-grey c/s with Red Star and overpainted two digit code; another photo shows with Soviet flag; f/n BPM 1988; l/n OSF 07may94, c/n and version not checked; see c/n 401807 c/n checked; in all-grey c/s with Russian flag; c/n checked again Smolensk-Severnoy 19aug03; opb 199 AB at Tiksi by 2010; l/n Tambov 27may17
	ER-ACN EX-129	An-12BK An-12BK		rgd FRU	03jan07 21may07	also carried code "77" red; in all-grey c/s, with 'VKS Rossi' titles and Russian stars; seen Ryazan Dyagilevo 24jul19; l/n OVB jan22
	EX-129 4L-GLU (1)	An-12BP An-12BP	all-white c/s, n/t Skyway	photo BGW	15sep09	opb 257 osap at Khabarovsk-Tsentralny; last overhaul completed 14jul94; offered for sale by Russian privatisation agency sep06 with t/t 7,183 hours and 5,123 cycles; sold to AviaInvest 20oct06
9 34 68 04	CCCP-11800	An-12BK	Soviet Air Force	rgd	25apr89	canx 19apr07 as to Angola
9 34 68 05	"04" not known	An-12BK An-12BK	Soviet Air Force Soviet Air Force	mfd	31oct69	military grey c/s blue behind cockpit and blue props, red star on tail, no titles; reg painted as Ex-129; l/n SHJ 07jan08
	RA-12193	An-12BK	NAPO/Aviatrans	rgd	18jun98	at Tarin Kowt, date unknown with type designation painted as such; f/n SHJ 10feb08; l/n SHJ 02nov08
	RA-12193	An-12BK	Moskoviya	BKA	dec08	c/n confirmed by Georgian CAA; reportedly opb Sakhaviservice; canx mar11; stored at FRU and f/n there jan18; seen 13oct18 and only identified by its former registration EX-129 on the wing; l/n FRU 01oct20/23sep23; see 4L-GLU (2) with c/n 8345805
9 34 68 06	"17" red	An-12BK	Russian Air Force	Tgr	30jun11	canx but date unknown
	"17"	An-12BK	Russian Air Force	Tgr	01sep12	was based at Melitopol 1979
	"17" red	An-12BK	Russian Air Force	Tgr	21nov12	opb 255 osae at Borispol and deployed to Siberia in 1991/2 (during which time Ukraine became independent); ferried to Taganrog for rework in 1992 and seized by Russia as part payment of various debts (for the overhaul of Mi-6/Mi-26s by NAPO and for three An-124s confiscated by Ukraine)
9 34 68 07	RA-11317 RA-11317	An-12BK An-12BK	Aeroflot Aeroflot c/s, n/t	mfd ROV	22aug69 13may96	in Russian register feb98/mar03; f/n Novosibirsk-Yeltsin 2004, in basic Aeroflot c/s with blue/white/blue fin, 'NAPO im. V.P. Chkalova' titles; l/n BKA 08nov08
	LZ-BAH LZ-CBH LZ-CBH LZ-CBH 4L-VAL	An-12BK An-12BK An-12BK An-12BK An-12BK	Balkan Heli Air Cargo United Nations Heli Air n/t Air Victory, n/t	rgd OST KRT LUX KHI	19jan00 27nov03 25oct05 06jan06 may08	in same c/s as above, no titles; seen DME 23dec08 with very small titles; l/n as such BKA 21feb09; f/n in full colours PEE mar09; named 'Alexandr Pashkov' 16may09; seen ROV 15sep11; AOC suspended 29aug14; l/n RZGA No. 412 at ROV aug15/dec15 in a hangar; canx between 04jul17 and 04aug17; reported scrapped by jan20
9 34 68 08	not known UR-CFC	An-12BK An-12BK	Ukraine Air Force AeroVis Airlines	LWO LWO	09sep96 21oct06	fitted with shackles for the RR8311-100 air sampling pods as per An-12RR, but lacking the sensor pods; in grey c/s with blue flash under cockpit, wings removed prior to overhaul
	-- ST-AZN 956	An-12BK An-12BK An-12BK	all-white c/s, n/t AZZA Sudanese Air Force	Ksv Ksv	22jan09 03feb09 21dec10	test flying after overhaul; l/n Taganrog-Tsentralny 05sep12 in grey c/s/primer with blue flash under cockpit, code painted either blue or black; with shackles for air sampling pod
	955	An-12BK	Sudanese Air Force	KRT	12jun11	seen Taganrog-Tsentralny 21nov12 in grey c/s with blue flash under cockpit and blue spinners, 'VVS Rossi' titles on tail and with air sampling pod on forward fuselage; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; l/n GOJ aug22
9 34 68 09	"87" red	An-12BK	Ukraine Air Force	mfd	29nov69	ex Soviet Air Force; rgd 12jan93; f/n ROV 14jul94
	D2-MBN	An-12BK	Angolan Air Force	KLD	14oct08	mentioned in legal documents apr96/jul97, following court proceedings by ARZ-412 to recover unpaid repair costs during 1994/95, from owner Aerocom; canx 24dec99 as to Bulgaria
	T-314 D2-MBN	An-12BK An-12BK	Angolan Air Force Angolan Air Force	LAD LAD	28mar09 24sep09	f/n RTM 17feb00; named 'River of Iskar'; l/n BTS 29sep02; sold nov03
	T-314 D2-MBN	An-12BK An-12BK	Angolan Air Force Angolan Air Force	LAD LAD	12may12 07nov12	named 'Melnik'; l/n EMA 14jul05; repainted all-white at ROV 03sep05
9 34 68 10	RA-11316	An-12BK	not known	mfd	29nov69	opb Heli Air Cargo; l/n SOF 19dec05 after lease to UN, titles being removed this date
	UR-11316	An-12BK	Motor Sich	rgd	unknown	in all-white c/s; named 'Melnik'; l/n EMA 01dec06
9 34 69 01	not known "67" red "17" "15" red RF-95407(1)	An-12BK An-12BK An-12BK An-12BK An-12BK	Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force	mfd OVB Tgr ph. OVB	1969 02jul03 30jun11 oct11 07sep15	photo of rear of aircraft; reported in Operators Certificate 17may08 as An-12BK; leased to Air Eagle, Pakistan by early 2009; seen LHE 03apr09, all-white with red spinners, no titles; still in Air Victory fleet list, Georgian Government website dec09; reportedly cancelled between 13aug10 and 23mar11; seen EBB 06may11 stored; l/n NDJ apr12/apr20 dumped
9 34 69 02	"63" red	An-12BK	Russian Air Force	Pne	sep93	last digit of c/n not confirmed this date, reported as 93468012
9 34 69 04	not known CCCP-13341 RA-13341	An-12BK An-12BK An-12BK	Soviet Air Force MAP Kom-na-Amu APO Amuraviatrans	mfd rgd trf	25dec69 11oct90 17may93	flight planned out of LWO 21oct06; f/n Kiev-Svyatoshino 27nov07, stripped of all paint; seen in hangar 10 of the "Aviant" factory at Svyatoshino 21aug08/21oct08 under rework still stripped of all paint
	RA-13341 RA-13341	An-12BK An-12BK	United Nations Amuraviatrans	EBB DME	30jul94 10mar01	in "Aviant" factory; had a Sudanese flag behind the cockpit
	LZ-SAA	An-12BK	Solis Aviation	OST	04jul01	in all-white c/s with just 'Cargo' titles; flew to KRT 01apr09 l/n KRT 28apr09
	LZ-SFT LZ-SFT	An-12BK An-12BK	Air Sofia Air Mark	LGG SHJ	14feb02 26may02	at El Fasher, also still wearing ST-AZN and operating for the Sudan Air Force, in all-white c/s with just 'Cargo' titles; see next line
	LZ-SFT ER-AXY	An-12BK An-12BK	Air Sofia Aeronord Grup	DME rgd	19aug03 12may04	also still wearing ST-AZN and operating for the Sudan Air Force, in all-white c/s with just 'Cargo' titles; seen KRT 06nov11 and KRT dec11 as such and photo proof on both occasions
	UR-CAG UR-CAG	An-12BK An-12BK	Meridian Ukr Air Alliance	RWN rgd	04jul07 02apr12	in all-white c/s with just 'Cargo' titles, ST-AZN and 955 still visible (but faded) on the fin; l/n KRT 23aug16; seen KRT 14sep19, now with Sudan Air Force titles
						last overhaul completed 02jul86; seen LWO 09sep96 in all-metal c/s without nationality markings; later in all-grey c/s, 'lion' badge below cockpit; offered for sale on the internet in 2007 with t/t 6,426 hours and 5,047 cycles, for \$ 590,000; version given as 'TBK'
						in dark grey c/s with light grey undersides, painted as just 'An-12'; reportedly flew Minsk (MSQ)-Sebha 16oct08 as AGO9302
						c/n and version not confirmed, however a photo of D2-MBN shows an overpainted registration ending '14'
						reportedly flew from Luanda-Tiberias this date; seen KLD 18apr11 in dark grey c/s with light grey undersides, painted as just 'An-12'
						c/n not confirmed; in dark grey c/s with light grey undersides, version confirmed and painted as just 'An-12' in all-white c/s no titles; seen LAD oct14/dec14 wfu; l/n LAD 21sep16, in the scrapping area and to be broken up
						c/n from Russian register feb98; rgd 11nov92; f/n ROV 14may96, in bare metal, no c/n painted on; RA- only used for overhaul ?; canx but date unknown
						in full c/s, but initially without titles; c/n checked MST 01dec96; l/n without titles MLA 28oct97; f/n with titles SHJ 19jan98; new CoFR issued 26aug11; damaged 18jun15 while taxiing at Chandigarh before a flight to Mary when collided with a sliding gate; repaired; damaged 02jul22 on a flight from Istanbul to Uzhhorod with weapons on board when came down hard and skidded off the runway, the left main gear collapsed and the prop of engine # 1 was bent; repaired; l/n BUD 26nov23
						based at Chita
						overhauled by 325 ARZ at Taganrog in 2010/oct11
						based at SVX; in dark grey c/s with 'VVS Rossi' titles and Russian flag on fin; l/n SVX aug15
						also carries code "15" red with 'VVS Rossi' titles and Russian flag on the fin; seen CKL jun20; c/n only mentioned in a tender document dated 29jan21 with regards to the extension of resources and service life by 5 years, with work to be carried out by 325 ARZ; l/n ZIA jun21; see c/n 00347602
						c/n checked several times; in all-grey c/s; seen again ULY 17aug99; carried a Russian coat-of-arms behind the cockpit and an additional large Russian flag behind the code, f/n as such KLD 24jun02; l/n KLD 22aug02; stored KLD by 2004 and still present aug12
						entered into the MGA listing 01jan91
						initially in full 'polar' Aeroflot c/s including titles; f/n VKO 08jun93; l/n with titles VKO 12jun93; f/n without titles (but still with Aeroflot logo) MSE 24jul94
						in basic 'polar' Aeroflot c/s with large 'UNHCR' titles
						in white c/s with dark blue cheatline and light blue belly; soc 08may01 and canx 14may01 as leased to Bulgaria
						in white c/s with dark blue cheatline and light blue belly; l/n with titles CWL 22jul01; f/n without titles PDV 19sep01
						in white c/s with dark blue cheatline and light blue belly, no titles; l/n BTS 16feb02
						c/n checked; leased from Air Sofia; in white c/s with dark blue cheatline and light blue belly, no titles; l/n CGK 29mar03
						in white c/s with dark blue cheatline and light blue belly, no titles; l/n DXB 26apr04
						f/n DXB 30sep04; in white c/s with red cheatline and grey belly, 'www.asterias.com' on fuselage, 'www.aircharter.co.uk' on fin and ACS logo on rudder; l/n as such EMA 27may05; f/n without titles and logo TLL 10may06; l/n as such MSQ 09dec06; according to Antonov this aircraft was regarded as no longer airworthy from 31may01, but they quoted c/n 9346909 and the registration ER-AXY; the Moldovan CAA confirmed the c/n as 9346904 and said the aircraft was flying on the basis of a D check performed in Tashkent; details not included on a subsequent Antonov list dated 01feb07; canx as to Ukraine 19jun07
						in white c/s with red cheatline and grey belly, no titles; l/n BHX 29feb12, operating with a 'MEM' call-sign to Cargo Air Chartering of the UAE; in white c/s with red cheatline and grey belly, no titles; f/n BHX 23may12, operating with a 'UKL' call-sign; w/o at Leipzig 09aug13 when the APU caught fire (probably due to faulty maintenance) during start-up of the engines prior to departing for Mineralnyye Vody, the fire spread rapidly

9 34 69 05	not known 11304(1) UR-UCK	An-12BK An-12BK An-12BK	Soviet Air Force Veteran Ukrainian Cargo Aw	mfd trf rgd	1969 1993 03apr96	to the cargo compartment and the aircraft burnt out, all 7 crew escaped unhurt but 48,960 chicken perished in the fire; canx 15nov17 f/n Dzhankoi 22aug97; see c/n 0901304 in basic 'blue' Aeroflot c/s with full own titles; f/n Dzhankoi 06may98; seen with an additional 'ACS' logo and the URL 'www.aircharter.co.uk' on the tail OST 15aug02 and nov02; f/n without the additional logo and URL REC 03oct03; l/n operational VIE 14oct07; the AOC was suspended in early 2008; canx 03feb10; sat wfu on the military ramp at KBP, seen oct10/apr19; scrapping started jun19, seen with the nose cut off 12aug19 was based at Zavitinsk in 1985; rgd 25apr89; f/n DME 03jun92; see c/n 2400806 which was CCCP-11804(1) at the same time c/n not checked; in all-grey c/s with Russian flag on the fin; stored Smolensk-Severny by aug08; l/n Smolensk-Severny sep10 with engines and other parts missing; broken up early 2013 and no longer visible on GE 23jun13
00 34 69 06	CCCP-11804(2) RA-11804(2)	An-12BK An-12BK	Soviet Air Force Russian Air Force	mfd Sms	jan70 14aug01	
00 34 69 07	"05" red ST-AZM ST-AZM	An-12BK An-12BK An-12BK	Ukraine Air Force Kata Air Transport Kata Air Transport	Mtp SHJ KRT	06may98 18dec03 25oct06	c/n from Sudanese CAA; l/n SHJ 20dec04 in freshly painted white/blue/green c/s; not on register jan07 but l/n EBD 21mar07 so possibly restored titles confirmed; l/n Wadi Seidna 05sep17 last overhaul completed 11jul94 l/n Ivanovo-Severny 19aug01, c/n checked both times; with Russian flag; sold by Russian privatisation agency 28oct05, was with military unit 21879 at Tver at that time c/n confirmed by operator in nov06 fleet list; named 'Liudmila'; l/n DXB 05may07 no titles; named 'Liudmila'; f/n Afghanistan summer 2007; l/n DXB nov08; believed w/o 13nov08, crashed shortly after take-off from Al Asad base, Iraq rgd 14jan98; f/n FJR 10feb98; l/n FJR 07apr99; c/n checked; soc and canx 04feb00 as to Bulgaria; version given as such in Russian register; see c/n 6343810 and 402311 leased from Inter Trans Air; crashed on landing Kisangani, Congo, 15aug00, all seven crew survived rgd 07jun89; f/n DME 16aug92 in Aeroflot c/s, with rounded 'civil' tail cone f/n RKT 20mar97; in full c/s, retains the large chin radar; converted to An-12B; f/n DME 24dec05, with small chin radar
00 34 69 08	not known "42" red EX-165 S9-SAO	An-12BK An-12BK	British Gulf Int. British Gulf Int.	DXB AQJ	19aug06 13nov07	
00 34 69 09	RA-11369(2)	An-12BP	Antey	mfd	31jan70	
00 34 69 10	LZ-ITC CCCP-11807 UK-11807	An-12BP An-12BK An-12BK	PT.Camar Nuansa As MAP Fergana MSZ TAS a/c Prod Corp	SHJ mfd rgd	19jul00 30jul70 03feb95	
00 34 70 01	UK-11807 not known	An-12B An-12BK	TAPC Aviatrans Russian Air Force	BOM mfd	03may08 31jan70	
00 34 70 02	CCCP-12135 RA-12135	An-12B An-12B	Soviet AF/AFL c/s Russian AF/AFL c/s	ADD Kub	16dec78 22apr97	
00 34 70 03	CCCP-98103 RA-98103 3C-AAL 3C-AAL 3C-AAL 9Q-CZB	An-12BK An-12BK An-12BK An-12BK An-12BK	MOM Voronezh MeZ MOM Voronezh MeZ KNG Transavia Trans Air Congo Groupe Rubuye, n/t KNG Transavia	mfd VOZ SHJ PNR GOM FKI	05feb70 18sep94 19aug00 10oct04 early06 19jul07	
00 34 70 04	"20" yellow "20" blue UR-BWM UR-BWM UR-BWM	An-12BK An-12BK An-12BK An-12BK An-12BK	Soviet Air Force Ukraine Air Force Volare East Line Volare	mfd KBP rgd DME JNB	26feb70 29aug93 unknown 10jul00 13sep02	
00 34 70 05	ER-AXK	An-12BK	Aeronord Grup, n/t	mfd	27feb70	
00 34 70 06	3X-GEM "57" red UR-CFD ST-AZH	An-12BK An-12BK An-12BK An-12BK	Exim Trading Ukraine Air Force Tekhviaeksim AZZA	KIV VIN no reports	04jun08 19aug97 no reports	
00 34 70 07	"18" red "18" red RA-11379(2) ST-KNR 9966	An-12BK An-12BK An-12BK An-12BK An-12BK	Soviet Air Force Russian Air Force Vladimir Panchenko Kush Aviation Sudanese Air Force	mfd CKL Tgr ph. UYL	17mar70 15aug99 jun12 01aug12 22jun13	
00 34 70 08	"17" red	An-12BK	Russian Air Force	KLD	24jun02	
00 34 70 09	"15" red	An-12BK	Russian Air Force	PKV	oct04	
00 34 70 10	"65"	An-12BK	Soviet Air Force	i/s	31mar70	
00 34 71 02	"65" red "85" ER-ACA 4K-AZ35 4L-AIR EX-086 (2) S9-DBQ	An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK	Russian Air Force Soviet Air Force Tiramavia no titles Tbiliamvsheni no titles Styron Trading	Ors mfd rgd Ksv BUD GOM NBO	27aug03 31aug71 21jul00 03aug03 18dec04 11apr06 10may07	
00 34 71 03	CCCP-12980 CCCP-12980 CCCP-12980 RA-12980 RA-12980	An-12B An-12B An-12B An-12B An-12B	AFL/Polar AFL/International AFL/Tyumen Aeroflot Tyumen Airlines	toc trf trf rgd trf	30apr70 01nov70 31mar72 15feb94 31aug94	
						f/n MSE 07oct94; in full Aeroflot c/s with titles; l/n BOG 07sep97; canx as leased to Colombia 04aug97/04aug98; not in fleet list 27oct00 f/n Dzhankoi 22aug97; see c/n 0901304 in basic 'blue' Aeroflot c/s with full own titles; f/n Dzhankoi 06may98; seen with an additional 'ACS' logo and the URL 'www.aircharter.co.uk' on the tail OST 15aug02 and nov02; f/n without the additional logo and URL REC 03oct03; l/n operational VIE 14oct07; the AOC was suspended in early 2008; canx 03feb10; sat wfu on the military ramp at KBP, seen oct10/apr19; scrapping started jun19, seen with the nose cut off 12aug19 was based at Zavitinsk in 1985; rgd 25apr89; f/n DME 03jun92; see c/n 2400806 which was CCCP-11804(1) at the same time c/n not checked; in all-grey c/s with Russian flag on the fin; stored Smolensk-Severny by aug08; l/n Smolensk-Severny sep10 with engines and other parts missing; broken up early 2013 and no longer visible on GE 23jun13 c/n from Sudanese CAA; l/n SHJ 20dec04 in freshly painted white/blue/green c/s; not on register jan07 but l/n EBD 21mar07 so possibly restored titles confirmed; l/n Wadi Seidna 05sep17 last overhaul completed 11jul94 l/n Ivanovo-Severny 19aug01, c/n checked both times; with Russian flag; sold by Russian privatisation agency 28oct05, was with military unit 21879 at Tver at that time c/n confirmed by operator in nov06 fleet list; named 'Liudmila'; l/n DXB 05may07 no titles; named 'Liudmila'; f/n Afghanistan summer 2007; l/n DXB nov08; believed w/o 13nov08, crashed shortly after take-off from Al Asad base, Iraq rgd 14jan98; f/n FJR 10feb98; l/n FJR 07apr99; c/n checked; soc and canx 04feb00 as to Bulgaria; version given as such in Russian register; see c/n 6343810 and 402311 leased from Inter Trans Air; crashed on landing Kisangani, Congo, 15aug00, all seven crew survived rgd 07jun89; f/n DME 16aug92 in Aeroflot c/s, with rounded 'civil' tail cone f/n RKT 20mar97; in full c/s, retains the large chin radar; converted to An-12B; f/n DME 24dec05, with small chin radar in nov06 fleet list with version as such; formed out of the liquidated TAPO-Avia; still with large Tashkent Aircraft Production Corp titles; l/n stored Tashkent-Tuzel 11may15/19aug23 still as such opb 36 osap at Chita-Cheryomushki; last overhaul completed 19jun86; w/o 05aug94 on the leg from Dzhida to Bada of a flight from Chita to Domna when encountered below-minima weather conditions (poor visibility) on approach to Bada, deviated from approach pattern and glide slope, failed to go around, crashed into a hilltop (140 metres) 5,200 metres before the runway threshold and 430 metres to the right of the extended centre-line of the runway and exploded, all 6 crew members (pilot: Captain Aleksandr V. Sushkov) and 41 passengers were killed; t/t 6,377 hours and 5,074 cycles rgd only 10apr79; c/n checked; without tail turret; l/n Kubinka may94 c/n checked 22apr97; opb 226 osap at Kubinka; l/n Kubinka 17may99; w/o 22may01 on a flight from Rzhnev to Morshansk (with a jet engine from a fighter aboard) when went out of control 7 minutes after take-off (possibly one of the engines had failed and the propeller could not be feathered), entered a spin and crashed in a swampy forest 3 km from Myakotino (Zubtsov district of the Tver region), all 7 crew killed or 25feb70; ex Soviet Air Force; version in Soviet register given as 'TBK'; rgd 05jul85; in Aeroflot c/s; f/n DME 24sep87 in Aeroflot c/s, n/t; last overhaul completed 01mar93; canx 17jun94 as to KNG Transavia; l/n SHJ 15mar00 in basic Aeroflot c/s, no titles; c/n checked SHJ 21nov03; current in oct04 fleet list leased from KNG Transavia; l/n PNR 13nov04, c/n not checked c/n confirmed in ICAO/Antonov document jul06; leased from KNG Transavia; Antonov regard this aircraft as no longer airworthy from 25may05; l/n GOM 02nov06 c/n confirmed; no titles; owned by Aviakrylo-SKh of Voronezh and Ist Business and Cargo Company; based at Goma; went missing 29sep07 on a flight from Kisangani to Goma, never seen since; sold by Aviakrylo-SKh to KNG Transavia (probably on paper) 11dec07; wreck not found by jul08, all 6 crew and (several) passengers deemed killed; wreckage found by an ecological expedition in nov12 at S1.393174 E24.998275 was found to be that of an Antonov and there were indications that it was this aircraft which they found; however, it was rumoured as well the aircraft diverted to Khartoum, the Sudanese Ministry of Foreign Affairs did acknowledge in a verbal note to the DRC MoFA in October 2007 that the flight landed at Khartoum, refuelled and then took off for Cairo, Syria and northeast Turkey, the verbal note gives the wrong date of 23sep07, however, it seems to give some credence to the families' claim that there is something sinister about the disappearance of the flight, and that it didn't simply crash in the equatorial forest opb 255 osae at KBP; f/n KBP 07sep92, c/n not checked opb 255 osae at KBP; c/n checked 18mar97 in legal documents as leased to Volare by the Ukrainian MoD from 05aug97; in grey c/s, no titles; c/n checked KBP 02may98; seen oct98 with a logo only, no titles; repainted in white c/s with dark blue rear fuselage and light blue trim, with titles; f/n as such OST dec98; c/n checked PRG 26may00 still leased from the Ukrainian MoD; sub-leased from Volare 30sep99/31dec01 according to the Russian register sep01; in basic Volare c/s; l/n DME 22jul00 still leased from the Ukrainian MoD; in white c/s with dark blue rear fuselage and light blue trim, with titles; l/n as such BUD 05mar07; canx 30apr09; was stripped of paint and stored at NLV (N47.055319 E31.920451) with the original code "20" clearly visible on the fuselage, seen 27jun09/sep21; survived the fighting at NLV 27feb22, seen 01apr22 ex Soviet Air Force; rgd 07jun04; CoFA only issued 30mar05 due to installation of avionics, SB/AD compliance and corrosion programs, repainting, all of which took considerable time; f/n TLL 10apr05 opb JetLine International; with cartoon bird and gun motif port side, named 'Big Bird' starboard side aug07; l/n KIV 29oct07; canx as to Sierra Leone 24mar08 but l/n KIV 16may08 still as ER-AXK, name removed 2013 register lists owner as Eagle Air; no rgd given; ferried KIV-OTP 04jun08; canx 13jul09 l/n VIN 10may98 based at Kiev; canx 01oct08 flew Gostomel-KRT 16apr09; seen KRT 12jun11, all-white with 'Cargo' titles; c/n confirmed at UYL 27oct11; l/n KRT 08may12; seen operational ELF 04jun13 with registration painted out but still wearing the 'Cargo' titles and paint scheme matches; photo date and location in Sudan unknown (on the alamy.com website), derelict without engines, flaps and other parts, with damage to the starboard main undercarriage last overhaul completed 14may87 c/n checked; opb 1338 ITs at Chkalovski; sat at Chkalovski with damaged nose, apparently struck by the wingtip of a taxiing aircraft, seen aug01/aug02; earmarked for sale 09dec03 and offered for sale by the Russian privatisation agency oct05/jan07 with t/t 5,742 hours; sold to Peresvet-Avia 28feb07 and resold to Vladimir I. Panchenko of Khabarovsk; repair started in early 2008; l/n CKL 04aug08, code and Red Stars faded; ferried to 325 ARZ at Taganrog for overhaul 06aug08 test-flying after overhaul; in bare metal, no markings apart from registration and Russian flag; not on register by aug10; see c/n 402609 in all-white c/s, no titles; reportedly delivered ROV-LXR 07aug12; l/n ELF 08aug12 in all-white c/s, no titles and no roundels; still carried the registration ST-KNR, serial '9966' carried on the nose on the left side and on the rear fuselage on the right side; seen Amman, Jordan, may18 during SOFEX 2018; photo KRT 2022 of the rear fuselage only; l/n KRT 09mar23; destroyed KRT 17apr23 during fighting between different factions of the military c/n not checked; with Coat of Arms badge behind cockpit, in all grey c/s with Red star; seen again KLD 18aug07 c/n checked; l/n KLD apr13 opb 196 vtap at Tver-Migalovo; in all-grey c/s with Russian flag on fin; l/n KLD 30may15 was on overhaul at Siauliai during 1990 with the given code, version given as 'TBK-I' and with turret (filled in); c/n was reported as 00346910, but see that c/n c/n not checked this date; photo Orenburg-2 (Southwest) jul10, of the nose only, with twin aerials in front of the nose gear; the code is not visible, but c/n and code are given in the caption opb 130 uap at Voroshilovgradskogo VVAUSh; black and white photo, in all-grey c/s with Red star on the fin; the colour of the code was probably red; it was probably this aircraft seen as "85" red at VIN 19aug97 and VIN 10may98, but the c/n was not checked these dates no sightings; canx 12aug03 all-white c/s, version painted as An-12BK, but now with small chin radar; current on Azerbaijan register 20nov03; seen MLA oct03 with small 'Applax AAC Leasing Company' l/n NBO 25oct05; Aeroflot colours, no titles; was reported as Global Georgian Airways at DXB 22may05 and also reported in a document dec04 as such (no photos as such available) and returned to Styron Trading 15dec05 in basic ex-Aeroflot c/s and clearly ex 4L-AIR; photo proof this is a different aircraft to EX-086(1), see c/n 5343006 in basic ex-Aeroflot c/s, no titles; seen again NBO 03jul07; w/o Berbera (N10.395313 E44.946271) Somalia, exact date unknown; after diverting and having attempted an initial landing at Bosaso; photos exist in Somali news report dated 16aug07 which show nose and starboard undercarriage ripped off and damage to props; seen 10jan10 without engines and lying on belly; mentioned in official Ugandan Court documents with regards to engines having been allegedly stolen to be used on An-12 c/n 5342802; l/n 13jun14 rgd 28may70 f/n SVO 28jan71 l/n SVO 21may91 f/n MSE 07oct94; in full Aeroflot c/s with titles; l/n BOG 07sep97; canx as leased to Colombia 04aug97/04aug98; not in fleet list 27oct00

	RA-12980	An-12B	Aeroflot c/s, n/t	VVC	04sep99	was to be operated by Sadelca (leased via Latina Aviation leasing for 5 years), but due to the political situation was not allowed to fly and eventually the assigned calendar resource was reached; l/n VVC may02 stored
	HK-4308X	An-12B		rgd	25sep03	not taken up; seen VVC apr07, in all-white c/s without markings; photo mar11 shows RA-12980 is painted on the bottom of the cargo doors; was reported for Orion Cargo after overhaul, but attempts to undertake this proved unsuccessful; on the Colombian register in 2011 as 'suspendido'; l/n VVC feb18 toc 11may70; rgd 09jun70; f/n SVP sep75
00 34 71 04	CCCP-12981 CCCP-12981 RA-12981 RA-12981 RA-12981	An-12B An-12B An-12B An-12B An-12B	AFL/Krasnoyarsk Transair Mail Aeroflot Norilsk Avn Ent. Zapolyarye	mfd MLA SVO trf	19mar70 13oct92 31may93 22dec95	still in full Aeroflot c/s; l/n NSK 13may95, in 'polar' colours no reports leased 15jun02/31dec07; seriously damaged 11apr03 on a supply mission (VKO-SLY-Sredni island on the Severnaya zemlya archipelago) for the drifting polar station "Severnaya polyus-32" (North Pole 32) when landed at Sredni in a light snowstorm, touched down 650 m from the runway threshold and 150 m right of its extended center-line, undercarriage and # 4 engine damaged, all 9 crew and 5 passengers escaped unhurt, aircraft could not be repaired under the conditions at Sredni and was abandoned (N79.536471 E90.990461) and cannibalised; soc 10aug04; l/n there in 2015 rgd 28may70
00 34 71 05	CCCP-12982 CCCP-12982 CCCP-12982 CCCP-12982	An-12B An-12B An-12B An-12B	AFL/Polar AFL/International AFL/UShVLP AFL/Yakutiya	toc trf trf trf	06may70 01nov70 13jan71 24feb78	Ulyanovsk Advanced Flying Training College soc 22sep78 as life-time expired rgd 15jun70; f/n SVO 09jul70; l/n LED 05sep92, in 'polar' colours with additional 'Oriental Air' titles; l/n MST 13sep93 with just Aeroflot titles
00 34 71 06	CCCP-12983 RA-12983 RA-12983	An-12B An-12B An-12B	AFL/Northern Aeroflot Pulkovo Avia	toc SHJ trf	27may70 dec92 22nov94	in full Aeroflot c/s with titles; l/n LED 08jan99; soc 25dec97 as life-time expired; canx 16jan98; broken up with ogival tail cone converted to a standard freighter; photo in-all grey c/s, with ogival tail cone and standard window configuration; l/n ROV 13may96, c/n checked f/n RKT aug96; l/n FJR 10feb98, c/n and version from Russian register feb98; retains the ogival tail cone l/n FJR 16sep99; basic Antey c/s; c/n not checked l/n SHJ 01apr00, small titles only; c/n checked; l/n SHJ 26apr00 ex Antey c/s, no titles; soc and canx 04feb00 as to Bulgaria in Antey c/s, no titles; l/n OST 26jul00; c/n not checked, but with RA-11301 under wings registration applied this date, ex LZ-ITD still visible; left SHJ 21sep00 seen PNH 01mar01 with very small (President Airlines ?) titles; l/n SHJ 27jan02, no titles l/n SHJ 05aug02; confirmed ex XU-355; damaged on landing KHI 16aug02 with the nose gear retracted l/n SHJ 03may07 all-white c/s reported in Afghanistan; seen SHJ 14feb08, operating Asia Airways 'ASW' flights; l/n SHJ 13sep08; c/n confirmed as four previous registrations were still visible under paint seen KDH 03jun10; seen OSS 04aug15, stored, in all-white c/s, with titles and two engines missing; l/n OSS 27sep17/25nov23, in poor condition with ogival tail cone and standard window configuration; in-service date reported as 07apr70; was on overhaul at Siauliai during 1990 with the given code; in documents as an An-12TBK-1; later converted to standard freighter, see next line
00 34 71 07	not known "71" red	An-12BP An-12BK	Soviet Air Force Ukraine Air Force	mfd LWO	23apr70 1993	
	RA-11301 RA-11301 RA-11301	An-12BK An-12BK An-12BK	Antey TASCO President Airlines	rgd BKK BKK	26jun96 16oct98 09oct99	
	LZ-ITD XU-355 XU-355 4R-AIA EX-042 EY-403	An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK	Inter Trans Air President Airlines white/red c/s white/red c/s Click Airways Click Airways	SHJ SHJ SHJ SHJ SHJ	11may00 19sep00 23nov00 19mar02 08jul06 sum07	
	EY-403	An-12BK	Asia Airways	SHJ	23dec08	
00 34 71 08	"14" "14" red	An-12PP An-12BK	Soviet Air Force Russian Air Force	mfd Tbv	22apr70 27may07	
	RF-93950	An-12BK	Russian Air Force	ph.	25jan12	
00 34 71 09	CCCP-12984 RA-12984 RA-12984 RA-12984	An-12B An-12B An-12B An-12B	AFL/Magadan-GDX Magadan Cargo The Atlantic Al all-white c/s	mfd trf OST DXB	23may70 20may93 06jun95 30nov95	on charge as of 01jul70; rgd 06jul70; f/n OVB 01jul92 f/n SHJ 27jan94, in full Aeroflot c/s with titles l/n OST 27jul95; in all-white c/s reported opb Atlant Soyuz RMI 29jun98 and mentioned in incident report nov98 still as such; traces of scrubbed out 'The Atlantic Airlines' titles and carrying 'MAG Cargo Services' stickers; the Cyrillic letters 'MAG' stand for Magadan aerogruz, alias Magadan Cargo Airlines); rgd to Magadanavialeasing 03dec98; seen ZIA 16may99; l/n ZIA 23aug03; soc 10aug04 as to Moldova f/n Yermolino 15aug05 all-white c/s, no titles l/n MLA 19dec05; Arabic titles on port side and English titles on starboard side in all-white c/s titles on port side only; version painted as such by dec06, still in all-white c/s; canx as to Sao Tomé 26sep07; see next line with blue cheatline/white top and grey undersides with blue cheatline/white top and grey undersides; seen PNR 14aug10; l/n KIV 19aug14, forward fuselage only with the rear fuselage, wings and tail already cut off; completely scrapped by 28feb15 toc 03jun70; rgd 13jul70; collided with An-2 CCCP-49342 over Irkutsk airport 04dec74 during training flight and was dbr in the ensuing crash landing in the valley of Ushakovka River within the city limits; t/t 5,811 hours 43 minutes and 2,617 cycles; soc 16jan75 rgd 24jun70; toc 06aug70; f/n LED 08jul70 opb 368 LO 1-go Kuibyshevskogo OAO; damaged at Kharkiv-Osnovnoi 06dec84 in a hard landing with tail strike; repaired l/n KUF 25apr93
	ER-ADG ER-ADG ER-ADG ER-ADG	An-12B An-12B An-12B An-12BP	Grixona Kallat Elsaker Air Airline Transport Grixona	rgd TIP DXB TSE	08jun05 19sep05 29may06 23jun06	
	ER-ADG S9-KHF	An-12BP An-12BP	Transliz Aviation Transliz Aviation	SHJ RKT	13oct07 14nov07	
00 34 71 10	CCCP-12985	An-12B	AFL/East Sib.-IKT	mfd	27may70	
00 34 72 01	CCCP-12986 CCCP-12986 CCCP-12986	An-12B An-12B An-12B	AFL/Polar AFL/International AFL/Privolzhsk-KUF	mfd trf trf	06may70 01nov70 04nov72	opb 368 LO 1-go Kuibyshevskogo OAO; damaged at Kharkiv-Osnovnoi 06dec84 in a hard landing with tail strike; repaired l/n KUF 25apr93
	RA-12986 RA-12986 RA-12986 RA-12986	An-12B An-12B An-12B An-12B	Aeroflot Aero Trans Guinée Aeroflot c/s, n/t Samara	SVO CKY SXF trf	19mar93 jun93 01dec94 24nov94	see trf date, next line f/n DXB 05nov95; l/n KUF 16sep97; soc 01sep99 as to Ukraine; canx 09sep99; seen Gostomel 10sep99 in all-white c/s, no titles
	UR-LTG	An-12BP	Volare	rgd	01sep99	version as such on Ukrainian register and painted as such; in white/light blue c/s with titles; f/n OST 07nov99; seen with additional 'ACS' logo on tail OST 23jan00; l/n PNH 19oct03, wfu; broken up by summer 2004 opb 255 osae at Borispol and deployed to Siberia in 1991/2 (during which time Ukraine became independent); ferried to Taganrog for rework in 1992 and seized by Russia as part payment of various debts (for the overhaul of Mi-6/Mi-26s by NAO and for three An-124s confiscated by Ukraine) CoFR renewal 16may00; c/n checked LPK 11aug01; in basic Aeroflot c/s with blue/white/blue fin, 'NAPO im. V.P. Chkalova' titles; l/n UUS 15may08 in same c/s as above, photo shows no titles; seen BKA 21feb09 now in full c/s with titles; l/n KGP 14aug14; AOC suspended 29aug14; seen ZIA 21aug18, still in full c/s; l/n ZIA 29aug19, wfu, no engines CoFR renewal 16may00; c/n checked LPK 11aug01; in basic Aeroflot c/s with blue/white/blue fin, 'NAPO im. V.P. Chkalova' titles; l/n UUS 15may08 in same c/s as above, photo shows no titles; seen BKA 21feb09 now in full c/s with titles; l/n KGP 14aug14; AOC suspended 29aug14; seen ZIA 21aug18, still in full c/s; l/n ZIA 29aug19, wfu, no engines An-12BK-PPS with ogival tail cone converted to a standard freighter, retains ogival tail cone and standard window configuration; photo Chita-Cheryomushki 29may09; initially opb 37 osae at OVB; in all-grey c/s with Russian flag on fin; based at SVX since 2010; seen ABA 18jan18; l/n OVB apr20; c/n only mentioned in a tender document dated 29jan21 with regards to the extension of resources and service life by 5 years, with work to be carried out by 325 ARZ An-12BK-PPS with ogival tail cone; was on overhaul at Siauliai during 1990 with the given code; photo exists with full mission equipment converted to a standard freighter, retains ogival tail cone and standard window configuration; in all-grey c/s with Russian flag on the fin; initially based at Chita, based at SVX since 2010; l/n SVX 03jul14 in all-grey c/s with Red star, also carrying code "28" red; seen SVX dec16; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; l/n SVX 22nov17; seen OVB apr19 with 'VKS Rossi' titles and now carrying "18" red; l/n OVB 06oct21 toc 07jul70; rgd 23jul70 l/n IKT apr82; last overhaul completed 24apr92 f/n IKT 05jul92; in Aeroflot c/s with titles with titles, in basic Aeroflot c/s; l/n BKK 12apr93 still in full Aeroflot c/s with titles still in full Aeroflot c/s, no titles in fleet list oct99, see next line small titles only; l/n SHJ 31mar00, as such opb Flayt; l/n DME 22jul00 opb Flayt; mentioned in an incident report at ROV 27jun02; mentioned in legal documents 2002/3 between Flayt and Astrakhagazprom regarding non-payment and the early termination of lease, resulting in the aircraft being arrested; seen ASF 23may04, in white c/s with blue cheatline and Flayt titles, 'AF' logo on the fin; l/n ASF 22jul04; offered for sale 19dec05 with t/t 34,404 hours and 14,476 cycles leased to SakhalinAviaTrans and opf DHL; in white c/s with blue cheatline, no titles given in mar07 as "TB" series; lsd from Turbo Armcom; opf DHL; in white c/s with blue cheatline; no titles; l/n UUS 01oct07; still in technical inspection document as Aviast 27mar08
00 34 72 02	CCCP-12987 CCCP-12987 RA-12987 RA-12987 D2-FRG	An-12B An-12B An-12B An-12B An-12B	AFL/N.Kavkaz-ROV AFL/Yakutiya Aeroflot Chelyabinsk Avia Alada	rgd trf MST trf LAD	11may70 13jan79 16oct93 20jul95 22mar01	
00 34 72 03	not known	An-12BK	Soviet Air Force	mfd	23may70	
	RA-12194	An-12BK	NAPO/Aviatrans	trf	25apr95	
	RA-12194	An-12BK	Moskoviya	BKA	08nov08	
	RA-12194	An-12BK	NAPO/Aviatrans	trf	25apr95	
	RA-12194	An-12BK	Moskoviya	BKA	08nov08	
00 34 72 04	not known "23" blue	An-12PPS An-12BK	Soviet Air Force Russian Air Force	ph.	sep05	
00 34 72 05	"28" "28" red	An-12PPS An-12BK	Soviet Air Force Russian Air Force	i/s Htc	26may70 29may09	
	RF-95409	An-12BK	Russian Air Force	CKL	sep14	
00 34 72 06	CCCP-12988 CCCP-12988 CCCP-12988 RA-12988 RA-12988 RA-12988 RA-12988 RA-12988 RA-12988 RA-12988	An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B	AFL/Privolzhsk AFL/East Sib.-IKT Baikalavia Kampuchea Al Cargo Baikalavia Baikalavia El Magal Aviation Bismillah Airlines Gazpromavia, n/t Aviafrakht KF	mfd trf trf PNH ULY IKT BKK SHJ rgd	24jun70 08jan79 30jun92 jan93 11sep93 01jul94 20jan99 26apr00 13jun01	
	RA-12988 RA-12988	An-12B An-12B	Aviast SAT Airlines	UUS UUS	15apr06 24aug07	

	RA-12988	An-12B	Kosmos	MST	25jun08	in mainly white c/s with blue/red cheatline; version painted as 'An-12'; seen VKO 16aug10 without registration and in the process of being repainted into full c/s, f/n DME 25sep10 as such; seen SVO 05dec10 with version painted as An-12BP; l/n KKK 08jun12 titles and logo painted out, probably stored; canx before apr16; l/n IAR 29may16; reported scrapped by apr17
	RA-12988	An-12BP	Kosmos c/s, n/t	IAR	06oct12	rgd 30jul70; f/n ORY 29aug70 soc 21sep85 as dbr, details unknown rgd only 17apr73; f/n CAI sep75 c/n checked; opb 46 otap at OSF; seen OSF 24aug95; offered for sale by Russian privatisation agency in non-airworthy condition 30nov98, was at 325 ARZ at Taganrog at that time; canx but date unknown; l/n Taganrog-Tsentralny 31aug04/19aug12 wfu, within 325 ARZ compound, c/n checked f/n MPW mar86, with severe damage to the nose after a collision with An-12B "69" red c/n 3341403; photos exist
00 34 72 07	CCCP-12989	An-12B	AFL/International	toc	11jul70	
00 34 72 08	CCCP-12989	An-12B	AFL/Privolzhsk	trf	24jul72	
	CCCP-11387	An-12BK	Sov. Navy/AFL c/s	mfd	jun70	
	RA-11387	An-12BK	Russ. Navy/AFL c/s	OSF	07may94	
00 34 72 10	"61" red	An-12BK	Soviet Air Force	mfd	30jun70	
	RA-13392	An-12BK	Kazan Avn Prod	rgd	28may93	ex Soviet Air Force; f/n Kazan-Borisoglebskoye 21may97, titles not reported; l/n SVO 16jul00, all-white c/s; c/n from Russian register feb98
	RA-13392	An-12BK	KAPO im. Gorbunova	DME	22jul00	in full blue c/s with titles and tail logo
	RA-13392	An-12BK	Airstars	DME	03sep00	rgd 23oct00; in basic ex KAPO c/s with small 'Airstars/Aerostars' titles and without tail logo; l/n DME 13aug01; CofR renewal 20may02; seen DME 28jun02 with 'AS' tail logo; l/n OST 24dec02, as such; seen OST 02aug03, in full blue/white c/s with titles and tail logo of three stars; l/n DUS 08dec06
	RA-13392	An-12BK	Kosmos	HEL	13jun07	in full Airstars c/s with Kosmos titles; l/n HEL 11mar08
	EW-275TI	An-12BK	Ruby Star	MSQ	11may08	in white/grey c/s with blue cheatline and trim (basic ex Kosmos/Airstars c/s with all white tail); officially rgd 16aug10; seen MSQ 24sep14, repainted in blue/white c/s; l/n MSQ 19aug21; arrived TEQ 26nov21 according to flight trackers
	UR-CBB	An-12BK	Cavok Air	TEQ	08jan22	in basic Ruby Star c/s, no titles; rgd only 26jan22, owned by Swift Solution Atlantic LLC; current on the register 13aug22
00 34 73 01	"21" blue	An-12BK	Russian Air Force	OVB	2004	initially opb 37 osae at OVB; based at SVX from 2010; in all-grey c/s with Red Stars; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; l/n OVB 27aug21
00 34 73 02	"74" red	An-12PPS	Soviet Air Force	i/s	01sep70	An-12BK-PPS with ogival tail cone; black and white photo exists with full mission equipment; based at Tartu; was on overhaul at Siauliai during 1990 with the given code; was with 325 ARZ at Taganrog for conversion to a standard transport aircraft from 1992 to 2003 (photo there circa 1996)
	"22" blue	An-12BK	Russian Air Force	ULK	18mar05	retained the ogival tail cone and non-standard window configuration; opb 37 osae at Novosibirsk from 2003 to late 2010; in grey c/s with Russian flag on fin and blue propeller tips; slightly damaged 18mar05 on a flight from OVB to Lensk when the nose gear collapsed during the landing run; repaired by 325 ARZ; used call-sign '10925' mar08; damaged again 21mar08 on a flight from OVB to Lensk when came in too low and touched a snow wall close to the runway threshold so that the nose gear and the right main gear were ripped off and the aircraft came to rest on the fuselage and propeller No. 4, all 6 crew and 4 passengers escaped unhurt; again repaired by 325 ARZ and handed back to the unit in 2009
	"25" blue	An-12BK	Russian Air Force	SVX	22mar10	retained the ogival tail cone; based at SVX from late 2010 to 2011 and at OVB from 2011; in grey c/s with Russian flag on the fin and blue propeller tips; l/n AER 18apr16, flying in grey c/s with Russian flag on the fin and blue propeller tips, also coded "25" blue; seen OVB 18mar17; l/n OVB jul23
	RF-90921	An-12BK	Russian Air Force	OVB	dec16	An-12BK-PPS with ogival tail cone; was on overhaul at Siauliai during 1990 with the given code
00 34 73 03	"80"	An-12PPS	Soviet Air Force	i/s	31aug70	An-12BK-PPS with ogival tail cone; l/n Orenburg-2 (Southwest) 27aug03, c/n not checked
00 34 73 04	"80" red	An-12PPS	Russian Air Force	Ors	21apr97	toc 19aug70; rgd 09sep70; version from Soviet register; f/n GOA 27jan71; was quasi-civil at first, despite lacking a tail gunner's station; version given as 'TB' in Russian register feb01
	CCCP-12990	An-12B	AFL/Polar	mfd	31jul70	
	CCCP-12990	An-12B	AFL/International	trf	01nov70	
	CCCP-12990	An-12B	AFL/Urals	trf	06jul72	
	CCCP-12990	An-12B	MOM Moskovski OAO	trf	12may75	
	OB-1449	An-12B	C de A Peruana	rgd	01jul91	CofR renewal 15nov77 rgd to Compania Aviacion de Peruana S.A.; f/n LIM 22jun91 in basic ex Aeroflot c/s; CofA expired 15jul92; not officially canx until 05jun95, see next line
	CCCP-12990	An-12B	Aeroflot	MLE	16mar92	
	RA-12990	An-12B	Aeroflot	SVO	16may93	
	RA-12990	An-12B	Aviatrans	trf	14jun94	f/n DME 23sep94; l/n BKA 25aug95; renamed Atran 01jan97
	RA-12990	An-12B	Atran	LUX	30may97	l/n KCK 06nov13
00 34 73 05	RA-12990	An-12B	Kosmos, n/t	IAR	16may15	in ex Atran c/s, probably stored; canx between 23may16 and 20jun16; l/n IAR 04sep17 still with Atran titles
	CCCP-12991	An-12B	AFL/Polar	mfd	31jul70	toc 19aug70; rgd 09sep70; f/n ORY 27oct70
	CCCP-12991	An-12B	AFL/International	trf	01nov70	
	CCCP-12991	An-12B	AFL/North Kavkaz	trf	12sep72	
	CCCP-12991	An-12B	AFL/Magadan-GDX	trf	11jan79	reported Rostov-na-Donu 01apr87 in incident report
	RA-12991	An-12B	Magadan Cargo AI	trf	20may93	f/n GDX 08jul94 in full Aeroflot c/s with titles; l/n DXB 20apr96 as such; canx as to United Arab Emirates but date unknown
	EL-ALA	An-12B	Aeroflot c/s, n/t	rgd	22feb96	f/n SHJ 05oct96, white tail dark blue circle, operated for Santa Cruz Imperial
	EL-ALA	An-12B	Santa Cruz Imp.	SHJ	01nov96	l/n SHJ 30mar98
	EL-ALA	An-12B	Lotus Airways	SHJ	06may98	l/n SHJ 27mar99
	3C-ZZD	An-12B	Lotus Airways	SHJ	15sep99	l/n SHJ 11may03; c/n checked; photo exists, apr01 with 'Mhamed Cargo' titles
	EK-12777(2)	An-12B	South Airlines	SHJ	13oct03	l/n DXB 25feb04 with additional 'Bismillah' titles; l/n DXB 31mar04 as Daallo Airlines ?; see rgd next line; see c/n 0901409
	ST-SAE	An-12B	Sarit Airlines	rgd	13apr04	f/n DXB 20apr04; l/n DXB 10may04; c/n confirmed by Sudanese CAA; photo proof ex EK-12777
	EK-12777(2)	An-12BP	South Airlines	SHJ	15may05	c/n confirmed; in white c/s with grey undersides, no titles, sub-type painted as such; l/n SHJ 14jan06
	EK-12305	An-12BP	Miapet Avia	SHJ	24mar06	c/n confirmed; in white c/s with grey undersides; no titles; l/n SHJ 20jun06; caught fire after landing at Bagram (Afghanistan) on 29jun06 and destroyed, canx 30jun06
00 34 73 06	CCCP-12992	An-12B	AFL/Tyumen	mfd	31jul70	toc 18aug70; rgd 01sep70; version from Soviet register; f/n VKO 19may91; in Russian documents with version as 'TB' and also in Russian register feb01 as such
	RA-12992	An-12B	Tyumen Airlines	trf	31aug94	f/n TJM 14may95, in full Aeroflot c/s with titles; soc 25aug97; canx 05sep97; restored date unknown
	RA-12992	An-12B	Aeroflot c/s, n/t	OST	06jun99	opf Avial/East Line; l/n DME 20aug99
	RA-12992	An-12B	East Line	DME	10jul00	
	RA-12992	An-12B	Southern Cargo AI	SHJ	20sep00	l/n SHJ 08dec01
	RA-12992	An-12B	Aerofreight	SHJ	14aug02	l/n DME 28jun03
	RA-12992	An-12B	VIM Airlines	DME	10aug03	leased from Kitran-12 14nov02/28mar05; l/n KHV 02jul04
	RA-12992	An-12B	SAT	lsd	30jul05	arrived UUS 02aug05; started scheduled flights 09aug05; l/n ROV 27jun06
	ER-ACY	An-12B	Grixona	rgd	04aug06	f/n SHJ 12dec06; l/n SHJ 03may07; in Moldovan register with version as 'TB'; canx as to Sao Tomé 26sep07
	S9-KHC	An-12B	Transliz Aviation	DXB	02nov07	basic Aeroflot c/s; l/n FRU 04may15 stored; gone by 2017 and presumably broken up
00 34 73 07	CCCP-12993	An-12B	AFL/International	toc	22aug70	rgd 09sep70; was f/n TRN 28aug70 1; undershot by 198 m when landing at Calcutta 29jul71 in torrential rain with reduced visibility and was dbr; soc 03sep71
00 34 73 08	"09" red	An-12BK	Russian Air Force	Spr	27apr93	based at Rostov-na-Donu-Tsentralny
	"27" red	An-12BK	Russian Air Force	CKL	24oct07	c/n checked; initially based at Chita, based at SVX since 2010; in all-grey c/s with Red Stars; l/n SVX 22apr12
	"17" red	An-12BK	Russian Air Force	SVX	18aug12	in all-grey c/s with Red Stars; l/n Domna jun13; underwent overhaul by 325 ARZ from 25dec15, was still with mil. unit 77979 (Ekaterinburg)
	RF-90917	An-12BK	Russian Air Force	ph.	jul17	in all-grey c/s with Russian flag and 'VVS Rossi' titles, still coded "17" red; location withheld; l/n OVB 01aug22
00 34 73 09	"84"	An-12PPS	Soviet Air Force	i/s	30sep70	An-12BK-PPS with ogival tail cone; was on overhaul at Siauliai during 1990 with the given code; photo exists with full mission equipment; fate ?
00 34 73 10	"62" red	An-12PPS	Soviet Air Force	i/s	25sep70	An-12BK-PPS with ogival tail cone; opb 117 oae REB at Siauliai; was on overhaul at Siauliai during 1990 with the given code
	"16" red	An-12BK	Russian Air Force	Khb	13aug06	converted to a standard transport aircraft, retains the ogival tail cone and non-standard window configuration; opb 257 osap at Khabarovsk-Tsentralny; in all-grey c/s with Red Stars; seen Khabarovsk-Tsentralny jun12; l/n Khabarovsk-Tsentralny 15aug18, wfu; c/n only mentioned in a tender published early 2020 for overhaul
	RF-95406	An-12BK	Russian Air Force	SVX	17dec21	in all-grey c/s with blue trim, Russian stars on the fin and 'VKS Rossi' titles, still coded "16" red; l/n OVB mar23
00 34 74 01	CCCP-12994	An-12B	AFL/International	mfd	31jul70	toc 22aug70; f/n SVO 24aug70; rgd 09sep70
	CCCP-12994	An-12B	AFL/North Kavkaz	trf	06jun72	
	RA-12994	An-12B	Aeroflot	SIN	15oct92	in standard colours; photo FRA jun93
	RA-12994	An-12B	Donavia	trf	25nov93	f/n ROV 14jul94, in full Aeroflot colours with titles and blue tail, additional 'Cargo' titles; l/n DME 20aug99
	RA-12994	An-12B	Etele Air n/t	rgd	12feb00	f/n SHJ 17feb00; l/n ZRH 22dec00; in basic Aeroflot colours with blue tail, 'Cargo' titles
	RA-12994	An-12B	Aerofreight	rgd	20jun01	f/n DME 19aug01; in basic ex-Aeroflot colours with blue tail; l/n OST 25jan03
	RA-12994	An-12B	VIM Airlines	rgd	30dec02	f/n MST 12may03; in basic ex-Aeroflot colours with blue tail; l/n HEL 16jul04; seen Yermolimo 25aug04, titles not reported
	RA-12994	An-12B	Avial NV	OST	13feb05	in white c/s with blue cheatline, grey undersides; l/n OST 09oct05; soc 16feb06 as to Moldova
	ER-ACS	An-12BP	ICS Air	rgd	15mar06	f/n DXB 04jun06; l/n SHJ 27dec06 no titles; in Moldovan register with version as such
	ER-ACS	An-12BP	Grixona	SHJ	31jan07	l/n SHJ 03may07; canx as to Sao Tomé 26sep07
	S9-KHL	An-12BP	Transliz Aviation	SHJ	15nov07	basic Aeroflot c/s; l/n FRU 16oct14/04may15 engines and other parts missing; gone by 2017 and presumably broken up
00 34 74 02	CCCP-12995	An-12B	AFL/Northern-LED	mfd	31aug70	toc 12sep70; rgd 26oct70; f/n TRN 11sep70; l/n LED 06sep92, in 'polar' colours
	RA-12995	An-12B	Aeroflot	DME	07jul93	in full Aeroflot 'polar' c/s with titles; l/n MLA 29jan94
	RA-12995	An-12B	Pulkovo Avia	trf	22nov94	in full Aeroflot 'polar' c/s with titles; soc 15dec98 as life-time expired; canx 17mar99; l/n LED 14apr99
00 34 74 03	CCCP-12996	An-12B	AFL/Tyumen-TJM	mfd	31aug70	toc 15sep70; rgd 12oct70; in Soviet register with version given as 'TB' opb 259 LO 2 Tyumenskogo OAO; w/o 31jan71 on a flight from Tyumen to Surgut when the de-icing system of the wing failed (a valve was not completely opened) on approach to Surgut, the wing was subject to heavy icing and the aircraft stalled, crashed 13.6 km north of the airport and burnt out (the tail fell into an ice-covered lake), all 6 crew and the sole passenger killed; t/t 391 hours; soc 24mar71; after the crashes of CCCP-11000 and CCCP-12996 within 10 days the de-icing system of the An-12 was improved and the flight manual amended
00 34 74 04	CCCP-12997	An-12B	AFL/Urals-SVX	mfd	31aug70	toc 15sep70; rgd 17nov70; in Soviet register with version given as 'TB'; first reported Lensk 05sep88 in incident report; crashed during emergency landing at Sverdlovsk-Koltsovo 13jan89 after returning with the Nos. 3 and 4 engines jammed at take-off power due to broken control rods, bounced, ground looped and

00 34 74 05	not known "12" red	An-12BK An-12BK	Soviet Air Force Russian Air Force	mfd Kub	1970 aug09	burst into flames, crew OK but aircraft destroyed, t/t 24,967 hours 36 minutes and 10,249 cycles; canx 06apr89
RF-95408		An-12BK	Russian Air Force	ph.	aug15	seen CKL 05may10; tender was issued 29jun09 asking for the repair of engines and electronic equipment; seen OVB 14may11, active; l/n SVX 16jul15 at Chelyabinsk-Shagol, also coded "12" red; in-all grey c/s with Russian flag on the fin, no titles; the RF-registration is worn on the port side only; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; l/n ZIA jun21
00 34 74 06	"22" red	An-12PPS	Soviet Air Force	i/s	20oct70	An-12BK-PPS with ogival tail cone; mfd given as 31oct70; black and white photo exists with full mission equipment; was on overhaul at Siauliai during 1990 with this code; l/n SQQ apr93
	"22" red	An-12PPS	Russian Air Force	Ors	21apr97	An-12BK-PPS; c/n not checked 21apr97, but probably the same aircraft; opb military unit 9584 at Orenburg-2; c/n offered for sale 13mar01 and sold to KnAAPO, version given as An-12BP in the sales offer on the register feb04 as an An-12BP (but version given in some tender documents as An-12BK); retains the ogival tail cone and standard window configuration; in basic 'blue' Aeroflot c/s with blue/white/blue fin and a small logo, no titles; f/n DME 05jul05; l/n DME 01dec06; still in a technical inspection document 07feb07, but canx before aug10; t/t 7,723 hours and 3,697 cycles by 01jul08; see c/n 402401 and 4342108 on the Russian experimental aviation register; in basic 'blue' Aeroflot c/s with blue/white/blue fin and a small logo, no titles; f/n Komsomolsk-na-Amure-Dzyomgi 28sep08; l/n ROV 21feb11 in basic 'blue' Aeroflot c/s with blue/white/blue fin and a small logo, no titles; f/n SVX 11jun11; last overhaul completed aug12; new CoFR issued 18dec14; l/n GDX 18aug19
RA-11371(3)		An-12BP	KnAAPO	rgd	05mar03	f/n VKO 25mar20; in basic 'blue' Aeroflot c/s with blue/white/blue fin, still retains the small logo, no titles; l/n VKO 08sep21
	11371(3)	An-12BP	KnAAPO	rgd	unknown	in revised 'blue' Aeroflot c/s with large Atran titles and Atran logo on the fuselage and fin, additional 'Volga-Dnepr' titles; l/n ZIA 01nov23
RA-11371(3)		An-12BP	KnAAPO	rgd	2011 ?	
RA-11371(3)		An-12BP	Kosmos	rgd	20nov19	
RA-11371(3)		An-12BP	Atran	ZIA	14sep23	
00 34 74 07	not known "12" yellow	An-12BK An-12BK	Soviet Air Force Belarus Air Force	mfd Mma	15aug70 09sep94	in all-grey c/s with Red Star; opb 50 SAB at Minsk-Machulishchi; seen Minsk-Machulishchi 18aug97; l/n Minsk-Machulishchi 27mar03, the last An-12 in service with the Belarus AF, sold and departed to Ukraine 28mar03
ER-AXG ER-AXG		An-12BK An-12BK	Tiramavia DHL	rgd BAH	29apr03 25nov03	f/n KIV 26jul03; l/n BAH 14oct03 full Tiramavia c/s no titles, with DHL sticker on forward fuselage; photo BAH 24jan04 shows without DHL sticker port side; l/n OST 02apr04, still reported as DHL ?
ER-AXG ER-AXG		An-12BK An-12BK	Pecotox Air Tiramavia	SDA	27jun04	l/n TLL 02nov04 nose damaged 26jul05 whilst parked at Aqaba, blown by a storm into a drainage canal; repaired and seen again KIV 21oct05; according to Antonov this aircraft has been regarded as no longer airworthy from 2000; according to CAA it continues to fly on the basis of a D check performed at Tashkent; l/n EMA 15mar07; canx 21jun07
00 34 74 08	CCCP-11038(2)	An-12BK	Sov. Navy/AFL c/s	mfd	30sep70	with standard tail-turret; f/n Kubinka 01sep93, version confirmed as An-12BK; l/n KGD 03jul94, c/n not checked this date; see c/n 2340709
RA-11038(2)		An-12BK	Russ. Navy/AFL c/s	no	reports	offered for sale by Russian privatisation agency in non-airworthy condition 30nov98/07feb01, was at 325 ARZ at Taganrog at that time
4L-TAS		An-12BK	TransAviaService	SHJ	28dec03	c/n checked SHJ feb04; looked as if underwent rework recently; was not a 'full' An-12BK by then (had got a small chin-mounted radar); with standard tail-turret; in all-white c/s, no titles; l/n SHJ 27feb06; see An-24B c/n 89901506
EX-119 ER-ACV		An-12BK An-12BK	not reported Tiramavia	SHJ rgd	06sep06 28nov06	c/n confirmed in Moldovan register; l/n SHJ 16nov06
UN-11021(2) UN-11021(2) UP-AN204		An-12BK An-12BK An-12BK	Eastern Express Skylink Arabia Skylink Arabia	SHJ DXB SHJ	15nov07 09feb08 14sep08	c/n from CAA; version as BK in Moldovan register; f/n SHJ 01dec06; mentioned in an incident report SHJ 12dec06, with operator as such; l/n SHJ 03may07; canx 27jul07 as to Belarus, but see next line see c/n 7344806; in all-white c/s with titles; l/n FJR 08jan08 in all-white c/s with titles as such and operating 'LIS' Eastern Express flights; l/n DXB 13mar08 l/n RKT mar10/mar18, all-white c/s, no titles, stored; c/n from CAA; canx by Kazakh CAA, date unknown; see next line
4L-FFD		An-12BK	Skyway	rgd	07oct09	to Airline Transport Incorporation; in Skyway fleet list, on Georgian Government website dec09; canx 13aug10; no sightings as such and possibly the registration was not worn, see sighting dates of UP-AN204 on previous line
00 34 74 09	CCCP-11344(2)	An-12BK	Volga-Dnepr	mfd	sep70	rgd 15nov91; version given as An-12BP in Russian register, probably in error for the previous use of marks by c/n 401707; in ex Soviet Air Force grey c/s, no titles; f/n DUS 19jun92; see c/n 401707
RA-11344(2) RA-11344(2)		An-12BK An-12BK	Volga-Dnepr Russian Air Force	DUS CKL	16nov92 28may09	leased from Russian Air Force; in all-grey c/s c/n checked; initially based at Chita, based at SVX since 2010; in all-grey c/s, with additional 'clef and notes' motif on port side only since at least may09; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life, version given as such; l/n SVX 20jul18
00 34 74 10	not known	An-12BK	Soviet Air Force	mfd	30sep70	opb 255 osae at Borisop; deployed to Siberia in 1991/92 (during which time Ukraine became independent); ferried to Taganrog for overhaul in 1992 and seized by Russia as part payment of various debts (for the overhaul of Mi-6s/Mi-26s by NAPO and for three An-124s confiscated by Ukraine); trf to NAPO in 1994 current on Russian register mar03/feb04; in basic Aeroflot c/s with blue/white/blue fin, with 'NAPO im. V.P. Chkalova' titles; l/n LED 01jul08
RA-12195		An-12BK	NAPO/Aviatrans	KRR	22may05	initially in basic Aeroflot c/s with blue/white/blue fin, no titles; already f/n BKA 08nov08; l/n in its old c/s LED 27nov08; repainted in white c/s with thin dark blue cheatline and light blue belly, with titles; f/n as such BKA 23jan09; l/n without name BKA 25apr09; named 'Anatoli Seryozhkin' after the captain of An-12BP RA-12957 which crashed 26may08; f/n as such BKA 16may09; new CoFR issued 06dec10; l/n operational KHV 26jul14; the operator's certificate of Moskoviya was suspended 29aug14; canx 18jul17; l/n ZIA 20aug17 on the Russian experimental aviation register; in white c/s with thin dark blue cheatline and light blue belly, no titles; still named 'Anatoli Seryozhkin'; f/n OVB 27sep17; l/n NUX 30mar23
RA-12195		An-12BK	Moskoviya	rgd	12nov08	An-12BK-PPS with ogival tail cone; opb mil. unit 95846 at Orenburg-2 (Southwest); seen Orenburg-2 (Southwest) 27aug03, c/n not checked this date; offered for sale by Russian privatisation agency dec07; l/n Orenburg-2 (Southwest) jul10
12195		An-12BK	SibNIA	rgd	2017	
00 34 75 01	"34" red	An-12PPS	Russian Air Force	mfd	1970	An-12BK-PPS with ogival tail cone; opb mil. unit 95846 at Orenburg-2 (Southwest); seen Orenburg-2 (Southwest) 27aug03, c/n not checked this date; offered for sale by Russian privatisation agency dec07; l/n Orenburg-2 (Southwest) jul10
00 34 75 02	"94"	An-12PPS	Soviet Air Force	i/s	01jan71	An-12BK-PPS with tail turret; a line drawing exists depicting "94" red, with chaff dispenser outlet tubes mounted on braces below the tail unit and exiting the cargo door; a black and white also exists at Siauliai 1975 as such and another photo shows without the braces installed below the tail; was on overhaul at Siauliai during 1990 still with that code; converted to a standard transport aircraft later, see next line
	"24" blue	An-12BK	Russian Air Force	Roc	04may06	c/n painted as 01347502; non-standard window configuration each side; opb 535 osap at Rostov-na-Donu-Tsentralny; in all-grey c/s with blue trim, Red Star on fin; seen Rostov-na-Donu-Tsentralny 20aug11; l/n Taganrog-Tsentralny 23nov12 at 325 ARZ
RF-95684		An-12BK	Russian Air Force	Roc	11dec15	also carrying "24" blue; in all-grey c/s with blue trim and Russian stars and 'VVS Rossii' titles; seen OVB 22aug18; seen dec18 now with 'VKS Rossii' titles; l/n OVB 24jul20
00 34 75 03	CCCP-11343(2)	An-12BK	Volga-Dnepr	mfd	oct70	rgd 22nov91; version given as An-12BP in Russian register, probably in error for the previous use of marks by c/n 401706; in ex Soviet Air Force grey c/s, no titles; f/n HEL 02mar92; opf Camp Aviation Service when seen DUS 07jul92 and 16nov92; see c/n 401706
RA-11343(2) RF-94396 CCCP-11149		An-12BK An-12BK An-12	Russian Air Force Russian Air Force Soviet AF/AFL c/s	KLD ph. mfd	jun02 mar19 1970	c/n and version checked KLD 13aug06; in grey c/s with Russian flag on fin; photo landing at IAR 23aug16 in grey c/s with Russian stars and 'VKS Rossii' titles; l/n KLD 2021
00 34 75 04						opb 368 osae at Malchik; severely damaged nov/dec89 on landing at Rostov-na-Donu-Tsentralny in poor visibility when the crew mistook the YO beacon for the AS beacon, coming in too low, and the aircraft hit some poplars on finals, damaging the landing gear, engine No. 3, the wings' leading edges and flaps and the horizontal stabiliser (two thirds of the right side were ripped off), the aircraft went around but could not try again to land at Rostov-na-Donu-Tsentralny as visibility was deteriorating further, so it diverted to Taganrog where it landed with retracted nose-gear, all occupants (crew and 2 passengers) escaped unhurt; repaired by 325 ARZ at Taganrog
CCCP-13340 RA-13340		An-12 An-12	MAP Kom-na-Amu APO Amuraviatrans	rgd trf	10feb92 17may93	in 'polar' Aeroflot c/s in basic 'polar' Aeroflot c/s, no titles, but still with Aeroflot logo; f/n SHJ 26oct93; operated flights with Dobrolet call-signs; l/n OST 11mar95; w/o 25mar95 on a flight from Kinshasa to Bunia (Zaire) when a herd of animals started to cross the runway on touch-down at Bunia, the captain opted for a go-around, but the check pilot forced the aircraft down half-way down the runway, the aircraft overran the runway by 400 metres, suffered substantial damage, caught fire and burnt out, all 6 crew and 4 passengers escaped unhurt rgd only 17apr73; probably based at Kalinin-Migalovo; opb Norilsk Avia in 1993; last overhaul completed 04dec95
00 34 75 05	CCCP-11363(2)	An-12BK	Soviet AF/AFL c/s	mfd	31oct70	in white/light grey c/s with light blue cheatlines and trim, with titles; f/n IST jul96; l/n KUF 13aug99
RA-11363(2) RA-11363(2)		An-12BK An-12BK	Transaero-Samara Norilsk Avn Ent.	trf IKT	16jan96 ? 06jun01	in basic Transaero-Samara c/s, no titles; the operator's certificate of Norilsk Avn Ent. was annulled 30jan03; leased to Zapolyarye (a subsidiary of Norilsk Avn Ent.) 21jan03/31dec04; l/n operational NSK 07apr06; stored at NSK from summer 2006; overhauled and sold by Bilmer before 2010, with t/t 10,161 hours and 4,613 cycles
RA-11363(2)		An-12BK	Kosmos	rgd	24dec09	to Classerve Ltd.; included into the operator's certificate of Kosmos 08jul10; in full c/s; f/n ZAG 09jul10; t/t 10,720 hours and 4,749 cycles by 01jan11; l/n KGP sep13
UR-CNT		An-12BK	Ukr. Air Alliance	rgd	19oct15	to Cargo Air Chartering of the UAE; in dark blue c/s with light grey flying surfaces, thin red cheatline and logo on fin, no titles; f/n BLL 09nov15; seen NUJ 27aug19; ferried from LPL to Chemivtzi 04oct19 for storage; rgd 25feb20 to DS Air Inc. of Cyprus; l/n current on the register 13aug22; l/n YZ 03nov23
00 34 75 06	CCCP-11938 4K-AZ37 4K-AZ37	An-12BK An-12BK An-12BK	Soviet AF/AFL c/s Aeroflot no titles	mfd SCO NBO	oct70 17jun04 29sep04	rgd 25apr89, opb 224 LO; f/n CKL 04jun92 c/n not checked; canx but date unknown with Aeroflot titles and Azerbaijan flag behind the cockpit
00 34 75 07	"36"	An-12PPS	Soviet Air Force	i/s	09dec70	l/n NBO 23mar05; not on Azerbaijan register 22nov05; c/n only offered for sale by Styron Trading circa 2006/2007 for \$650,000
RA-12124(2)		An-12BK	Russian Air Force	CKL	05aug00	An-12BK-PPS with ogival tail cone; black and white photo exists with full mission equipment; was on overhaul at Siauliai during 1990 with the given code
00 34 75 08	"45"	An-12PPS	Soviet Air Force	i/s	01dec70	converted to a standard transport, retains the ogival tail cone and non-standard window configuration; c/n checked CKL 25aug03 and several other times; see c/n 402505; in basic Aeroflot c/s, no titles; carried a Russian coat-of-arms behind the cockpit, port side only; repainted in all-grey c/s with cheatlines as per the Russian flag, 'VVS Rossii' titles and Russian flag on the fin; f/n CKL 30jul15; l/n ZIA jun21
						An-12BK-PPS with ogival tail cone; was on overhaul at Siauliai during 1990 with the given code

	"45" red	An-12PPS	Russian Air Force	Sty	24aug02	An-12BK-PPS; in all-grey c/s with Red star on fin, c/n not checked this date; tender issued 29jun09 asked for the repair of equipment, version given as 'BK'; based at Orenburg-2 (Southwest), photo as such 20sep06, with 'Bear breaking Antenna' badge behind the cockpit; c/n from www.russianplanes.net; l/n Domna apr16; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life, version given as An-12PPS
00 34 75 09	CCCP-11245 RA-11245	An-12BK An-12BK	Sov AF/AFL titles Russian Air Force	VKO SVX	mar92 23jun06	c/n not checked this date; in all-grey c/s with 'wavy' Soviet flag and small Aeroflot titles by the nose opb 930 vtap at Zavitsinsk probably until 1998; in basic Aeroflot c/s, no titles, carried 'dragon' nose-art; l/n SVX 20aug12
00 34 75 10	RF-95429 RA-11309 RA-11309	An-12BK An-12BK An-12BP	Russian Air Force Irkutsk APO Irkut	SVX mfd IKT	11sep15 31oct70 04jun01	c/n confirmed; in all-grey c/s with 'VVS Rossii' titles, also carrying code "14" red; l/n SVX 2020 trf 26apr95; f/n overflying IKT 11may95 into Irkutsk-2 (Vostochny), in Aeroflot c/s, no titles leased to LII Im. Gromova since 30jul02; seen DME 25dec05 in full c/s with additional 'Gromov Air' titles; l/n BKA 24nov07, as such
	11309	An-12BP	Irkut	ZIA	07apr10	blue/white c/s and large titles; no prefix; l/n UFA 12dec22; damaged 15dec22, after engine #4 caught fire in flight, on a flight from Irkutsk to Ufa; made an emergency landing at Novosibirsk-Tolmashovo where the fire was extinguished; there were no casualties to the 10 crew members onboard; l/n OVB 01aug23 rgd only 25jul73; seen OSF 06sep93
00 34 76 01	CCCP-11364 RA-11364	An-12BK An-12BK	Sov. Navy/AFL c/s Russ. Navy/AFL c/s	Spr OSF	19may73 26aug95	l/n OSF 09jul00/31mar01, c/n painted out and wfu; c/n only mentioned in documents, sold at auction 27feb01, was opb mil. unit 42841 at OSF at the time leased to Aviaobshchemash from 02aug01 and to Novosibirsk APO from 27jun03; in basic Aeroflot c/s, no titles; l/n DME 29nov06
	RA-11364	An-12BK	Aerodaks	rgd	25apr02	in basic Aeroflot c/s, no titles; l/n as such apr08; f/n IKT 16aug09 with large SAT titles; l/n IAR 16may15; reported scrapped by apr17
00 34 76 02	not known "02" red	An-12BK An-12BK	Soviet Air Force Russian Air Force	mfd Khb	1970 oct00	opb 257 osap at Khabarovsk-Tsentralny; in all-grey c/s with Russian flag on fin; l/n OVB 05jun15; c/n only mentioned in a tender document dec18 with regards to the extension of resources and service life by 5 years, with work to be carried out by 325 ARZ at Taganrog
	RF-95407(2)	An-12BK	Russian Air Force	VVO	mar20	in all-grey c/s with Russian stars and 'VKS Rossii' titles, also carried code "02" red; the last digit of the serial may have been painted incorrectly or perhaps part of the digit has worn away on the starboard side (could perhaps have been a '2?'); deployed from Khabarovsk-Tsentralny to Yakutsk aug21, with equipment and personnel to help fight forest fires in the Gorny region; l/n OVB sep22; see c/n 9346901
00 34 76 03	"28"	An-12PPS	Russian Air Force	mfd	31dec70	An-12BK-PPS with ogival tail cone; sold by Russian privatisation agency to Peresvet-Avia 14may05, was with mil. unit 95846 at Orenburg-2 (Southwest) at that time
	EK-12603	An-12B	Natalco Air Lines	photo		at PNR, date unknown; retains the ogival tail cone and non-standard window configuration; in yellow/blue 'wave' c/s with red 'wave' cheatline, small 'Natalco' titles on nose and large 'NAL' on the tail; c/n from Armenian CAA; canx from Armenian register 31dec07
	TN-AHY	An-12B	Natalco Air Lines	rgd	12feb08	f/n BZV feb09; retains ogival tail cone; in yellow/blue 'wave' c/s with red 'wave' cheatline, small 'Natalco' titles on nose and large 'NAL' on tail; seen RWN 01sep09 undergoing maintenance and still present jun10/2016, complete except for three engines and with faded paint; c/n also confirmed from Ukrainian customs database; officially canx 26apr15 toc 16nov70; last overhaul completed 11nov86
00 34 76 04	not known not known UR-11303 UR-11303 UR-UCN UR-UCN	An-12BK An-12BK An-12BK An-12BK An-12BK	Soviet Air Force Ukraine Air Force not known Veteran Veteran Ukrainian Cargo Aw	mfd trf Dzh Mtp OST FIH	09nov70 1992 22aug97 06may98 18mar99 jan07	still in fleet list 21nov01, but not in fleet list 24oct02 in basic 'blue' Aeroflot c/s with 'Ukrainian Cargo Airways' titles and an 'UCA' logo on the fin; type painted on as just 'An-12'; in fleet list dated 01mar07; seen under maintenance at RWN 04jul07; canx 07jul11; t/t 6,398 hours 40 minutes and 4,449 cycles; sat wfu at OZH, seen oct10/apr19; offered for sale as scrap metal and sold to Roman B. Dzyuba 20dec19 and scrapped 2020
00 34 76 05	not known "27" red RA-12137(2)	An-12BK An-12BK An-12BK	Soviet Air Force Russian Air Force Russian Air Force	mfd trf CKL	28nov70 1992 22aug05	c/n checked several times; f/n Staraya Russa 06aug96; l/n Staraya Russa 24aug02 c/n checked; overhaul completed 12jul05; opb 2 ae 8 adon (military unit 29114) at CKL; in basic Rossiya c/s (but with grey top), no titles; initially carried an '223 LO' badge behind the cockpit (but was not opb 223 LO); l/n with the badge CKL 04apr15; f/n without the badge CKL 25mar17; l/n ZIA 22jul21; see c/n 6344410 opb 930 vtap at Zavitsinsk
00 34 76 06	not known CCCP-11341(2)	An-12BK An-12BK	Soviet Air Force Volga-Dnepr	no rgd	reports 25jul91	version given as 'BP' in Russian register, but that relates probably to c/n 401702, see there; in all-grey c/s, no titles; f/n STN 24dec92; l/n DUS early 1993; canx 03feb00; c/n sold at an auction 14jan01 (no registration mentioned in documents), version given as 'BK', was with mil. unit 95846 at Orenburg-2 (Southwest) at the time
	no reg EK-12222 EK-12222 EK-12222 ST-SAF	An-12BK An-12BK An-12BK An-12BK An-12BK	white/blue c/s n/t white/blue c/s n/t UN Humanitar. AS all-white c/s n/t Sarit Airlines	Ksv SHJ AMM DXB SHJ	14sep02 09feb03 28apr03 30nov03 20apr04	c/n not confirmed, but in identical c/s to, see next line; l/n Kiev-Svyatoshino 18sep02 c/n confirmed; version painted on as such UN Humanitarian Air Service; in full all-white UN c/s (large 'UN' on tail); l/n DXB 12oct03 opb South Airlines; l/n DXB 28feb04 c/n confirmed; now with small chin-mounted radar; l/n SHJ 27sep04; w/o 05oct04 on a flight from El Obeid to Juba when suffered engine problems and the crew decided to divert to Heglig, but the aircraft crashed inverted in a wooded area 68 km from Heglig, all 4 crew killed ex Soviet Air Force; rgd 25jul91; f/n DUS 04jun92; on a positioning flight from Simferopol to Skopje (Macedonia) when the crew deviated from the approach pattern in order to circumnavigate a thunderstorm and took a wrong heading then (the DME was inoperative) so that the aircraft crashed in bad visibility at a height of 1,600 metres into Mt. Lisac (1,934 metres) 26 km south-west of Skopje airport, all 6 crew and 2 passengers (aircraft mechanics) killed, t/t 4,537 hours 51 minutes and 4,868 cycles; canx 16nov01; see c/n 401703
00 34 76 07	CCCP-11342(2)	An-12BK	Volga-Dnepr	mfd	26dec70	see CCP-11362(1) with unknown c/n; present on Russian register feb98; canx but date unknown opb 1449 AB at Tambov; in all-grey c/s with Russian flag on the tail; f/n Tambov-Military 29may04; l/n IKT mar09 as such; Russian flag on the tail replaced by Russian Stars; seen Byelaya mar11 in all-grey c/s with Russian Stars and Byelaya 2014/aug15; seen OVB 05may16; seen SVX 09sep18; has small whale motif on forward fuselage; l/n OVB oct21 serial reported by 2012 for this c/n, see previous line rgd 18mar71 f/n TJM 14may95, in full Aeroflot c/s with titles; canx 25jun97; soc 03jul97 as life-time expired toc 15feb71; rgd 18mar71; f/n SVO 05may71
00 34 76 08	CCCP-11362(2)	An-12	Soviet Air Force	rgd	12mar73	
00 34 76 09	"27" red	An-12BK	Russian Air Force	mfd	20dec70	
	"27" yellow	An-12BK	Russian Air Force	Bly	21aug11	
01 34 76 10	RF-93951 CCCP-12998 RA-12998	An-12BK An-12B An-12B	Russian Air Force AFL/Tyumen Tyumen Airlines	no toc trf	reports 18feb71 31aug94	
01 34 77 01	CCCP-12999 CCCP-12999 CCCP-12999	An-12B An-12B An-12B	AFL/International AFL/Privolzhsk-KUF AFL/International	mfd trf trf	29jan71 01oct72 14nov72	
	CCCP-12999 12999	An-12B An-12B	AFL/Urals Aeroflot/Balkan	trf AMS	19apr85 13oct90	carried both titles 'CCCP-' prefix freshly applied, photo proof; l/n SVX 25sep92 last overhaul completed 09aug93; trf to Xlines 25jul94
	CCCP-12999 RA-12999 4K-12999 RA-12999 LZ-VEB LZ-VEB LZ-VEB UN-11019(2) UP-AN212 EW-4357I	An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12BP	Aeroflot/Balkan Aeroflot Ural Airlines Ural Airlines Vega Scorpion Air Vega ATMA ATMA Grodno	LHR SHJ RKT MST rgd BGY PRG DXB DXB rgd	03nov90 24mar93 03dec95 13sep96 30sep99 25may02 13mar03 21sep07 21jul08 12dec14 ?	l/n BAK 17may96 l/n SVX 19aug99; soc 23sep99 and canx 24sep99 as to Bulgaria f/n SNN 13nov99; l/n STR 22mar02 named 'Tsar Boris'; carried additional 'operated by DHL' titles aug02 named 'Tsar Boris'; l/n SOF 14apr07; offered for sale jul07 with t/t 40,269 hours and 13,274 cycles all-white c/s with blue cheatline and titles; l/n SHJ 04mar08 l/n SVO 06sep14, all-white c/s with blue cheatline and titles c/n confirmed by CAA; in white c/s with small Aviakompaniya Grodno titles and logo on the fin; f/n MSQ 29may15; l/n TLL 24dec17, with the version painted as such owned by DS AIR INC (Cyprus) Ltd; version from Ukraine register; test flown Bila Tserkva 02feb22; f/n OST 19feb22 in dark blue c/s with red cheatline, no titles and version painted as such; l/n BKH 09jul22; crashed 16jul22 near Kavala, Greece, had departed Nis, Serbia carrying 11.5 tons of ammunition to Dhaka in Bangladesh on charge as of 01apr71; rgd 15apr71; opb 434 LO; in 'polar' c/s; f/n AMS 15sep92 in 'polar' c/s; l/n AMS 18may94 in 'polar' c/s; soc and canx 12apr99 as life-time expired; hulk without empennage used as a rescue trainer at Norilsk-Alykel, l/n in its original c/s jun06, painted all-white with 'Trenazhor' (trainer) titles later, f/n as such sep12; l/n jun21, very derelict f/n AMS 18feb71; rgd 18mar71 l/n SVO 30jun92 f/n SVO 15may93; in full Aeroflot c/s with titles leased from GosNII GA wet leased to Hellier International Ltd 30may96; dbr 06oct96 on a flight from Luanda to Lucapa (Angola) when the runway lights failed during the landing run at night, the crew lost visual orientation, the aircraft overran the runway by 60 metres and the left wing hit and destroyed a house, resulting in 1 of 5 crew, 5 of 13 passengers and 1 person in the house being killed with 7 passengers injured; the wreck was set on fire by local residents 07oct96 and burnt out completely; soc 16sep97 on charge as of 01apr71; rgd 09apr71; first reported Anadyr 10apr87 in an incident report; f/n SVO 22may91; see CCP-11002(1) with unknown c/n f/n GDY 08jul94, in full Aeroflot c/s with titles; l/n GDY 12may95 as such; the company went out of business in 1998 and trf, see next line MagadanAviaLeasing; soc 20sep00; canx 30nov00 as to São Tomé named 'Julia'; l/n SHJ 24sep02 f/n SHJ 02dec02; with titles; named 'Julia'; seen without titles DXB 04feb05, c/n checked; l/n DXB 19oct06; still in fleet list 21nov06 c/n confirmed; in white/grey c/s with dark blue cheatline and large 'Cargo' titles only on the rear fuselage; l/n DXB 08jan08; offered for lease by Miapet Avia with t/t 38,375 hours; owner and operator confirmed in ICAO/BV document jun08
01 34 77 02	CCCP-11100 RA-11100 RA-11100	An-12B An-12B An-12B	AFL/Krasnoyarsk-NK Aeroflot Norilsk Avn Ent.	mfd SVO SVO	25jan71 26apr93 22dec95	
01 34 77 03	CCCP-11101 CCCP-11101 RA-11101 RA-11101 RA-11101	An-12B An-12B An-12B An-12B An-12B	AFL/International AFL/GosNII GA GosNII GA ATO GosNII GA	toc trf trf trf SVO	15feb71 08aug72 25dec92 11dec93 17jun94	
01 34 77 04	CCCP-11102(2)	An-12B	AFL/Magadan-GDX	mfd	26feb71	
	RA-11102(2)	An-12B	Magadan Cargo Al	trf	20may93	
	RA-11102(2) S9-BOS EX-163	An-12B An-12B An-12B	MagadanAviaLeas. British Gulf Int. British Gulf Int.	trf SHJ trf	1998 17dec00 15oct02	
	EK-11102(2)	An-12B	South Airlines	KDH	27sep07	

	EK-12704	An-12B	Taron Avia, n/t	rgd	04may08	c/n confirmed; f/n SHJ 07aug08, small 'TA' badge behind cockpit; seen UET 01sep10; photos show the registration without the dash after the prefix; l/n BST 05mar13, white with grey below a blue line, no titles; canx 01jan14
	EY-406	An-12B	Asia Airways	BST	18jul14	seen KDH 15aug14; in same c/s as above and using same HEX code; l/n OSS 01aug15, stored but complete, no titles; leased to, see next line
	EY-406	An-12B	Allied Serv. Ltd	JUB	aug15	later photo oct15 on their Facebook page shows with titles and logo; w/o 04nov15 on take off from Juba en route to Paloch when it failed to gain height and crashed into a small hill; 15 of the 17 on board were killed along with about 25 on the ground
01 34 77 05	CCCP-11103	An-12B	AFL/Northern	toc	17mar71	rgd 05may71; f/n LAD 28nov75; soc 31aug76 as dbr, details unknown
01 34 77 06	"82" "82" red	An-12PPS An-12PPS	Soviet Air Force Russian Air Force	i/s Ors	28mar71 27aug03	An-12BK-PPS with ogival tail cone; was on overhaul at Siauliai during 1990 with the given code An-12BK-PPS with ogival tail cone; opb mil. unit 95846 at Orenburg-2 (Southwest); offered for sale by Russian privatisation agency dec07; l/n in Russia 2010
01 34 77 07	"32" "16" red	An-12PPS An-12BK	Soviet Air Force Russian Air Force	i/s	29mar71 2000	An-12BK-PPS with ogival tail cone; was on overhaul at Siauliai during 1990 with the given code l/n Levashovo 22may01; converted to a standard freighter, retains ogival tail cone and non-standard window configuration; a tender issued 06feb08 asked for the repair of the right wing and the floor of the cargo bay; l/n Levashovo 02jun12; seen Taganrog-Tsentralny 11feb15 without tail and stripped of many parts, presumably used for spares rather than on overhaul; l/n 12mar19
01 34 77 08	"51" "70" red "25" blue	An-12PPS An-12PPS An-12BK	Soviet Air Force Russian Air Force Russian Air Force	i/s no Roc	28mar71 reports 25may07	An-12BK-PPS with ogival tail cone; was on overhaul at Siauliai during 1990 with the given code An-12BK-PPS with ogival tail cone; opb 117 oap REB at Orenburg-2 (Southwest) converted to a standard freighter, retains ogival tail cone and non-standard window configuration; opb 535 osap at Rostov-na-Donu- Tsentralny; in all-grey c/s with Red Stars; seen Rostov-na-Donu- Tsentralny 09may08; tender issued 29jun09 asked for the repair of engines and electronic equipment in all-grey c/s with 'VVS Rossi' titles and Russian Stars, also carries "25" blue; l/n Kubinka 20aug18 An-12BK-PPS with ogival tail cone; f/n Byelaya-Tserkov 1980s; was on overhaul at Siauliai during 1990 with the given code
01 34 77 09	RF-95685 "70"	An-12BK An-12PPS	Russian Air Force Soviet Air Force	Roc i/s	jul11 01jun71	c/n not confirmed, but almost certainly correct; converted to a standard transport aircraft, retains the ogival tail cone and non-standard window configuration; in basic Aeroflot c/s, no titles; l/n Levashovo 18aug03 c/n confirmed; retains the ogival tail cone and non-standard window configuration; opb 186 osap at Levashovo; in all-grey c/s with Russian flag on the tail; l/n Levashovo 17aug12, c/n checked in all-grey c/s, also coded "19" red, with 'VVS Rossi' titles and Russian flag on the tail; retains the ogival tail cone; l/n Levashovo nov19
	RA-12709	An-12BK	Russian Air Force	Lev	22may01	
	"19" red	An-12BK	Russian Air Force	Siv	16may07	
	RF-90787	An-12BK	Russian Air Force	Gmv	09oct14	
01 34 77 10	CCCP-11104	An-12BP	AFL/International	mfd	24mar71	toc 18may71; rgd 28jun71; opb 64 LO; f/n SVO jun71; l/n CPH 14jun74 with small Aeroflot titles, red cheatline and wavy Soviet flag; w/o 28oct80 on the leg from Tashkent to Kabul of a cargo flight SOF-MRV-TAS-KBL when descended below minimum safe altitude in poor weather, crashed at a height of 2,800 metres into Mount Vaisi-Karnibaba 25 km south-east of Kabul airport and exploded, all 6 crew killed; t/t 19,130 hours and 6,217 cycles; wreck found 04nov80; soc and canx 19nov80 toc 20may71; rgd 28jun71; f/n SVO 27may71; see CCCP-11105(1) with unknown c/n damaged when overran Khmelnytsky 09jun92 but repaired; in 'polar' colours in 'polar' colours; l/n LTN 28apr94 seen PRG 05sep95; in Aeroflot 'polar' c/s and titles; l/n LED 09jul98; soc 25dec97 as life-time expired; canx 16jan98; broken up on charge as of 01jul71; rgd 02jul71, but already f/n TAS 12jun71; damaged Pevek 26sep81, but repaired; l/n SVO 16aug92; version given as 'TB' in Russian register rgd 28may93; f/n OVB 12jul93 in full Aeroflot c/s with titles; l/n GDX 12may95, as such; soc as to United Arab Emirates but date unknown f/n CMB 07aug96; l/n SHJ 03apr97; canx date unknown; reg used on an Il-18 185008601 by jun98, see below
01 34 78 01	CCCP-11105(2) CCCP-11105(2) RA-11105(2) RA-11105(2)	An-12B An-12B An-12B An-12B	AFL/International AFL/Leningrad-LED Aeroflot Pulkovo Avia	mfd trf LED LED	30apr71 17dec81 17jan93 22nov94	hours and 6,217 cycles; wreck found 04nov80; soc and canx 19nov80 toc 20may71; rgd 28jun71; f/n SVO 27may71; see CCCP-11105(1) with unknown c/n damaged when overran Khmelnytsky 09jun92 but repaired; in 'polar' colours in 'polar' colours; l/n LTN 28apr94 seen PRG 05sep95; in Aeroflot 'polar' c/s and titles; l/n LED 09jul98; soc 25dec97 as life-time expired; canx 16jan98; broken up on charge as of 01jul71; rgd 02jul71, but already f/n TAS 12jun71; damaged Pevek 26sep81, but repaired; l/n SVO 16aug92; version given as 'TB' in Russian register rgd 28may93; f/n OVB 12jul93 in full Aeroflot c/s with titles; l/n GDX 12may95, as such; soc as to United Arab Emirates but date unknown f/n CMB 07aug96; l/n SHJ 03apr97; canx date unknown; reg used on an Il-18 185008601 by jun98, see below
01 34 78 02	CCCP-11106	An-12B	AFL/Magadan-GDX	mfd	30apr71	c/n not confirmed; l/n KDH 17oct00 in service; reported destroyed late 2001 by US bombing raid black and white photos exist Melitopol 1979 and 1984, the aircraft of the commander of 7 vtad at Melitopol, in all-grey c/s; last overhaul completed 24jan87 l/n VIN 28jun99; not in 2000 fleet list c/n confirmed; carried additional 'Bismillah' titles and 'JetGo' badge on tail (removed by jan06); seen BKK jun06 with larger 'JetGo International' titles on tail; l/n KMG 18jun07; t/t 5,645 hours and 3,823 cycles by 01aug07; see also c/n 8345607 until 19jan09; f/n PNH 03apr08; canx by Cambodian CAA 24jul08, in documents as An-12TBK c/n confirmed; in flight plan Erebuni-FJR with operator as Phoenix Avia 05aug08; f/n DXB 20aug08; seen SHJ 24dec08, An-12TBK painted on nose, badge and titles on tail as such; still registered 01jan09 as An-12TBK; l/n RWN 25oct10; photos show the registration without the hyphen after the prefix opb by Taron Avia; f/n LHE 09mar12, all-white, blue cheatline, no titles; l/n MZR 21jan13; canx 07dec13 f/n JUB 30oct15 in white c/s, light blue undersides with thin blue cheatline; canx 11dec15; seen JUB 23mar17/06dec21 wfu; photo JUB 2019, in a "nose high" position; l/n JUB 11apr22 and scrapped same month
	RA-11106	An-12B	Magadan Cargo Al	trf	20may93	
	EL-ALD	An-12B	Santa Cruz Imp.	rgd	29may96	
01 34 78 03	YA-DAA "01" red	An-12B An-12BK	Ariana Soviet Air Force	SHJ mfd	28apr98 25may71	c/n not confirmed; l/n KDH 17oct00 in service; reported destroyed late 2001 by US bombing raid black and white photos exist Melitopol 1979 and 1984, the aircraft of the commander of 7 vtad at Melitopol, in all-grey c/s; last overhaul completed 24jan87 l/n VIN 28jun99; not in 2000 fleet list c/n confirmed; carried additional 'Bismillah' titles and 'JetGo' badge on tail (removed by jan06); seen BKK jun06 with larger 'JetGo International' titles on tail; l/n KMG 18jun07; t/t 5,645 hours and 3,823 cycles by 01aug07; see also c/n 8345607 until 19jan09; f/n PNH 03apr08; canx by Cambodian CAA 24jul08, in documents as An-12TBK c/n confirmed; in flight plan Erebuni-FJR with operator as Phoenix Avia 05aug08; f/n DXB 20aug08; seen SHJ 24dec08, An-12TBK painted on nose, badge and titles on tail as such; still registered 01jan09 as An-12TBK; l/n RWN 25oct10; photos show the registration without the hyphen after the prefix opb by Taron Avia; f/n LHE 09mar12, all-white, blue cheatline, no titles; l/n MZR 21jan13; canx 07dec13 f/n JUB 30oct15 in white c/s, light blue undersides with thin blue cheatline; canx 11dec15; seen JUB 23mar17/06dec21 wfu; photo JUB 2019, in a "nose high" position; l/n JUB 11apr22 and scrapped same month
	UR-11305 XU-395 (2)	An-12BK An-12BK	Veteran Imtrec Aviation	Dzh BKK	06may98 20oct05	
	XU-395 (2) EK-12803	An-12BK An-12BK	South Asian Al Air Highnesses	lsd rgd	20jan08 25jul08	
	EK-12835 EY-410	An-12BK An-12BK	Ridge Airways no titles	rgd rgd	23sep11 20oct14	
01 34 78 04	"33" blue "33" red	An-12BK An-12BK	Russian Air Force Russian Air Force	OMS CKL	19nov03 jul10	in all-grey c/s with shark's teeth motif; photo Akhtubinsk 2006; underwent overhaul at Taganrog in 2009 opb 929 GLITs at Akhtubinsk; in all-grey c/s with Russian stars, carried a large 'GLITs' (Gosudarstvenny lyotno-ispytatelny tsentr, State Flight Test Centre), badge on the nose; tender for repair of engines and electronic equipment published 29jun09; arrived in 123 ARZ at Staraya Russa 15nov10; l/n CKL 25feb14; reported Akhtubinsk 24may14 also as RF-95957 but registration not worn; seen CKL 12jun16, still as such; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; l/n 2020, location withheld An-12BK-PPS with ogival tail cone; was on overhaul at Siauliai during 1990 with the given code; later converted to a standard transport aircraft in all-grey c/s with Red Star, retains ogival tail cone and non-standard window configuration; tender issued 29jun09 asked for the repair of engines and electronic equipment; Red Star on fin replaced with Russian flag by 2011; l/n Voronezh-Baltimor nov13 in all-grey c/s with Russian flag and 'VVS Rossi' titles, also carrying code "14" red; l/n 16oct18, location withheld
01 34 78 05	"18"	An-12PPS	Soviet Air Force	i/s	19aug71	
	"14" red	An-12BK	Russian Air Force	Lev	22may01	
	RF-93586	An-12BK	Russian Air Force	Lev	16aug14	
01 34 78 06	"72"	An-12PPS	Soviet Air Force	i/s	29jun71	
	"72" red	An-12PPS	Russian Air Force	Ors	21apr97	
01 34 78 07	"38" "38" red	An-12PPS An-12PPS	Soviet Air Force Russian Air Force	i/s Ors	mid1971 27aug03	An-12BK-PPS with ogival tail cone; was on overhaul at Siauliai during 1990 with the given code An-12BK-PPS with ogival tail cone; in all-grey c/s with Red Star; seen Taganrog-Tsentralny 15may12 in all-grey c/s with large Russian flag on rear fuselage and Russian flags on the engine cowlings, 'Bear breaking Antenna' badge behind the cockpit; c/n checked; l/n Taganrog-Tsentralny 11feb15 An-12BK-PPS with tail turret; was on overhaul at Siauliai during 1990 with the given code; converted to a standard transport aircraft in basic Aeroflot c/s, no titles with non-standard window configuration; seen Vorkuta-Sovjetsky 22sep11; seen Levashovo 27jun15 also carrying code "11" red and 'VVS Rossi' titles; l/n GOJ aug21 toc 07aug71; rgd 23aug71; f/n ORY 27aug71; ran off the side of the runway Novy Urengoi-Yagelnoye 24apr82 due to the nosewheels not being locked neutral before take-off, hit elevated taxiway, shearing off the landing gear and rupturing fuel tanks, and destroyed by fire, crew OK, t/t 20.359 hours and 6,710 cycles; soc 28may82 toc 07aug71; rgd 23aug71; f/n SVO oct71; see CCCP-11108 with unknown c/n
01 34 78 08	"42"	An-12PPS	Soviet Air Force	i/s	12aug71	
	RF-12560	An-12BK	Russian Air Force	Gmv	03mar08	
01 34 78 09	CCCP-11107	An-12B	AFL/International	mfd	25may71	
01 34 78 10	CCCP-11108(2) CCCP-11108(2) CCCP-11108(2) CCCP-11108(2) LZ-PVK RA-11108(2) RA-11108(2) CCCP-11109(2)	An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B	AFL/International AFL/Leningrad-LED Aerocomplex Aeroflot Global Air, n/t Aeroflot Pulkovo Avia AFL/Northern-LED	mfd trf AMS LED LED LED trf toc	20jun71 25mar78 jun90 13mar92 06sep92 15jun93 22nov94 13aug71	seen LHR 20oct90; in basic Aeroflot c/s; l/n OST 03jan92 in basic ex-Aeroflot colours soc 29oct96 as life-time expired; canx 11feb97; broken up rgd 01sep71; f/n LED 26mar72; l/n LED 05sep92, in 'polar' colours; see c/n 01348005 and CCCP-11109(1) with unknown c/n; all-white c/s with United Nations and UN titles in Aeroflot c/s with white undersides and titles; l/n LED 11sep93 in Aeroflot c/s with white undersides and titles; l/n MST 29sep95; soc 18nov96 as life-time expired; canx 11feb97; broken up toc 14aug71; rgd 23aug71; damaged Kuibyshev-Kurumoch 26aug80, but repaired; see CCCP-11110(1) with unknown c/n rgd 28jul81 photo; in blue/white c/s with large 'Aviakor' titles crashed near to Al Fasher, Sudan 07aug93 whilst diverting due to bad weather and force landed after running low on fuel; operated by Aviakor An-12BK-PPS with tail turret; was on overhaul at Siauliai during 1990 with the given code; black and white photo exists; fate ? An-12BK-PPS with tail turret; was on overhaul at Siauliai during 1990 with the given code An-12BK-PPS with tail turret; in all-grey c/s, c/n checked; preserved in the VTA museum at Ivanovo-Severnoy (N57.043793 E40.994918) c/n again checked, seen jul02/19aug17 on charge as of 01oct71; rgd 06oct71; damaged in a landing accident at Novy Urengoi-Yagelnoye 01mar80, but repaired; opb Magadanaerogruz (Magadan Cargo Airlines) by 14jul92, but was still in full Aeroflot markings at the time of the accident; dbr 14jul92 on a flight from Magadan to Irkutsk when ran out of fuel and made a wheels-up landing in rugged terrain 46 km north-west of Irkutsk airport, the fuselage broke in two aft of the wings, all 6 crew and the sole passenger injured; t/t 32,700 hours and 12,972 cycles toc 27sep71; rgd 19oct71; see c/n 5343307 and CCCP-11112(1) with unknown c/n; version given as 'TB' in Russian register
01 34 79 01	11109(2) RA-11109(2) RA-11109(2)	An-12B An-12B An-12B	United Nations Aeroflot Pulkovo Avia n/t	ZAG STN trf	oct92 29apr93 22nov94	
01 34 79 02	CCCP-11110(2)	An-12B	AFL/Tyumen-TJM	mfd	06jul71	
	CCCP-11110(2) CCCP-11110(2) RA-11110(2)	An-12B An-12B An-12B	MAP Kuibyshev APO Aviakor Aviakor c/s, n/t	trf HRK SHJ	05jun81 1991 09jun93	
01 34 79 03	"54"	An-12PPS	Soviet Air Force	i/s	mid1971	
01 34 79 04	"06" red "06" red	An-12PPS An-12PPS	Soviet Air Force Russian Air Force	i/s Iva	30sep71 24apr97	
01 34 79 06	CCCP-11111(2)	An-12B	AFL/Magadan-GDX	mfd	01sep71	
01 34 79 07	CCCP-11112(2)	An-12B	AFL/Tyumen	mfd	31aug71	

	RA-11112(2) RA-11112(2) RA-11112(2) ER-AXA RDPL-34153 RDPL-34153	An-12B An-12B An-12B An-12B An-12B An-12B	United Nations Tyumen Airlines East Line Air Bridge Group Air Bridge Group South Asian Al	LAD trf DME rgd BNE	28may93 31aug94 10jul00 24apr01 09jun07 photo	and ASM 29aug93 with 'PAM UN-World Food' titles f/n TJM 14may95, in all-white c/s, no titles; rgd to Translease Aero 23sep98; l/n DME 17jun99 l/n VKO 29jul00; soc 27feb01; canx 12mar01 as to Bulgaria f/n BNE 02apr02; Aerocom Logo; canx 27oct05 as for sale; l/n BNE may06/25may07 stored departed this day on delivery to Imtrec taken at KMG late 2007; leased from Imtrec Aviation 20oct07/14nov08 lessor reported as Lao Capricorn Air; l/n FJR 12dec09 f/n SIN 19jun10; l/n SIN 05oct10 all-white c/s, no titles; registration painted without dash; see c/n 402110 in all-white c/s, with small 'Air Mark Aviation' titles and logo, registration painted without dash; l/n SIN 11sep11 In all-white c/s, with titles on the nose; registration painted without dash; for sale 01mar12 by Imtrec with 33,239 hours, 14,923 cycles for \$500,000; was contracted by the U.S. military crashed at Shindand Air Base in Afghanistan on 19oct12 and was destroyed along with 4,700 pounds of mail inbound to Afghanistan, after touchdown in good weather conditions the plane bounced and after the second hard touchdown the left main gear broke, having moved further down the runway, the plane went off the left side of the runway some 1750 m past the threshold, it struck a drainage ditch and caught fire toc 17oct71; rgd 09nov71; damaged 13feb82 on take-off from Pevek when was blown off the icy runway by strong cross-winds, two engines written off but aircraft repaired; f/n LED 01sep88; see CCCP-11113(1) with unknown c/n f/n DME 06sep93, in full Aeroflot c/s with titles; l/n GDX 12may95; the company went out of business in 1998 and trf, see next line MagadanAviaLeasing; CoFR renewal 18feb99; in Aeroflot c/s, no titles; seen in VARZ-400 aug01/jun03 in poor condition in basic Aeroflot c/s with flag on white fin; soc 19jun06 as to Moldova, but l/n DME 25jun06 f/n MJI 07dec06 in basic Aeroflot c/s, Grixona titles on port side only; l/n SHJ 29jul07; version from Moldovan register in basic Aeroflot c/s; l/n FRU 16oct14 wfu, starboard propellers missing; gone by 2017 and presumably broken up toc 29oct71; rgd 15nov71; f/n VKO 02oct72; l/n ATH jun91, Aeroflot colour scheme, no flag on tail; see An- 12 CCCP-11114(1) with unknown c/n
01 34 79 08	CCCP-11113(2)	An-12B	AFL/Magadan-GDX	mfd	27sep71	
	RA-11113(2)	An-12B	Magadan Cargo Al	trf	20may93	
	RA-11113(2)	An-12B	MagadanAviaLeas.	SVO	06jul98	
	RA-11113(2) ER-ACQ	An-12B An-12BP	Avial NV Grixona	OST rgd	25sep05 07jul06	
	S9-KHD	An-12BP	Transliz Aviation	DXB	02nov07	
01 34 79 09	CCCP-11114(2)	An-12B	AFL/Komi	mfd	25oct71	
	CCCP-11114(2) CCCP-11114(2) RA-11114(2) RA-11114(2) RA-11114(2) RA-11114(2) RA-11114(2) D2-FDC ER-ACJ 3C-QRI UN-11006(3) UN-11006(3)	An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B	Harco Air Nigeria Mails Aeroflot Skylink Komiinteravia Special Cargo Al Aeroflot c/s, n/t no titles Space Cargo blue cheatline GST Aero	KAD LOS SVO SHJ trf rgd rgd SHJ DXB FRA	06aug92 01aug92 22dec93 09dec94 25apr95 24sep99 04oct00 27apr01 2001 21aug02 14nov01	in white c/s with red cheatline, grey undersides and bird emblem in black on tail; l/n MLA 01dec92 l/n SCW 13jul94 f/n IST 21mar96, in full Aeroflot c/s with titles; l/n KLF 17aug99 f/n DXB 31oct99, in Aeroflot c/s, no titles; l/n SHJ 07dec99; soc 20jan00 as to Angola; canx 28jan00 l/n SHJ 18may01; ex 'Skylink' titles visible; later repainted, white fuselage, blue tail with no titles f/n SHJ 25may01; checked ex D2-FDC; canx 10dec01; l/n SHJ 20feb02, see next line reported in Air Britain, confirmation welcome white/grey fuselage; see c/ns 6343908 and 9346602 l/n IST 30may05; had additional 'Afrique Cargo Service Senegal' titles since mid 2003; seen by UN representatives at Abeche, Chad on 25may07; see next lines according to a UN document dated oct07, the Kazakhstan CAA stated GST Aero ceased operations 30nov06 and the aircraft passed to Aviakom, a Russian company and was registered as such; the registration was probably not worn, see l/n of UN-11006 above; subsequently registered to East Wing 21dec06 (10 days later), but no registration mentioned, probably became, see next line; see also c/ns 5343506, 6343909 and 9346509 c/n not confirmed; l/n FJR 08jan08; see also c/n 3341110 l/n FJR 14feb08; all-white c/s with version as such on nose, reg from ATC c/n not confirmed; l/n FJR 19aug08, see reported arrival date next line c/n from CAA; reported arrived FJR 30jul08, opb East Wing; l/n FJR 31jan09 all-white c/s with titles; l/n stored EBB aug10/24nov14, dirty condition, still with titles; following a High Court decision, offered for sale by public auction 20may15 An-12BK-PPS with tail turret; was on overhaul at Siauliai during 1990 with the given code reported based at Plesetsk in grey c/s a test-bed with an aperture behind the cargo doors; opb YeLIP (Yermolino Flight Test Research Enterprise); still in full Soviet/Russian Air Force c/s; trf to OOO "YeLIP-Avia" aka Yermolinskiye avialinii in the 1990s; f/n Yermolino 16apr97; trf to the Russian MVD, but was damaged when a bus collided with the parked aircraft and a repair was deemed economically not viable; was cannibalised and sat wfu in bushes at Yermolino, seen aug12/jun16 repaired externally, repainted in grey c/s with Red Stars and preserved as a gate guard at Yermolino officially from 17aug19 in grey c/s with titles and Red Stars; preserved as a gate guard at Yermolino, seen may20/05jul23 rgd 30nov71; f/n AMS 16dec71; seen AMS 15apr76; see CCCP-11118(1) with unknown c/n according to MGA document, 04jan82 according to register; in 'polar' colours in basic ex-Aeroflot 'polar' colours; l/n MUC 19aug91 in 'polar' colours; l/n MLA 19mar92 opb Pulkovo; w/o 24feb94 when crashed on approach to Nalchik due to icing; soc 18jul94; canx 27jul94 toc 17nov71; rgd 30nov71; f/n nov72; l/n MJZ 02jul92, in Aeroflot c/s with blue tail; version given as 'TB' in Russian register; see CCCP-11115(1) with unknown c/n in Aeroflot c/s with blue tail f/n TLV mid95; l/n ROV 29jul00; also had additional 'Tech Avia' titles; see rgd next line f/n SVO 25feb01; leased from Aeroflot-Don until 30jun03; l/n ROV 13nov00/10jan05 in full c/s with blue tail and white logo; seen overflying Bochnia, Poland 25nov10; l/n CKL 13aug12, in good condition; scrapped CKL winter 2013/2014 An-12BK-PPS with tail turret; was on overhaul at Siauliai during 1990 with the given code An-12BK-PPS with tail turret; based at Orenburg-2 (Southwest); in light grey c/s with 'Bear breaking Antenna' badge behind the cockpit; seen OVB 17jun15, still with mission equipment; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life, version given as such; l/n Ivanovo-Severnaya 19aug17 An-12BK-PPS with tail turret; was on overhaul at Siauliai during 1990 with the given code; a black and white photo exists with non-standard window configuration and large chin radar; in full c/s, carried an additional 'Simurg' logo on the fin; l/n SHJ may98; not in fleet list 30oct00; see c/n 01347901 and CCCP-11109 with unknown c/n in basic Uzbekistan Airways c/s, no titles; c/n confirmed by the operator, now with a small chin radar; see c/n 402601 in basic Uzbekistan Airways c/s with titles and named 'Cinderella'; l/n BKK 26jan04 in basic Uzbekistan Airways c/s; l/n SHJ 09apr04 in the same c/s as XU-365 (1) named 'Cinderella'; l/n with titles SHJ 20feb05; seen SHJ 23mar05 without titles on the right side in full red/white c/s with large titles; seen KBL 13mar06, with additional small 'Star Air Aviation' titles on the nose; l/n SHJ 16nov06 initially in basic TCS c/s with small 'Star Air Aviation' titles on the nose; version given in Click Airways fleet list 31dec06 as An-12BP; repainted in white c/s with grey belly; f/n as such SHJ 20jan07, still without titles; f/n with titles SHJ 31jan07; t/t 8,092 hours and 3,222 cycles by 29aug11; ferried to Bila Tserkva for maintenance apr12; l/n in its old c/s Bila Tserkva 08may12; repainted in orange c/s with very dark blue trim and 'Cavok' titles; test-flown as such from Bila Tserkva 09oct12 version given in register as An-12BK and also painted on as such; in orange c/s with very dark blue trim; f/n PZY 21nov12; rgd 28apr15 to Swift Solution FZC of the UAE; l/n without URL LYR 28apr15; received the additional URL 'www.swiftsolution.aero'; f/n as such KRT 17dec16; new CoFRs issued 03apr17 and 16sep19; damaged at LPL 30sep19 when collided with a light pole; left for LEJ 27dec19; current on the register 13aug22; l/n TFS 30sep23 version given as An-12TB in Russian register; toc 10dec71; rgd 21dec71; f/n CCU 06may75 opb Irkutski OAO initially still in full Aeroflot c/s including titles; f/n IKT 10may95; seen with additional small Chinese titles translated as 'Leased by China Southern Airlines' behind the cockpit IKT around 1995; l/n as such SHJ in the late 1990s; l/n with 'Aeroflot' titles DME 03sep00; f/n without titles IST 30sep00; stored without engines at IKT, seen jun01/jul01 reported in an incident report at Irkutsk 04may02 no titles; f/n DME 07apr03; l/n DME 28jun03; still rgd to Tesis 11feb04 leased from Tesis 20jan03/20jan04; soc and canx 13may04 as to Bulgaria with titles; f/n DME 08jun04 l/n SOF 18apr07 registration from the Armenian CAA as being the former registration of EK-12006, but UR-CGR was probably ntu by this An-12 as it was allocated to a Saab 340 c/n confirmed; current on register 01jan09 in white/grey c/s with thin blue cheatline, with titles; l/n NLV 30jun10 in white/grey c/s with thin blue cheatline, with titles; l/n AMS 16apr11; canx 30apr11 to Viktor Pankratyev of Moscow; in white/grey c/s with thin blue cheatline, no titles; f/n PDV 23jul11; l/n BTS 14mar12 to Viktor Pankratyev of Moscow; initially in white/grey c/s with thin blue cheatline, no titles; f/n BHX 20feb12; mentioned in an incident report 21sep12; l/n in its old colours MSQ 23apr13; repainted in orange/black c/s
	UN-11010(2) no reg UN-11010(2) UP-AN207 UP-AN207	An-12B An-12B An-12B An-12B An-12B	not reported East Wing East Wing all-white c/s, n/t East Wing	FIH FJR GOM FJR NDJ	17jul07 10feb08 05mar08 14sep08 14aug09	
01 34 79 10	"44"	An-12PPS	Soviet Air Force	i/s	01nov71	
01 34 80 01	not known not known "14" red	An-12BK An-12 An-12	Russ. Space Forces Soviet Air Force MRP NPO "Vzlyot"	no reports mfd trf	1971 unknown	
	"14" red	An-12BK	Russian MVD	ph.	13aug19	
01 34 80 02	"14" red CCCP-11118(2) CCCP-11118(2) CCCP-11118(2) CCCP-11118(2) RA-11118(2) CCCP-11115(2)	An-12BK An-12B An-12B An-12B An-12B An-12B An-12B	Rosgvardiya AFL/International AFL/Leningrad-LED Aerocomplex Aeroflot Aeroflot AFL/N.Kavkaz-ROV	ph. toc trf lsd LED BRU mfd	06may20 06nov71 20dec81 jul90 13mar92 19mar93 23oct71	
01 34 80 03	RA-11115(2) RA-11115(2) RA-11115(2) RA-11115(2) RA-11115(2) RA-11115(2)	An-12B An-12B An-12B An-12B An-12B An-12B	Aeroflot Donavia Aeroflot-Don Aerofreight Avial NV	SIN trf rgd lsd DME	16oct92 25nov93 11apr00 31nov00 19feb06	
01 34 80 04	"08" red "08" red	An-12PPS An-12PPS	Soviet Air Force Russian Air Force	i/s Tgr	1971/72 04jun11	
01 34 80 05	"10"	An-12PPS	Soviet Air Force	mfd	29dec71	
	UK-11109(3)	An-12BK	Uzbekistan Airways	SHJ	08nov94	
	XU-365 (1)	An-12BP	Imtrec Aviation	BKK	26aug01	
	XU-365 (1) XU-365 (1) EX-034 EX-034 EX-034	An-12BP An-12BP An-12BP An-12BP An-12BP	Imtrec Aviation no titles not known Sasco Air Lines TCS	BKK SHJ SHJ SHJ DXB	01sep01 21mar04 20dec04 30dec04 12jun05	
	EX-169	An-12BP	Click Airways	SHJ	28dec06	
	UR-CKL	An-12BK	Cavok Air	rgd	30oct12	
01 34 80 06	CCCP-11116 CCCP-11116 RA-11116 RA-11116	An-12B An-12B An-12B An-12B	AFL/Belarus AFL/East Siberia Aeroflot Baikalavia	mfd trf IKT trf	30nov71 16dec76 06jul94 07feb95	
	RA-11116 RA-11116 RA-11116 LZ-BRV LZ-BRV UR-CGR	An-12B An-12B An-12B An-12B An-12B An-12B	Aerofreight Tesis Sakhaviatrans Sakhaviatrans Bright Aviation not known	no rgd rgd CGN no	reports 05feb03 06jun04 30jul04 reports	
	EK-12006 EK-12006 EK-12006 UR-CJN	An-12B An-12B An-12B An-12B	Air Highnesses Congo Airways Air Highnesses Aero Charter	rgd PNR XCR rgd	13may08 apr09 10sep10 07jul11	
	UR-CJN	An-12B	Cavok Air	rgd	26apr12	

01 34 80 07	73311/YU-AIC 73311/YU-AIC LZ-SGA LZ-SFA	An-12BP An-12BP An-12BP An-12BP	Yugoslav Air Force Aeron. Museum Sigi Air Cargo Air Sofia	mfd BEG rgd lsd	28nov71 22nov90 08may91 16mar92	with titles; f/n as such BKO 26sep13; new CoFR issued 21may15, again to Viktor Pankratyev; rgd 11mar16 to Swift Solution FZC of the UAE; new CoFR issued 16sep19; l/n BHX 25nov19; ferried TLS-KBP 08jan20; l/n PRG 23nov21; current on the register 13aug22 f/n ARN 04may72; l/n LHR 23nov89
	LZ-SFA LZ-SFA LZ-SFA LZ-SFA LZ-SFA LZ-SFA LZ-SFA LZ-SFA LZ-SFA	An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP	Air Sofia, n/t Air Sofia Mandala Air Sofia, n/t Mandala Air Mark Air Sofia, n/t Air Sofia, n/t Dynamy Aviation	ORY SHJ SIN SHJ SIN HKG BTS SOF ZRH	21sep94 06nov95 oct97 14oct98 31aug01 14mar04 01sep05 13jan06 11aug06	f/n LGW 13may91; l/n BNE 11sep91 from Belgrade Aeron. Museum; l/n LHR jun92; still in basic Sigi Air Cargo c/s with titles; l/n LUX 27aug93; no titles 04oct93 white tail c/s with blue cheatline all-white with titles and logo; l/n OST 03aug97 l/n RTM 23dec97; leased from and returned to Air Sofia all-white; bought by Air Sofia 23feb98; l/n SHJ 01sep00 l/n JHB 11feb04 with additional 'TRI-MG' titles JHB 10aug04; l/n JHB 06mar05 small 'Sri Lankan' titles by nose, having returned from lease mid 2005; l/n OST 03nov05 all-white without any titles; l/n ZRH 28jul06 all-white with small Dynamy badge on tail and forward fuselage, dynamy-aviation.com email address by tail ramp and large (French) telephone number on forward fuselage; l/n OST 05dec06 in all-white c/s with 'UIA' badge and small titles; l/n OST 13nov07 small "operated for Miras Air" titles; l/n FJR 25nov08 blue c/s, large titles; l/n FJR 13mar10/28nov14, stored on a remote ramp at far side of the airfield small "Guinée c/s with titles; l/n DUS 30jul76, with only '8008' on the tail in Air Guinée c/s f/n ARN 05may72; deviated from the approach pattern at Yerevan-Zvartnots 12dec88 and crashed into a road bridge, all 7 crew killed; t/t 8,388 hours and 4,727 cycles see c/n 402810; seen Kirovskoye 09may97/07may98 c/n not checked; registration and c/n not on Soviet or Russian Federation register toc 17feb72; rgd 17mar72; f/n AMS 31mar72; seen CAI aug75 was based at Lobito (Angola) during 1991; dbr 03oct91 on a flight from Lobito via Luena to Cazombo when the unpaved runway at Cazombo turned out to be too short and too narrow and the wings hit some bushes, when the crew learned that the airfield was mined they wanted to take-off again immediately, but while turning for the take-off run the right main gear got stuck in a pot-hole and broke, causing the propellers to touch the ground; the aircraft was to be repaired after some time (CCCP-11130 brought new engines, propellers and technicians) but had suffered from severe corrosion in the meantime and was hence abandoned (the more so as Cazombo was held by UNITA forces and new fighting erupted); photo dated 25mar93 shows not much remaining; canx 1995 (but no date mentioned in Russian register mar03 or MGA document)
02 34 80 08 .. 80 09 01 34 80 10	YU-UIA UP-AN201 UP-AN201 3X-GBA 3X-GBB 73312/YU-AID	An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP	United Internat.AI all-white Mach Cargo Guinea Air Force Guinea Air Force Yugoslav Air Force	OST SOF FJR CKY CKY mfd	05aug07 02mar08 12mar09 oct72 oct72 19dec71	
02 34 81 01 ?	CCCP-11119(1)	An-12B	Aeroflot	SVO	18may76	
02 34 81 02	CCCP-11120 CCCP-11120	An-12B An-12B	AFL/International AFL/Yakutiya	mfd trf	17jan72 27dec78	
02 34 81 03	CCCP-11121(2)	An-12B	AFL/Komi	toc	10feb72	
02 34 81 04	CCCP-11122 CCCP-11122 RA-11122	An-12B An-12B An-12B	AFL/Far East AFL/East Sib.-IKT Aeroflot	rgd trf IKT	03apr72 unknown 06jul94	
02 34 81 05	CCCP-11123 RA-11123 RA-11123	An-12B An-12B An-12B	AFL/Northern-LED Aeroflot Pulkovo Avia	mfd BRU trf	12feb72 13jan93 22nov94	
02 34 81 06	CCCP-11124 RA-11124 RA-11124 RA-11124 RA-11124 UR-CCY UR-CCY	An-12B An-12B An-12B An-12B An-12B An-12B An-12B	AFL/East Siberia Baikalavia Tesis Aerofreight Veteran United Nations/WFP	mfd trf rgd DME SHJ SHJ	24feb72 30jun94 11apr01 09sep02 20jan04 21jan04	
02 34 81 07	"50" red "50" red EX-124 (1) TN-AHU UR-KDM UR-KDM	An-12PPS An-12PPS An-12BK An-12BK An-12BK An-12BK	Soviet Air Force Russian Air Force Kyrgyz Air Force Aéro-Frêt Business Meridian Cavok Air	mfd Iva OSF rgd rgd rgd	18apr72 24apr97 jun06 18oct07 27feb14 19jun15	
02 34 81 08	CCCP-11125(1)	An-12BP	AFL/Yakutiya	toc	23apr72	
02 34 81 09	"52" red "52" red RF-12556 "22" black RF-12556 "48" red	An-12PPS An-12PPS An-12BK An-12BK An-12BK An-12PPS	Soviet Air Force Russ. Space Forces Russian Air Force Russian Air Force Russian Air Force Soviet Air Force	i/s KLD trf ph. ph. i/s	19apr72 aug96 2010 sep20 09dec20 1972	
02 34 81 10	"48" red RA-11719(2)	An-12BK An-12BK	Russian Air Force Russian Air Force	ZIA CKL	15aug92 26aug02	
02 34 82 01	CCCP-11126	An-12B	AFL/East Siberia	toc	15may72	
02 34 82 02	CCCP-11127 CCCP-11127 LZ-PVL RA-11127	An-12B An-12B An-12B An-12B	AFL/International AFL/Leningrad Global Air, n/t Aeroflot	toc trf LED LGG	22may72 unknown 06sep92 07jul93	
02 34 82 03	CCCP-11128(2) RA-11128(2) RA-11128(2) RA-11128(2) RA-11128(2)	An-12B An-12B An-12B An-12B An-12B	AFL/Tyumen-TJM Aeroflot all-white c/s n/t Tyumen Airlines Avial NV	mfd ZRH SHJ trf BTS	31may72 30jun93 01feb94 31aug94 02sep99	
	RA-11128(2)	An-12B	Pochta Rossii	DME	21sep03	
	UR-CEN	An-12B	United Nations/WFP	SHJ	03nov04	
02 34 82 04	CCCP-11129 CCCP-11129 CCCP-11129 CCCP-11130 CCCP-11130	An-12B An-12B An-12B An-12B An-12B	AFL/International AFL/Yakutiya-YKS Sigi Air Cargo AFL/International AFL/Yakutiya	mfd trf SOF mfd trf	25may72 23mar78 14dec90 29may72 05jan79	
						opb 17 osae at Plesetsk; in basic 'blue' Aeroflot c/s with Russian flag on fin, initially no titles; f/n Severomorsk-1 26aug10; l/n as such NNM 20jun14; received code "17" red and 'VVS Rossii' titles; f/n as such Levashovo 16aug14; l/n Levashovo 12aug18 test-flown after overhaul, probably at Taganrog-Tsentralny; in basic Aeroflot c/s, partly stripped of paint with primer parts, 'VVS Rossii' titles and c/n still visible on the fin; code only used for flight testing all grey c/s with Russian Stars, no titles; also wearing code "17" red; l/n GOJ 2022 An-12BK-PPS with tail turret; was on overhaul at Siauliai during 1990 with the given code; converted to a standard transport aircraft in all-grey c/s in basic Aeroflot c/s, no titles; with standard window configuration for a late build (1971/2) An-12; seen CKL 22aug05; l/n Akhtubinsk 2011; see c/n 6344601 rgd 30may72; f/n Spenburg 15nov72, already operated by the military this date ?, as handed over to military unit 52526 18may73 (on the basis of a decree issued 21feb73) rgd 30may72; f/n AMS 06jul72 on charge as of 01jan83; seen LED 07apr91 in 'polar' c/s; in standard c/s LED 17apr92; l/n SVO 02jun92 in basic ex-Aeroflot colours l/n LED 14apr99 wfu/stored; trf 22nov94 to Pulkovo Avia; was badly damaged on landing Lukapa, Angola, 09may95, repaired; soc 15dec98 as life-time expired; canx 17mar99 toc 15jun72; rgd 20jun72; opb 2-i Tyumenski OAO; f/n HEL 29sep91; c/n painted on as 02318203; see CCP-11128(1) with unknown c/n f/n TJM 14may95; in all-white c/s, no titles; l/n MST 27sep97 leased from Tyumen Airlines 15aug01/31dec03; in white/light grey c/s with blue fin and short titles; l/n SVO 29aug03 opb Avial NV for the Russian Post Office; in full Avial NV c/s including titles with additional 'Pochta Rossii' titles; reportedly made only 5 flights for the Russian Post Office; l/n OST 23mar04; seen Yermolino 25aug04, titles not reported; soc 06oct04 as to Ukraine opb Veteran; in full all-white UN c/s with additional 'operated by Veteran for WFP' titles; dbr 15sep07 while being parked at Pointe Noire (Congo) when the TG-16 APU caught fire (probably while starting up the engines) and the aircraft was heavily damaged by the fire; the wreck sat the PNR, l/n jan08 toc 20jun72; f/n AMS 20jul72; rgd only 01aug72; l/n LBG 02feb76 photo jul89, in Aeroflot 'polar' c/s and titles l/n LTN 20apr91; dbr 08nov91 when overran runway at Geneina (Sudan); soc and canx 05sep94 also given as 30jun72; toc 18jul72; f/n HND 27jul72; rgd only 08aug72 was based at Batagai for a short time; damaged 29jun90 whilst taxiing at Rostov-na-Donu when struck parked An-12A CCP-11976; repaired

	CCCP-11130 RA-11130 RA-11130 RA-11130	An-12B An-12B An-12B An-12B	Penas Air Cargo Aeroflot Sakha Avia SIAERO	SIN SIN trf YKS	16may92 sep93 20jul95 14aug03	in basic Aeroflot c/s; l/n SVO 16aug92 l/n YKS 08jul94
	RA-11130	An-12BP	Avial NV	rgd	21feb06	leased from Sakha Avia 08nov00/31jan04; l/n YKS 01jul04; trf from Polyarnyye avialinii to Yedinaya Sakha-Yakutskaya transportnaya kompaniya 24mar05 to Yedinaya Sakha-Yakutskaya transportnaya kompaniya; version confirmed as 'BP' by an incident report in 2006; initially in basic 'blue' Aeroflot c/s with own titles; f/n DME 22jul06; CoFA expired 30aug07, but current on register aug10; stored at YKS, seen may07/aug10; seen KLD 04jun11, one engine missing; repainted in all-white c/s without titles; seen as such KLD dec11, reportedly opb Yeltsovka; repainted in basic 'blue' Aeroflot c/s, no titles; f/n as such in the maintenance area at KLD 12aug12 owned by RSC "Energiya"; in basic 'blue' Aeroflot c/s, no titles; l/n NNM 09apr14 on the Russian experimental aviation register; operated 'on paper' by Nimbuss; in basic 'blue' Aeroflot c/s, no titles; f/n IKT 15jul15; damaged 15mar18 on the leg from Yakutsk to Krasnoyarsk of a flight from Kupol to Krasnoyarsk with a cargo of some 9,000 kg of doré bars (worth about 55 million USD) when the cargo which had not been fastened properly shifted rearward during take-off and ripped off part of the ramp so that many bars fell out, the aircraft continued the take-off and landed safely at Yakutsk-Magan 1 hour 18 minutes later, 172 doré bars (weighing some 3,440 kg) were recovered from the runway and surrounding area; seen Krasnoyarsk-Cheremshanka 04feb20, having been stored for some considerable time; l/n 19aug23 no engines
02 34 82 06	"02" red "02" red	An-12PPS An-12PPS	Soviet Air Force Russian Air Force	mfd trf	31jul72 1992	An-12BK-PPS, but with tail turret; toc given as 30jun72; overhaul at Siauliai completed 17dec90 An-12BK-PPS; converted to a freighter; opb 610 TsBP i PLS VTA at Ivanovo-Severnoy; f/n Ivanovo-Severnoy 24apr97; c/n checked Ivanovo-Severnoy jul02; earmarked for sale 01jul04 and sold by the Russian privatisation agency to Vladimir I. Panchenko 28oct05
	RA-11376(3)	An-12BK	Sakhal. AviaTrassy	rgd	10aug07	version confirmed; in basic Aeroflot c/s with blue/white/blue fin and large 'SAT' titles, with standard window configuration for a late build (1971/2) An-12; f/n KHV 30sep07; l/n IKT mar08; the lease ended in late 2008; see c/n 402406 and 8345805
	RA-11376(3)	An-12BK	Khabarovsk Avia	rgd	16oct08	to Vladimir I. Panchenko of Khabarovsk; in basic Aeroflot c/s with blue/white/blue fin, no titles; f/n KXX 13jul09; dbr 21jul10 on take-off from Keperveyem (Chukotka) when the steering mechanism of the nose gear failed so that the aircraft veered off the runway to the left for some 50-70 metres and collided with the earth wall of the helipad, damaging lower fuselage, landing gear and propeller No. 4, all 8 crew escaped unhurt; t/t 5,136 hours and 3,090 cycles; CoFA expired 31aug10; Vladimir I. Panchenko's company entered bankruptcy proceedings 20jun12 and he himself deceased 31mar13; still current on register 26dec17; fuselage only still present Keperveyem 28jun22
02 34 82 07	CCCP-11526 CCCP-11526 CCCP-11526 CCCP-11526 RA-11526 RA-11526 RA-11526 D2-FDB	An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK An-12BP	AFL/International AFL/Komi GAZ Airways United Nations/WFP United Nations Komiinteravia Special Cargo Al Aeroflot c/s, n/t	mfd trf ATH SVO ASM SVO rgd SHJ	31jul72 27apr85 27jun91 jul92 18aug93 03may94 01jul99 29oct00	in Soviet/Russian registers and the MGA listing as an An-12B; toc 22aug72; rgd 07sep72; f/n AMS 26oct72 l/n SXF aug91 in basic Aeroflot c/s with 'UN' and 'WFP' titles; l/n LAD 25sep92 overhaul completed 31mar93 in full Aeroflot c/s including titles; seen MUC 01may96 with a 'Victory Airlines' sticker in basic Aeroflot c/s, no titles; f/n MLE 07sep99; l/n SHJ 07dec99; soc 26jan00; canx 07feb00 as to Angola reportedly ex '-11926' under the wing, but probably this was misread (overpainted) for '-11526'; l/n SHJ 09dec00
	D2-FDB 3C-QQY LZ-VED	An-12BP An-12BP An-12BP	blue/white c/s not known Vega	SHJ no rgd	21dec00 reports 26nov01	'11526' on engine covers; l/n SHJ apr01 reported in "African Air News" in 2001 initially in blue/white c/s with titles, named 'Tsar Ivan Asen II'; f/n OST 03feb02; l/n as such AMS 10dec03; repainted in white c/s with thin dark blue cheatline, with titles plus a logo on the fin, name amended to just 'Tsar Ivan Asen'; f/n as such BSL 14aug04; l/n PDV 26jul07; offered for sale jul07 with t/t 40,106 hours and 13,912 cycles, for \$ 1,400,000 l/n BKK 15jun08; see c/n 6344008
	UN-11017(2) UP-AN211	An-12BP An-12BP	ATMA ATMA	PDV RKT	01aug07 18aug08	c/n confirmed by the CAA; version painted on as such; initially in white c/s with thin dark blue cheatline, with titles; l/n as such ALA 30apr11; repainted in all-white c/s with titles; f/n as such ALA 25aug11; l/n KVG 07aug12
	UR-CKM	An-12BP	Cavok Air	rgd	04dec12	version painted on as such; initially in all-white c/s, no titles; f/n AMS 22dec12; rgd 30nov18 to Aeronet FZE of the UAE; l/n in its old colours SAW 16apr19; repainted in orange c/s with black trim, with titles on the fin; f/n as such JNB 13aug19; l/n ISL 02feb23; rgd 27jul23 to Swift Solution Atlantic LLC; l/n BTS 11sep23 f/n ORY 25aug72; rgd 07sep72 on charge as of 01jan83; seen LED 07apr91; l/n LED 06sep92, with additional large 'UN' under the Aeroflot titles
02 34 82 08	CCCP-11527 CCCP-11527	An-12B An-12B	AFL/International AFL/Leningrad	toc trf	22aug72 unknown	
(0234)82 09	RA-11527 RA-11527 1251/SU-ARY	An-12B An-12B An-12BP	Aeroflot Pulkovo Avia Egyptian Air Force	HEL trf HAM	15dec92 22nov94 23apr74	in full Aeroflot c/s with titles; l/n LAD 22aug94; soc 18nov96 as life-time expired; canx 11feb97; broken up and AMS 17jul74, CAI 13dec76, CAI 28nov81, in white c/s with grey undersides and small black cheatline; reportedly broken up
(0234)82 10	1252/SU-AVA	An-12BP	Egyptian Air Force	AMS	15jul74	and BZZ 17mar77, CAI 28nov81, CAI 21mar85, in white c/s with grey undersides and small black cheatline; reportedly broken up
02 34 83 01	"40" "27" blue	An-12PPS An-12BK	Soviet Air Force Russian Air Force	mfd Roc	31aug72 25may07	An-12BK-PPS with tail turret; i/s 01sep72; was on overhaul at Siauliai during 1990 with the given code; converted to a standard transport aircraft with standard window configuration for a late build (1971/2) An-12; opb 535 osap at Rostov-na-Donu-Tsentralny; in all-grey c/s; had been named 'Rostov-na-Donu' and carried a unit badge, but the name and the badge were overpainted when seen at Rostov-na-Donu-Tsentralny 25may07; initially still with Red Stars and without titles; l/n as such Rostov-na-Donu-Tsentralny aug10; f/n with Russian stars AER 27dec10; f/n with 'VVS Rossii' titles Rostov-na-Donu-Tsentralny 20aug11 also carried code "27" blue; opb 535 osap at Rostov-na-Donu-Tsentralny; in grey c/s with 'VVS Rossii' titles and Russian stars; seen Rostov-na-Donu-Tsentralny aug13; under overhaul with 325 ARZ from 25may15; l/n Kubinka aug22
(0234)83 02	1253/SU-ARZ	An-12BP	Egyptian Air Force	HAM	26apr74	and AMS 19jul74, LHR 20dec75, CDG aug76, CAI oct93, in white c/s with grey undersides and small black cheatline; reportedly broken up
02 34 83 03	"24" red "24" red	An-12PPS An-12PPS	Soviet Air Force Russian Air Force	i/s Iva	30sep72 18aug01	An-12BK-PPS with tail turret; was on overhaul at Siauliai during 1990 with the given code An-12BK-PPS; c/n checked; l/n Ivanovo-Severnoy jul02 c/n checked; stripped of mission equipment and converted to a standard transport aircraft reported based at Plesetsk
02 34 83 04	not known UN-11373(2) UN-11373(2) UN-11373(2) UN-11373(2) UN-11373(2) UN-11373(2)	An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK	Russ. Space Forces Kazakh AF/AFL c/s Berkut Air Mark Itrasarana Berkut	no mfd ALA SHJ ALA MSE	reports 12sep72 08jun01 11nov02 25feb03 26nov03	carried ALA 04jun97, c/n checked; see c/ns 402002 and 402403 f/n 'kazakhstan' titles; l/n as such OST 15may02; l/n ALA 26may02, titles not reported c/n checked; l/n SHJ 04dec02 c/n checked; l/n as such ALA 10sep03; l/n MSE 24sep03, reportedly without titles c/n checked; in basic Aeroflot c/s with just 'Cargo' titles; version as such in fleet list; l/n BRQ 20jun08 and NLV 08aug08 but this is doubtful opb Kazaviaspas; in basic Aeroflot c/s with just 'Cargo' titles; l/n ALA 05aug12 in full c/s but no titles; version from fleet list and painted as such; l/n ALA 14dec16 in basic ex Kazakhstan Emercom c/s with Jupiter Jet titles; seen MCT 08dec19; seen KBP 19aug20, reported to be en route to Bila Tserkva for overhaul; l/n ALA 16jan22 and AMS 16jul74, CAI 13dec76, DHA 06sep76, CAI 28nov81, in white c/s with grey undersides and small black cheatline; reportedly broken up
(0234)83 05	UP-AN205 UP-AN205 UP-AN205	An-12BK An-12BK An-12BK	Berkut Kazakhstan Emercom Jupiter Jet	BRQ ALA ALA	26aug08 03nov12 24mar17	reported delivered new from factory in 1972; c/n not confirmed; last flight 16aug90 according to Indian Air Force but no c/n supplied; for sale dec93 t/t 4,378 hours based at Baikonur; in basic Aeroflot c/s with 'Baikonur' behind the cockpit; l/n CKL 07nov08, active; see CCCP-11808 with unknown c/n
02 34 83 06 ?	L1471	An-12	Indian Air Force	DEL	jan87	in ex-Aeroflot c/s, no titles; c/n checked; still has RA-11808 under wings; l/n Levashovo 16aug14; seen feb18 in all-grey c/s with blue trim, 'VVS Rossii' titles and Russian stars on the fin, also coded "16" red; l/n OVB 12sep21
02 34 83 07	RA-11808(2) RF-12561	An-12BK An-12BK	Russian Air Force Russian Air Force	CKL CKL	12oct05 oct09	reported delivered new from factory in 1972; c/n not confirmed; last flight 15dec88 according to Indian Air Force but no c/n supplied; for sale dec93 t/t 4,184 hours An-12BK-PPS with tail turret, seen Akhtubinsk 21aug05; still fully equipped as such by 2010 and had aerial receivers under the stabiliser tips and under the nose cone, which was standard on the An-12BK-1S; opb 929 GLITs at Akhtubinsk; in all-grey c/s, still with Red Stars; l/n Akhtubinsk sep10
02 34 83 08 ?	L1472	An-12	Indian Air Force	DEL	02dec78	
02 34 83 09	"39" red	An-12PPS	Russian Air Force	Akc	14aug96	

An-12s with unknown c/ns include; (many CCCP- and RA- were never on the Soviet Union or Russian registers !)

---	08106	An-12	unknown		02jun00	flew URWH-UUAR this date, possibly was a call-sign only
---	CCCP-10212	An-12BP	Aeroflot	ADD	20feb78	military call-sign painted on as registration
---	CCCP-10222	An-12BP	Aeroflot	ADD	16feb78	military call-sign painted on as registration
---	CCCP-10978	An-12BP	Soviet Air Force			opb 194 vtap at Fergana; dbr 07jan80 on the leg from Termez to Kabul of a flight from Fergana to Kabul when the captain deviated from the approach pattern, failed to go around (although advised to do so by the crew), did not cope with the situation and touched down 2,300 metres behind the runway threshold, the aircraft overran the runway by 660 metres, collided with an obstacle and suffered substantial damage, 1 crew member (the navigator) killed reported in JP-99 as c/n 9346208 but see this c/n; canx before 01jan09; see also c/n 7345002
---	EK-11030(2)	An-12BP	Dvin Air	no	reports	
---	CCCP-11046	An-12BP	Soviet AF/AFL c/s	Spr	11apr76	
---	CCCP-11083	An-12BP	Sov. Navy/AFL c/s	KGD	03jul94	
---	CCCP-11102(1)	An-12	Sov AF/AFL titles	KAN	18aug67	see c/n 01347704 built in 1971 !
---	CCCP-11105(1)	An-12	Sov AF/AFL titles	KAN	18aug67	see c/n 01347801 built in 1971 !
---	CCCP-11108(1)	An-12BP	Soviet Air Force			in military grey c/s; see c/n 01347810 which is a civil version without tail gunner's station !
---	CCCP-11109(1)	An-12	Sov AF/AFL titles	KAN	18aug67	see c/n 01347901 and 01348005 both 1971 built !
---	CCCP-11110(1)	An-12BP	Sov AF/AFL titles	ph.	1968	in Egypt in all-grey c/s; seen LHR 26jul70 still in all-grey c/s, with tail turret, small titles behind the nose; factory # 84 aircraft with c/n higher than 5343401; see c/n 01347902 built in 1971

---	CCCP-11111(1)	An-12	Soviet AF/AFL c/s	ATH	24jan69	opb 930 vtap at Zavitsinsk; see c/n 01347906 built in 1971
---	RA-11111(1)	An-12	Russian Air Force	no	reports	reportedly seen in the AR2 at Fergana in 1996
---	CCCP-11112(1)	An-12BP	Soviet Air Force		photo	in all-grey c/s; see c/n 5343307 and 01347907, which is a civil version without a tail turret
---	CCCP-11113(1)	An-12AP ?	Sov AF/AFL titles	KAN	18aug67	in grey c/s; probably the following refers to this aircraft (only '13' is known of the registration): opb 339 vtap at Vitebsk, commander: CPT Vladimir Baibakov; dbr 10oct73 during an air raid by Israeli Air Force F-4s on Aleppo (Syria) when was damaged by the explosions of four missiles or bombs, two crew members injured; see c/n 01347908 built in 1971
---	CCCP-11114(1)	An-12	Sov AF/AFL titles	ph.	1971	at Vitebsk, in all-grey c/s; see c/n 01347909
---	CCCP-11115(1)	An-12	Sov AF/AFL titles	KAN	18aug67	see c/n 01348003 built in 1971 !
---	CCCP-11118(1)	An-12	Soviet Air Force	SXF	06jul70	grey colour scheme; see c/n 01348002 built in 1971
---	CCCP-11121(1)	An-12	Soviet AF/AFL c/s	Hrc	21aug68	see c/n 02348103 which is a civil version with no tail gunner's station!
---	CCCP-11128(1)	An-12	Sov AF/AFL titles	Hrc	21aug68	in all-grey c/s with 'wavy' Soviet flag; see c/n 02348203
---	CCCP-11136	An-12	Sov AF/AFL titles		photo	opb 194 vtap at Fergana; in all-grey c/s
---	"76" ?	An-12BK-IS	Soviet Air Force			in all-grey c/s with Red star on the tail; see next line
---	CCCP-11154	An-12BK	Soviet AF/AFL c/s	ph.	1991	in Afghanistan; de-converted An-12BK-IS; in all-grey c/s with 'wavy' Soviet flag on the tail and small titles behind the nose, previous code overpainted on the fuselage; factory # 84 aircraft, c/n must be higher than 5343401; l/n VKO 20aug92; registration was previously worn by An-10 c/n 9401001
---	CCCP-11178	An-12BP	Sov AF/AFL titles	KBL	13feb89	in all-grey c/s with 'wavy' Soviet flag on the fin; built before mid 1964; l/n Ivanovo-Severnoy 02sep97 with chaff dispensers, still active with CCCP- prefix
---	RA-11178	An-12BP	Russian AF/AFL tit	Iva	26may99	l/n Ivanovo-Severnoy 06aug99
---	CCCP-11212	An-12BP	Soviet AF/AFL c/s	ADD	apr85	confirmation welcome as reg was an An-10 as well !
---	CCCP-11217	An-12	Sov AF/AFL titles	KAN	18aug67	confirmation welcome as reg was an An-10 as well !
---	CCCP-11222	An-12BP	Soviet AF/AFL c/s	CAI	sep75	confirmation welcome as reg was an An-10 as well !
---	CCCP-11228	An-12BP	Soviet AF/AFL c/s	Iva	24aug95	l/n Ivanovo-Severnoy 24apr97
---	CCCP-11231	An-12B	Sov AF/AFL titles	OSR	photo	in 'Aviatsiya i Kosmonavtika'; in all-grey c/s with 'wavy' Soviet flag
---	CCCP-11235	An-12BP	Soviet AF/AFL c/s	CAI	21oct73	
---	CCCP-11238	An-12	Soviet Air Force		13dec70	delivered humanitarian aid to Dhaka; aircraft flew from Ivanovo, opb 81 vtap
---	CCCP-11239 ?	An-12	Sov AF/AFL titles		photo	registration difficult to read on photo; opb 566 vtap at Seshcha
---	CCCP-11248	An-12BP	Soviet AF/AFL c/s	CAI	19oct73	
---	CCCP-11250	An-12	Soviet Air Force		photo	opb 110 vtap at Novgorod-Krechevitsy; in all-grey c/s, unable to determine if Aeroflot titles were carried; built before early 1965
---	CCCP-11256	An-12	Soviet AF/AFL c/s	KAN	27apr68	
---	CCCP-11259	An-12	Soviet AF/AFL c/s	KAN	10jul68	may be a different aircraft to the one below
---	CCCP-11259	An-12RR	Sov AF/AFL titles	Leg	1970s	NBC reconnaissance aircraft with brackets/shackles for RR8311-100 air sampling pods; in all-grey c/s with Wavy Soviet flag on the tail, small Aeroflot titles by the nose; opb 245 tap at Legnica (Poland) in 1970s
---	11259	An-12RR	Ukraine Air Force	ODS	11may97	in basic Aeroflot c/s with titles overpainted but still visible, Ukrainian flag on fin and still with brackets/shackles on the fuselage; l/n ODS 25may02, wfu
---	CCCP-11263	An-12BP	Soviet AF/AFL c/s	KAN	27apr68	with Ukraine flag; l/n Yevpatoriya 30apr99
---	UR-11264	An-12	grey c/s, n/t	Yev	16sep96	olive green c/s
---	CCCP-11266	An-12BP	Sov AF/AFL titles	CAI	09mar72	standard Aeroflot c/s, not sure if this is the same aircraft
---	RA-11266	An-12BP	Russian AF/AFL c/s	CKL	03jul95	
---	CCCP-11268	An-12BP	Soviet AF/AFL c/s	Spr	22sep80	
---	CCCP-11279	An-12A	Russian AF/AFL c/s	rgd	03jun76	photo in full Aeroflot c/s at LAD late 1970s; f/n Staraya Russa 28sep02; on Russian register feb98 without c/n !; canx but date unknown
---	RA-11279	An-12A	Russian AF/AFL c/s	Sty	19aug03	see previous line !
---	CCCP-11289	An-12	Sov AF/AFL titles		photo	in all-grey c/s with Soviet 'wavy' flag and small titles behind the nose; pre early 1965 build aircraft
---	RA-11290	An-12	Russian AF/AFL c/s	Sty	07aug99	
---	UR-11352(3)	An-12BK	Ukraine Air Force	VIN	19sep96	with fairings under cargo ramp; see c/ns 401810 and 402812
---	RA-11355(2)	An-12	not reported	Erm	15aug05	see c/n 402712
---	RA-11358(2)	An-12	Russ. Navy/AFL c/s	Kac	07jul96	see c/n 402803
---	CCCP-11362(1)	An-12	Aeroflot	AMS	26dec68	see c/n 00347608 which was 1970 built !
---	CCCP-11363(1)	An-12	Soviet AF/AFL c/s	SVO	27mar68	see c/n 00347505 which was 1970 built !
---	CCCP-11386(2)	An-12BK	Soviet Air Force		photo	in all-grey c/s with Soviet 'wavy' flag; see c/n 2400705
---	CCCP-11392	An-12	Soviet Air Force		photo	in all-grey c/s; built before early 1965
---	CCCP-11394 ?	An-12BP	Sov AF/AFL titles		photo	only '394' visible on photo; in all-grey c/s with 'wavy' flag on
---	CCCP-11398(1)	An-12PS	Sov AF/AFL titles		photo	prototype of the An-12PS, built prior to 1967, but confirmed factory # 84 aircraft with c/n higher than 5343401; same aircraft as next line ?; see also c/n 9346607
---	CCCP-11398(1)	An-12BK	Sov AF/AFL titles	KAN	27apr68	
---	CCCP-11402	An-12	Soviet AF/AFL c/s	ASM	1978	opb 110 vtap at Novgorod-Krechevitsy
---	CCCP-11409	An-12BP	Sov AF/AFL titles		photo	in all-grey c/s with 'wavy' Soviet flag on the fin, mid 1964/early 1965 build aircraft
---	CCCP-11413	An-12	Soviet AF/AFL c/s	BHK	18sep83	
---	RA-11413	An-12BK	not reported	Sty	21may99	the same aircraft as above ?
---	CCCP-11416	An-12	Sov AF/AFL titles	KAN	18aug67	
---	CCCP-11417	An-12LL	Soviet AF/AFL c/s	ph.	1984	avionics test-bed used for testing of ASW systems; in all-grey c/s with 'wavy' Soviet flag on the fin, with two large cheek pouches on the forward fuselage, a mounted radome installed in the cargo hold protruding through a cut-out of the cargo doors and a large rounded radome mounted immediately beneath the tail turret, with other box shaped attachments on the underside of the fuselage; pre 1965 build aircraft with RBP-2 radar; intercepted by the Norwegian Air Force over the Barents Sea in the summer of 1964; another photo exists with the caption An-12 'Vaenga-T'
---	CCCP-11420(1)	An-12	Sov AF/AFL titles	KAN	18aug67	opb 110 vtap at Novgorod-Krechevitsy; carried code "56" ? in the rear windows; obviously a different aircraft to RA-11420(2); c/n 8346101 as mfd was 03nov68
---	CCCP-11423	An-12BP	Soviet AF/AFL c/s	CAI	21oct73	opb 194 OVTAP Fergana; damaged Bagram 1980 in Afghan war
---	CCCP-11428	An-12	Sov AF/AFL titles		photo	in all-grey c/s with small titles behind the nose; built before early 1965
---	RA-11428	An-12	Russian Air Force	CKL	15aug99	in all-grey c/s; the same aircraft as above ?
---	CCCP-11429	An-12	Sov AF/AFL titles	no	reports	opb 930 vtap at Zavitsinsk; w/o 18jan84 on a flight from Kandahar to Mazar-i-Sharif when encountered difficult weather conditions and was shot at by mujahedeen while flying low below the cloud cover on approach to Mazar-i-Sharif (engines # 1 and 2 were hit), the crew tried to force-land the aircraft on the slope of a mountain 40 km south of Mazar-i-Sharif, but it broke up and burnt out, all 8 crew killed
---	CCCP-11434	An-12	Soviet AF/AFL c/s		photo	opb 110 vtap at Novgorod-Krechevitsy; c/n only partially readable on photo, looks like "534024"
---	CCCP-11436	An-12BP	Soviet Air Force		photo	in all-grey c/s with 'wavy' Soviet flag; built before early 1965
---	RA-11436	An-12BP	not reported		photo	c/n 5343103 in fleet list summer 1994, see this c/n
---	CCCP-11502	An-12	Soviet Air Force		photo	opb 110 vtap at Novgorod-Krechevitsy; in all-grey c/s, carried code "52" ? in the rear windows, unable to determine if Aeroflot titles were carried
---	CCCP-11503	An-12BP	Soviet AF/AFL c/s	OMS	11jul93	wfu ?; l/n CKL 28may01 titles not reported; same aircraft ?
---	CCCP-11508	An-12	Sov AF/AFL titles		photo	in all-grey c/s with Soviet 'wavy' flag and small titles behind the nose; pre mid 1964 build aircraft
---	CCCP-11509	An-12	Soviet Air Force	ph.	1970s	photo of the rear of the aircraft only, in all-grey c/s
---	CCCP-11514	An-12BP	Sov AF/AFL titles	KBL	sep88	seen derelict this date; still present 27feb06 on a dump east just North of Kabul airport, but no traceable c/n
---	CCCP-11517	An-12BP	Sov AF/AFL titles		photo	opb 110 vtap at Novgorod-Krechevitsy; in all-grey c/s with 'wavy' Soviet flag on the fin, carried code "53" in the rear windows
---	CCCP-11518	An-12BP	Sov AF/AFL titles	CAI	19oct73	in all-grey c/s with 'wavy' Soviet flag; built before mid 1965
---	CCCP-11519	An-12BP	Soviet AF/AFL c/s	PRG	1970s	
---	CCCP-11522	An-12BP	Soviet AF/AFL c/s	Spr	24dec76	
---	CCCP-11524	An-12	Soviet Air Force		photo	in all-grey c/s with wavy Soviet flag
---	CCCP-11525	An-12B	Aeroflot	LED	19jul85	c/n reported as being 02348206 but see this c/n; not on Soviet or Russian Federation register ! report AMS 27oct72 in error as CCCP-11526 was visiting this date; report at LED probably also was CCCP-11526 as this was Pulkovo based
---	CCCP-11535	An-12BP	Sov AF/AFL titles	MZR	1980	
---	CCCP-11536 ?	An-12	Sov AF/AFL titles		photo	may also be CCCP-12536 (only last 3 digits visible on photo); opb 194 vtap at Fergana
---	CCCP-11538	An-12BP	Soviet Air Force	no	reports	based at Tula as of 1974
---	CCCP-11539	An-12	Sov AF/AFL titles	ph.	1970s	in Afghanistan; c/n reported on www.ok.ru as 5343605 which seems unlikely, see there; in grey c/s with small 'Aeroflot' titles and Soviet flag; l/n IKT 23sep86; reportedly seen CAI 19oct93, but is that date correct ? (19oct73 would fit with the Yom Kippur War, on the other-hand side the aircraft carried the code "12" in 1974)
---	CCCP-11576	An-12	Sov AF/AFL titles		photo	in all-grey c/s, unable to see if titles were worn; built before early 1965
---	CCCP-11595	An-12BP	Soviet AF/AFL c/s	ADD	18feb78	
---	CCCP-11601	An-12BP	Sov AF/AFL titles	ULN	jun79	
---	RA-11601	An-12BP	Aeroflot	OST	28oct94	ex Soviet Air Force
---	CCCP-11602	An-12BP	Soviet Air Force	film	ca.'92	
---	CCCP-11604	An-12BP	Soviet AF/AFL c/s	PRG	20aug68	was the first of 320 An-12s ! arriving 20 and 21aug68
---	CCCP-11644	An-12	Soviet AF/AFL c/s	no	reports	an LPM self-recording device from the MRSP 12-96 kit with this number on was seen Khabarovsk-Tsentralny jan09, but does this equipment number correspond to a registration of an aircraft ?
---	CCCP-11655	An-12BP	Sov AF/AFL titles	KAN	18aug67	probably NOT the same aircraft
---	11655	An-12	grey c/s, blue c/l	Eng	20aug00	
---	CCCP-11657	An-12BP	not reported	Sty	06aug96	
---	CCCP-11659	An-12	Sov AF/AFL titles	KAN	18aug67	
---	CCCP-11663	An-12BP	Sov AF/AFL titles	Orr	18feb73	
---	RA-11668	An-12BK	Russian Air Force	Iva	26may99	grey c/s, no titles, equipped with chaff/flare packs !; l/n Ivanovo-Severnoy jul02
---	CCCP-11672	An-12BP	Soviet AF/AFL c/s	CAI	18aug74	l/n OMS 11jul93, wfu ?
---	CCCP-11673	An-12BP	Soviet AF/AFL c/s	Orr	30sep76	
---	CCCP-11677	An-12	Sov AF/AFL titles		photo	in all-grey c/s with 'wavy' Soviet flag; built before mid 1964
---	CCCP-11678	An-12	Sov AF/AFL titles		photo	in all-grey c/s with Soviet 'wavy' flag and small titles behind the nose; mid 1964 onwards build aircraft
---	CCCP-11718	An-12	Soviet Air Force		photo	of the rear of the aircraft, no titles visible, in grey c/s with 'wavy' Soviet flag, carried code "34" in the rear windows

---	CCCP-11722	An-12	Sov AF/AFL titles		photo	in grey c/s with small Aeroflot titles by the nose; also carried code "27" in the rear windows; built before early 1965
---	11723	An-12	grey c/s, n/t	VIN	07jul94	
---	CCCP-11732	An-12BP	Sov AF/AFL titles	CPH	19sep70	c/n quoted by Russian site as 2340508 but see this c/n; photo 1989 at Milovice in all-grey c/s with small Aeroflot titles by the nose
---	RA-11732	An-12BP	Russian AF/AFL tit	Kub	17may94	photographed complete in 1997, in all-grey c/s with small Aeroflot titles by the nose; seen broken up at OVB in 1998
---	CCCP-11735	An-12	Soviet Air Force	no	reports	opb 81 vtap at Ivanovo and received from the MAP; was Tashkent built
---	CCCP-11737	An-12	Soviet Air Force		photo	of the rear of the aircraft, in grey c/s, unable to determine if Aeroflot titles were carried, built before mid 1964
---	RA-11742	An-12BP	Russian AF/AFL c/s	Kub	25aug97	
---	CCCP-11748	An-12BP	Soviet AF/AFL c/s	ADD	apr85	
---	CCCP-11762	An-12	Sov AF/AFL titles		photo	in all-grey c/s with Soviet 'wavy' flag and small titles behind the nose; pre mid 1964 build aircraft
---	CCCP-11769	An-12	Sov AF/AFL titles		photo	of the rear of the aircraft, in grey c/s with 'wavy' Soviet flag, unable to determine if Aeroflot titles were carried, built before mid 1964
---	CCCP-11776	An-12BP	Soviet AF/AFL c/s	ASM	1978	
---	CCCP-11780(1)	An-12	Soviet AF/AFL c/s		photo	with wavy Soviet flag on tail and smaller cargo ramp; see c/n 7345102
---	CCCP-11784	An-12BP	Soviet AF/AFL c/s	CAI	21oct73	
---	CCCP-11796	An-12PPS	Soviet Air Force		photo	An-12BK-PPS with ogival tail cone; opb 117 oap REB at Siauliai; black and white photo, in grey c/s with non-standard three-colour cheatline, 'wavy' soviet flag, no titles; was deployed to Syria; see also An-12BK-PPS YK-AND and YK-ANE with unknown c/n
---	CCCP-11798	An-12	Sov AF/AFL titles		photo	in all-grey c/s with Soviet 'wavy' flag, unable to see if titles were worn; pre mid 1964 build aircraft
---	CCCP-11805	An-12	Sov AF/AFL titles		photo	circa 1968/1970; in all-grey c/s with 'wavy' Soviet flag; built before early 1965
---	CCCP-11808(1)	An-12	Sov AF/AFL titles		photo	in all-grey c/s with Soviet 'wavy' flag and small titles behind the nose; pre early 1965 build aircraft; see An-12BK c/n 02348307
---	CCCP-11824	An-12PPS	Sov AF/AFL titles		photo	An-12BK-PPS; opb 117 oap REB at Siauliai; in grey c/s with non-standard three-colour cheatline points to the aircraft having previously been deployed to Syria; see YK-AND/ANE with unknown c/n
---	CCCP-11829	An-12	Sov AF/AFL titles		photo	in all-grey c/s with Soviet 'wavy' flag and small titles behind the nose
---	CCCP-11839	An-12	Soviet AF/AFL c/s	ph.	1963	black and white, registration not visible; a line drawing also exists in all-grey c/s with blue cheatline and wavy Soviet flag on tail, no titles; based at Chkalovski in 1963 with 2 adon
---	CCCP-11841	An-12	Soviet Air Force	Eng	01jul78	black and white photo, in all-grey c/s, no titles
---	RA-11844	An-12BP	Russian Air Force	Iva	24aug95	l/n SVX 15aug99, 14aug01 and 24aug03; grey c/s, no titles
---	CCCP-11845	An-12BP	Soviet AF/AFL c/s	CAI	21oct73	a photo exists of the rear fuselage only, in all-grey c/s
---	CCCP-11847	An-12BP	Sov AF/AFL titles		29mar75	photo in all-grey c/s with small Aeroflot titles by the nose, c/n looks to be '334..05', but the batch number is not clear in the photo; l/n Rostov-Oktyabrskiy 22jul92, the same aircraft ?
---	CCCP-11849	An-12	Soviet Air Force	ph.	1976	in Lithuania, of the rear of the aircraft, in grey c/s, unable to determine if Aeroflot titles were carried; built before mid 1964
---	CCCP-11852	An-12BP	Sov AF/AFL titles	MJZ	02jul92	not sure if still in Air Force service
---	CCCP-11857	An-12	Sov AF/AFL titles		photo	in grey c/s with 'wavy' Soviet flag and small Aeroflot titles by the nose; built before mid 1964
---	CCCP-11858	An-12	Soviet Air Force		photo	in grey c/s with 'wavy' Soviet flag, Red star overpainted, unable to determine if Aeroflot titles were carried due to the poor quality photo
---	RA-11861	An-12BP	Russian AF/AFL c/s	LUX	13sep93	not sure if still in Air Force service
---	CCCP-11869	An-12	Soviet AF/AFL c/s		aug99	in a housing estate in the Vostok area of Minsk; at one stage it contained a shooting gallery and later a shop; reported scrapped around 2000-2001; last digit not 100 % sure
---	CCCP-11872	An-12BP	Soviet AF/AFL c/s	CAI	19oct73	
---	CCCP-11879	An-12	Soviet Air Force		photo	of the rear of the aircraft, in grey c/s with 'wavy' Soviet flag, unable to determine if Aeroflot titles were carried, built before mid 1964
---	CCCP-11882	An-12	Sov AF/AFL titles		photo	circa 1982/1984; in all-grey c/s with 'wavy' Soviet flag; built before early 1965
---	CCCP-11883	An-12	Sov AF/AFL titles	ph.	1970s	photo exists in service, in grey c/s with 'wavy' flag on fin; other photos exists, but registration is difficult to read, possibly c/n 8900201, in use as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield; it was probably this An-12 which was fitted with AI-24 engines for ground training purposes (photos in both configurations show 3 windows on the left side of the forward fuselage and the absence of the landing gear); scrapped
---	CCCP-11885	An-12	Soviet Air Force		photo	in all-grey c/s and carried code '18' ? in the rear windows; built before early 1965
---	CCCP-11891	An-12	Sov AF/AFL titles		photo	in all-grey c/s with small titles behind the nose
---	CCCP-11893	An-12	Sov AF/AFL titles		photo	in all-grey c/s with Soviet 'wavy' flag and small titles behind the nose; aircraft built before mid 1964
---	CCCP-11900	An-12B	Sov AF/AFL titles		photo	in "Aviatsiya i Kosmonavtika"
---	CCCP-11903	An-12BP	Soviet AF/AFL c/s		22may77	location reported as MSAD, San Salvador ?; photo again in East Germany circa 1979/1981, in all-grey c/s with small titles behind the nose
---	CCCP-11907	An-12BP	Soviet AF/AFL c/s	MUC	23jan92	not sure if still in Air Force service
---	CCCP-11913	An-12BP	Soviet AF/AFL c/s	Spr	24jul77	the later reported RA-11913 at SVX 23jun06 in basic Aeroflot c/s, no titles probably is in error for RA-11931 c/n 6344509
---	CCCP-11919	An-12	Sov AF/AFL titles		photo	in grey c/s with small Aeroflot titles by the nose; built before 1965
---	CCCP-11926	An-12	Soviet Air Force		13dec70	delivered humanitarian aid to Dhaka; aircraft flew from Ivanovo, opb 81 vtap
---	CCCP-11928	An-12BP	Soviet AF/AFL c/s	Uue	20apr97	
---	CCCP-11935	An-12BP	Sov AF/AFL titles		photo	
---	CCCP-11937	An-12	Soviet Air Force		photo	in grey c/s; carried code "16" ? in the rear windows; built before early 1965
---	CCCP-11941	An-12A	Soviet Air Force	ph.	15mar76	at the "Geran" 104 VDV training area in Azerbaijan; in grey c/s; carried the code "20" in a window; the photo shows only the rear fuselage, so no titles visible
---	CCCP-11942	An-12B	Sov AF/AFL titles		photo	on a VDV unit; l/n Klin-5 airbase 20aug01
---	RA-11943	An-12BP	Russian AF/AFL c/s	Kin	16may99	in basic Aeroflot c/s, no titles, Space Forces badge behind the cockpit; carried additional code "15" white on the cheatline in front of the forward escape hatch; became see next line
---	RA-11943	An-12BP	Russ. Space Forces	Kub	feb08	in basic Aeroflot c/s, no titles, Space Forces badge behind the cockpit; carried additional code "15" white on the cheatline in front of the forward escape hatch; l/n CKL dec08
---	RF-12553	An-12BP	Russ. Space Forces	CKL	31jul08	
---	CCCP-11951	An-12BP	Russian AF/AFL c/s	Kub	11apr92	
---	CCCP-11952	An-12BP	Soviet AF/AFL c/s	KAN	12oct68	same aircraft as at ORY 27aug73 ?
---	CCCP-11954	An-12	Soviet AF/AFL c/s		03jul76	location reported as MSAD, San Salvador ?; photo exists in all-grey c/s with 'wavy' Soviet flag and code "07" in the rear windows; built before early 1965
---	CCCP-11955	An-12BP	Soviet AF/AFL c/s	Spr	18jun76	
---	CCCP-11957	An-12	Soviet AF/AFL c/s		24jul76	photo exists, in all-grey c/s with Soviet 'wavy' flag and small titles behind the nose; aircraft built before mid 1964
---	CCCP-11963	An-12BP	Soviet AF/AFL c/s	CAI	19oct73	photo KSN early 1980s, with brackets/shackles on the fuselage, suggesting it was An-12RR; seen again Milovice 1991
---	11963	An-12BP	white c/s, n/t	Mkk	18sep96	Ukrainian flag on tail
---	CCCP-11964	An-12BP	Soviet AF/AFL c/s	IST	1980	
---	CCCP-11971	An-12	Soviet Air Force		photo	of the rear of the aircraft, in all-grey c/s with 'wavy' Soviet flag; unable to determine if Aeroflot titles were carried, factory # 84 aircraft, c/n must be higher than 5343401
---	CCCP-11974 ?	An-12B	Soviet Air Force		photo	of the rear of the aircraft, in all-grey c/s; unable to determine if Aeroflot titles were carried, factory # 84 aircraft, c/n must be higher than 5343401; the third digit is difficult to read on the photo, could also be a '3' or '5'
---	CCCP-11977	An-12PPS	Sov AF/AFL titles		photo	An-12BK-PPS; opb 117 oap REB at Siauliai; in grey c/s with non-standard three-colour cheatline points to the aircraft having previously been deployed to Syria; see YK-AND/ANE with unknown c/n
---	CCCP-11979	An-12	Sov AF/AFL titles		photo	in all-grey c/s with 'wavy' Soviet flag; built before early 1965
---	CCCP-11981	An-12BP	Sov AF/AFL titles	ph.	jan85	in all-grey c/s with 'wavy' Soviet flag, also carried code "31" in the rear windows; built before early 1965
---	CCCP-11982	An-12BP	Soviet AF/AFL c/s		photo	opb 110 vtap at Novgorod-Krechevitsy; in all-grey c/s with 'wavy' Soviet flag on the fin, small Aeroflot titles by the nose; factory # 84 aircraft, c/n must be higher than 5343401; presumably the same aircraft seen Taganrog-Yuzhny 08sep93 ?
---	CCCP-11984	An-12BP	Soviet AF/AFL c/s	YKS	03jul92	opb mil. unit 20108 at Yakutsk; in 'polar' c/s, without nose-art
---	RA-11984	An-12BP	Russian AF/AFL c/s		photo	opb mil. unit 20108 at Yakutsk; carried 'eagle with sword' nose-art; scrapped in 2002
---	CCCP-11987	An-12BP	Sov AF/AFL titles		photo	in all-grey c/s; factory # 84 aircraft, c/n must be higher than 5343401; opb 930 vtap at Zavitsinsk; damaged 27dec86 on a cargo flight from Bagram when was hit by a "Stinger" SAM 68 km south of Kabul while climbing through 6,500 m, engine # 1 and the flap caught fire, the gunner bailed out on finals to Kabul and was killed as height was not sufficient, the aircraft landed safely and was repaired; dbr 23jan89 on a night flight from Kabul to Kandahar when was shot at by mujahedeen and crash-landed, the tail broke off and the aircraft veered off the runway, all crew escaped unhurt; wreck sat dumped at Kandahar, l/n jan02
---	CCCP-11990	An-12	Sov AF/AFL titles		photo	in all-grey c/s with 'wavy' Soviet flag
---	CCCP-11993	An-12	Sov AF/AFL titles		photo	in grey c/s with 'wavy' Soviet flag, with small Aeroflot titles by the nose; carried code "12" in the rear windows; built before mid 1964
---	CCCP-12102	An-12	Soviet Air Force		photo	opb 110 vtap at Novgorod-Krechevitsy; in all-grey c/s, carried code "54" in the rear windows, unable to determine if Aeroflot titles were carried; built before early 1965
---	CCCP-12104(1)	An-12BP	Soviet AF/AFL c/s	LAD	03jan75	see c/n 8346104
---	CCCP-12109	An-12BP	Sov AF/AFL titles		photo	
---	CCCP-12128	An-12BP	Soviet AF/AFL c/s	Spr	10nov79	l/n CKL 05aug00, titles not reported
---	RA-12128	An-12BP	Russian AF/AFL c/s	CKL	05aug00	titles not reported
---	RA-12131	An-12BP	Russian AF/AFL c/s	EVN	19jun97	l/n Rostov-na-Donu Tsentralny 10aug99 titles not reported
---	CCCP-12132	An-12	Soviet Air Force		photo	at BPM 1979, in all-grey c/s; built before early 1965
---	RA-12132	An-12	Russian AF/AFL c/s	TBS	16may96	no titles; seen Rostov-na-Donu Tsentralny 10aug99; l/n CKL 05aug00
---	CCCP-12133(1)	An-12BP	Soviet Air Force	KHT	1980	photo exists, opb 194 OVTAP Fergana; in all-grey c/s, built before early 1965; l/n KBL 31aug03 wrecked, titles not reported
---	RA-12133(2)	An-12BP	Russian AF/AFL c/s	TBS	17aug97	
---	CCCP-12136	An-12BP	Sov AF/AFL titles	ph.	1980	taken in Afghanistan, in all-grey c/s with small Aeroflot titles by the nose; photo again 1983, opb 194 OVTAP Fergana; built before mid 1964
---	CCCP-12138	An-12BP	Sov AF/AFL titles	ph.	1980s	opb 194 vtap at Fergana; in all-grey c/s
---	CCCP-12139	An-12BP	Soviet AF/AFL c/s	ADD	22feb78	

---	RA-12143	An-12BP	Russian AF/AFL c/s	CKL	29aug95	
---	CCCP-12148(1)	An-12BP	Soviet AF/AFL c/s	OMS	07sep89	not sure the same aircraft as c/n 4341906
---	CCCP-12159	An-12BK	Soviet AF/AFL c/s		photo	during the Afghan war in the 1980s; in all-grey c/s with 'wavy' Soviet flag; opb 117 oap REB at Siauliai; l/n KDH 1987; was a standard transport aircraft by this time, still with aerial receivers under the stabiliser tips and under the nose (as per An-12BK-IS and some An-12BK-PPS)
---	CCCP-12163	An-12	Sov AF/AFL titles		photo	at Fergana; in all-grey c/s with small titles behind the nose
---	CCCP-12164	An-12	Sov AF/AFL titles		photo	opb 194 OVTPAR Fergana; in all-grey c/s, built before early 1965
---	CCCP-12179	An-12BK-IS	Soviet Air Force	no	reports	opb 930 vtap at Zavitinsk
---	CCCP-12185	An-12BP	Soviet AF/AFL c/s	IKT	23sep86	
---	CCCP-12189	An-12BP	Soviet AF/AFL c/s	IKT	23sep86	
---	CCCP-12368	An-12BP	Aeroflot	SVO	04aug76	doubtful sighting
---	CCCP-12380	An-12BP	MAP Novosibirsk			aircraft factory # 153 (NAPO), rep in Russian document
---	12863	An-12	Soviet Air Force	ph.	1965 ?	taken at Seshcha; reported for 566VTAP, in grey c/s; serial normally is a call-sign
---	CCCP-12875	An-12	Aeroflot		photo	in standard blue c/s
---	CCCP-12899	An-12BP	Soviet AF/AFL c/s	SVO	04apr76	
---	CCCP-12900	An-12BP	Soviet AF/AFL c/s	SVO	04oct75	
---	CCCP-12934	An-12BP	Soviet AF/AFL c/s	SVO	29jul69	
---	CCCP-12979	An-12BP	Sov. Navy/AFL c/s	VVO	19apr97	based at Vladivostok-Knevichi from at least 1985; l/n Staraya Russa 21may99; line for this registration is left blank on the Soviet register
---	CCCP-13402	An-12	Soviet AF/AFL c/s		photo	avionics test-bed with an "Uspekhn" search radar (for Kamov Ka-25Ts) in a chin position instead of the ROZ-1 radar
---	RA-13402	An-12	Russian Air Force	Tgr	31aug04	not sure this is the same aircraft, as above
---	CCCP-14531	An-12	Aeroflot	SVO	1976	photo proof
---	CCCP-19109	An-12	Aeroflot	DME	24mar86	doubtful as reg was a Ka-26 by that time !
---	CCCP-31120	An-12	Aeroflot	SVO	04oct75	possible misread for CCCP-11120 which was SVO based that time
---	CCCP-33688	An-12	all silver	ORY	jul60	photograph in Air Pictorial
---	CCCP-66700	An-12	Sov AF/AFL titles		photo	possibly an An-12AP from Irkutsk production; opb 194 vtap at Fergana
---	CCCP-71966	An-12	Aeroflot	SVO	25sep87	reported this might be an An-26 ?
---	CCCP-72622	An-12	Sov AF/AFL titles		photo	at Fergana; in all-grey c/s with Soviet 'wavy' flag and small titles behind the nose
---	CCCP-75629	An-12	Sov AF/AFL titles		photo	in all-grey c/s with Soviet 'wavy' flag and small titles behind the nose; pre mid 1964 build aircraft
---	CCCP-75607	An-12	Sov AF/AFL titles		photo	at Fergana; in all grey c/s with 'wavy' Soviet flag; built before early 1965
---	CCCP-75608	An-12	Soviet Air Force		photo	the second digit of the registration is not confirmed; in all grey c/s with wavy Soviet flag
---	CCCP-75613	An-12	Sov AF/AFL titles		photo	on an Indonesian website; in all-grey c/s with Soviet 'wavy' flag and small titles behind the nose; was possibly opb 566 vtap and used to train AURI crew members in 1964
---	CCCP-75617	An-12A	Soviet Air Force		photo	in all-grey, c/s and without red star
---	CCCP-75625	An-12	Aeroflot			reported in Putnam book 1975
---	CCCP-75890	An-12	Soviet Air Force	SKP	1963	newspaper photo; undertaking disaster relief flight
---	CCCP-75892	An-12	Sov AF/AFL titles	FEG	1969	photo, in all grey c/s with wavy Soviet flag, small Aeroflot titles; built before mid 1964
---	CCCP-75895	An-12B	Sov AF/AFL titles	Rzd	1968	possibly opb 374 vtap VDV at Tula-Klokovo; in grey c/s with small 'Aeroflot' titles and 'wavy' Soviet flag on fin
---	CCCP-75896	An-12BP	Sov AF/AFL titles		photo	opb 566 vtap at Seshcha; in all grey c/s with Soviet Flag; factory # 84 aircraft, c/n must be higher than 5343401
---	CCCP-86714	An-12B	Sov AF/AFL titles		photo	in all-grey c/s with Soviet 'wavy' flag and small titles behind the nose; mid 1964/early 1965 build aircraft
---	CCCP-86721	An-12	Aeroflot	TAS	01apr68	
---	CCCP-86730	An-12	Sov AF/AFL titles	FEG	1969	photo; in all-grey c/s with Soviet 'wavy' flag and small titles behind the nose; built before early 1965
---	"03" red	An-12	Soviet Air Force		photo	preserved at Tashkent Factory # 84 museum (N41.300419 E69.322218), in all grey c/s with faded code; built before mid 1964; f/n jun93; l/n dec19, gone by may20 and moved to the former factory airport with the wings separated; still seen there may22 (GE image) hopefully for future preservation
---	"03" yellow	An-12	Soviet Navy		photo	ELINT aircraft (An-12R); in all-grey c/s with Red star on the fin; black and white photo also exists with a 'polar bear' badge; built before mid 1964
---	"04" yellow	An-12	Soviet Navy	ph.	aug86	operator not confirmed; ELINT aircraft (An-12R); in all-grey c/s with Red star on the fin; built before mid 1964
---	"07" red	An-12	Soviet Navy		photo	operator not confirmed; ELINT aircraft (An-12R); in all-grey c/s
---	"07" blue	An-12BP	Russian Navy	VVO	19apr97	opb 71 ovtae at VVO; in all-grey c/s with "594" black on the tail
---	"12"	An-12PPS	Soviet Air Force		photo	An-12BK-PPS with ogival tail cone
---	"15"	An-12	Soviet Air Force		photo	in all-grey c/s with large code worn below the cockpit, Red star on the fin, opb GK NII VVS
---	"15" yellow	An-12BP	Russian Air Force	Eng	20aug03	not c/n 2400401 as assumed before; in grey c/s with a Russian Coat of Arms behind the cockpit and a Russian flag on the fin; was preserved in the long-range aviation museum at Engels (was the sole An-12 in the museum by aug03), l/n aug14; the placard gives the version as An-12BP
---	"20" red	An-12	Russian Air Force	Rzd	aug96	in all-grey c/s; opb 24 otae at Tiksi; carried the badge of 24 otae, a woolly mammoth with the 'plough constellation' (7 yellow stars) on the nose plus the 'Northern Star' behind the cockpit windows; pre mid 1964 build aircraft
---	"33" red	An-12PPS	Russian Air Force	Akc	21sep05	An-12BK-PPS
---	"35" blue	An-12	Soviet Navy		photo	operator not confirmed; ELINT aircraft (An-12R); in all-grey c/s with Red star on the fin; built before mid 1964; see c/n 2340601
---	"37" yellow	An-12	Soviet Air Force	OSF	1982	opb 2 otae DA at Ostafeyevo; in light grey c/s with blue spinner tips
---	"48"	An-12	Soviet Air Force	ph.	1989	preserved in a Victory park Aktyubinsk from late 1970s, was possibly based at Karas and opb 65 osap; in all-grey c/s missing rudder and used as a café
---	"48" white	An-12	Soviet Air Force	ph.	mid90s	repainted into two-tone dark green camouflage with grey undersides, named 'Natasha'; later scrapped
---	"71"	An-12BK	Soviet Air Force		photo	opb 36 osap at Chita-Cheryomushki; damaged 08feb79 on landing at Chita-Cheryomushki when the right main gear collapsed during the landing run (due to faulty repair by 123 ARZ) so that the aircraft suffered damaged to the wing and the fuselage
---	"95"	An-12BK	Soviet Air Force		photo	an early serial production An-12BK, tested by GK NII VVS along with "96" and "97"
---	"96"	An-12BK	Soviet Air Force		photo	large code worn below cockpit; tested by GK NII VVS
---	"97"	An-12BK	Soviet Air Force		photo	in all-grey c/s with large code worn below the cockpit, Red star on the fin. opb GK NII VVS
---	"98"	An-12PP	Soviet Air Force		photo	in all-grey c/s with large code worn below the cockpit, Red star on the fin, with standard window configuration and without mission equipment; probably tested by GK NII VVS
---	"99"	An-12	Soviet Air Force		photo	in all-grey c/s with large code worn below the cockpit, Red star on the fin; built before early 1965
---	not known	An-12	no titles	ph.	01may99	was preserved in skver im. 30-letiya VLKSM (renamed skver Molodoi gvardii in 2007) at Lugansk (N48.569203 E39.303482) from 1977 and used as a children's cinema; initially in blue c/s, no titles, seen as such may99; repainted in yellow 'taxi' c/s with black checkerboards and the phone numbers of local taxi operators, f/n as such feb10; badly damaged by arson 21nov11, with the remains broken up 27nov11; the nose was still extant apr12
---	not known	An-12	MAP NII AU	w/o	30jun67	NII avtomaticheskikh ustroystv (automatic systems research institute); w/o 30jun67 on a test flight from Kirzhach, when a BMD-1 armoured fighting vehicle was dropped with the help of the PBS-915 "Shelf" parachute system the AFV got stuck in the cargo bay, the parachutes deployed and tore the AFV out, damaging the rear fuselage so severely that the tail broke off, the aircraft went out of control, crashed in a field 1 km north of Mitino (Kirzhach district of the Vladimir region) and exploded, all 5 crew and 4 passengers (parachute test engineers) killed
---	not known	An-12	Soviet Air Force	w/o	02dec67	opb 339 vtap at Vitebsk; w/o 02dec67 on the leg from Tököl of a flight from the Soviet Union to Cairo (with mortars for the Egyptian Army on board) when lost height and banked after having climbed to some 150 metres, the right wing hit a railway embankment at Erdliget (3.5 km behind the runway), the aircraft crashed in a residential area, destroyed and damaged several one-storey houses and burnt out, all 7 crew (commander: Captain S.B. Shatkovski) and the sole passenger (a military interpreter) as well as several persons on the ground killed; the reason for the crash could not be established, possibly the MTOW had been exceeded and moderate icing played a role
---	not known	An-12B	Soviet Air Force	w/o	10apr68	opb 334 vtap at Pskov; w/o 10apr68 on landing at Kaliningrad when the shock absorber of the nose gear exploded when the nose gear touched the ground during the landing run (the shock absorber had been filled with nitrogen which was contaminated by 8 % of oxygen), the aircraft caught fire and veered off the runway, 3 of the crew killed
---	not known	An-12BP	Soviet Air Force	w/o	07jan74	opb 334 vtap at Pskov; w/o 07jan74 on a flight from Pskov to Vitebsk (carrying officers of the regiment to an exercise) when suffered from icing as the crew did not duly use the de-icing system, lost lateral stability on final approach, lost height rapidly, collided with a high-voltage power line, crashed in a field, caught fire and burnt out, 26 of 31 the occupants killed
---	not known	An-12PPS	Soviet Air Force	w/o	21jan77	An-12BK-PPS; opb 117 oap REB at Siauliai; w/o 21jan77 on a training flight with two other An-12BK-PPSs from Siauliai at night (jamming two intercepting Su-11s which had taken off from Khotivo) when one of the Su-11s collided with the second An-12BK-PPS at a height of 6,350 metres and both aircraft crashed near Kresty (Novgorod region), all 8 crew of the An-12BK-PPS and the pilot of the Su-11 killed
---	not known	An-12	Soviet Air Force	w/o	09oct78	opb 369 vtap at Dzhanokoi; w/o 09oct78 on a flight to Teseney (Entrea) with food on board when was hit by two shoulder-fired "Strela" SAMs on approach, caught fire and crashed, all 8 crew killed
---	not known	An-12BK-I	Soviet Air Force	dam	17nov78	opb 175 vtap at Melitopol, damaged Melitopol this date when rolled off the runway during an abortive take-off (the pitot tube sensor was frozen and indicated no speed increase during take-off, but the aircraft was running fine and it had already reached take-off speed at the moment the pilot decided to abort it), in the process the starboard landing gear collapsed and the aircraft was swung sideways to the right, damaging the starboard outer engine propeller and portions of the starboard wing; was later repaired; see c/n 9346304
---	not known	An-12AP	Soviet Air Force	w/o	09dec79	opb 37 vtap at Artsiz; w/o 09dec79 on the leg from Chirchik to Tashkent-Vostochny (the distance between these airfields is 27 km) of a flight from Chirchik to Kokaity when the crew fed the air pressure of Tashkent-Vostochny too early into the altimeters and lost precise orientation so that the aircraft crashed into a mountain (980 metres) 15 km south of Chirchik airfield, 4 crew and 2 passengers killed
---	not known	An-12BP	Soviet Air Force	w/o	24aug82	opb 192 vtap at Ukurei; w/o 24aug82 on a training flight from Ukurei at night when engines Nos. 1 and 2 flamed out (due to water in the fuel) 1 hour 57 minutes into the flight, the crew tried to divert to Chita, but 16 minutes later engines Nos. 3 and 4 flamed out as well, all 7 crew bailed out (the commander, Captain Valeri Dotsenko, bailed out too late and was killed) and the aircraft crashed near Chita
---	not known	An-12	Soviet AF/PVO	w/o	11nov83	opb 257 osap at Khabarovsk-Tsentralny; w/o 11nov83 on the leg from Burevestnik (Iturup island) to Sokol of a flight from Burevestnik to Smirnykh and Khurba in adverse weather (poor visibility and severe icing)

---	"39"	An-12	Soviet Air Force	w/o	21nov83	when entered a snow flurry and crashed 3 minutes after take-off, all some 30 crew and passengers (mostly personnel of 41 iap) killed; wreck found only Jan84
---	not known	An-12	Soviet Air Force	w/o	12jul85	opb 20 otae at Smolensk-Severnoy; w/o 21nov83 on a training flight from Smolensk-Severnoy in adverse weather when suffered from severe icing, became uncontrollable on approach and crashed in a silage pit on the premises of the kolkhoz (collective farm) "Krasny Dobrovolets" some 500 metres south of Senkovo (10 km before the runway threshold), all 5 crew and 4 passengers killed
---	"04"	An-12	Soviet Air Force	w/o	08aug88	w/o 12jul85 on a flight to Kandahar (Afghanistan) with a load of ammunition on board when was damaged by small-arms fire from the ground on approach, veered of the runway, collided with obstacles and caught fire, the crew managed to escape but 14 soldiers who tried to extinguish the fire (not knowing of the nature of the cargo) were killed when the ammunition exploded
---	not known	An-12PPS	Soviet Air Force	w/o	01sep88	flying laboratory; opb 535 osap at Rostov-na-Donu-Tsentralny; w/o 08aug88 on a flight from Bataisk to Yeisk (its first flight after a period of storage) with some 50 passengers on board when all 4 engines flamed out on approach to Yeisk 3-4 km before the runway as water had separated from the fuel in the tanks during storage, the crew tried to make a forced landing in the shallow waters of the Sea of Azov, but the aircraft broke up and partially submerged, 24 of the occupants killed
---	not known	An-12	Soviet Air Force	w/o	11oct88	An-12BK-PPS; opb 117 oap REB at Siauliai; w/o 01sep88 on a training flight to Privilzhski when the crew deviated from approach pattern and glide path, descending very rapidly and flying steep turns, so that the aircraft stalled at a height of some 300 metres and crashed between the outer and the inner marker, all 8 crew members were killed
---	not known	An-12AP	Soviet AF/PVO	w/o	11oct88	opb 359 otae at Sandar-Marneuli; w/o 11oct88 on the leg from Krymsk to Sandar-Marneuli of a round flight from Sandar-Marneuli when deviated from the prescribed flight path to the right on approach to Sandar-Marneuli at night and crashed into a mountain summit (1,150 metres) 41 km north-west of Sandar-Marneuli airfield, all 7 crew and the sole passenger killed
---	not known	An-12	Russian Air Force	w/o	23aug93	opb 43 otae (military unit 03302) at OVB; w/o 17aug91 on the leg from Andizhan to Semipalatinsk of a training flight from Andizhan to Novosibirsk at night with unauthorised passengers on board when had to divert to Ucharal, deviated from the approach pattern due to ATC and crew error and crashed at a height of 1,269 metres into a mountain 21 km south of Ucharal airfield, all 8 crew members (pilot: Captain A.M. Kondratenko) and 11 passengers were killed
---	"14" red	An-12	Kazakh Air Force	ALA	22apr93	opb 364 osae at Vorkuta; w/o 23aug93 on a flight from Engels to Privilzhski when a short circuit in the DC electrical system resulted in the successive failure of all 4 engines, the crew attempted an emergency landing at Volgograd, but the aircraft did not make it, crash-landed in rough terrain near Krasnoslobodsk, collided with trees and burnt out, all 6 crew killed
---	"16" red	An-12	Kazakh Air Force	ALA	22apr93	in all-grey ex Soviet AF c/s
---	"27" blue	An-12	Kazakh Air Force	ALA	22apr93	in all-grey ex Soviet AF c/s; see c/n 4341803
---	"35" red	An-12	Ukraine Air Force	VIN	07jul94	in all-grey ex Soviet AF c/s
---	"38" red	An-12	Ukraine Air Force	VIN	07jul94	in all-grey c/s
---	"88" red	An-12BK	Ukraine Air Force	VIN	19aug97	in all-grey c/s; seen again VIN 19aug97 and 10may98; l/n VIN 01may99
---	"08" red	An-12	Uzbek Air Force	Tac	19aug21	in all-grey c/s; stored
---	"17" blue	An-12	Uzbek Air Force	FEG	29apr98	in all-grey c/s, with 'Uzbekistan Air Force' titles
---	"17" red	An-12	Uzbek Air Force	FEG	29apr98	in all-grey c/s, with 'Uzbekistan Air Force' titles
---	"19" red	An-12	Uzbek Air Force	FEG	29apr98	in all-grey c/s, with 'Uzbekistan Air Force' titles
---	"20" red	An-12	Uzbek Air Force	FEG	29apr98	in all-grey c/s, with 'Uzbekistan Air Force' titles
---	"21" red	An-12BK	Uzbek Air Force	ph.	apr06	probably at Fergana; in all-grey c/s with Uzbek flag on tail and 'Uz Air Force' titles; l/n Tashkent-Tuzel 11may15
---	"22" red	An-12BK	Uzbek Air Force	ph.	11mar03	in grey c/s with blue spinner tips and 'Uz Air Force' titles, the code seems to have been painted over a previous registration and the trim around the cockpit windows seems to have faded away or been painted out
---	"23" red	An-12	Uzbek Air Force	FEG	29apr98	in all-grey c/s, with 'Uzbekistan Air Force' titles; l/n Tashkent-Tuzel 11may15
---	"58" red	An-12	Uzbek Air Force	FEG	29apr98	in all-grey c/s, still with Soviet star on tail
---	"62" red	An-12	Uzbek Air Force	FEG	29apr98	in all-grey c/s, still with Soviet star on tail
---	"77" red	An-12	Uzbek Air Force	ph.	apr06	probably at Fergana; in all grey c/s with Uzbek flag on tail, colour of code difficult to determine on photo
---	"81" red	An-12	Uzbek Air Force	Tac	24may04	in all-grey c/s, unable to determine colour of code as completely faded
---	"99" red	An-12	Uzbek Air Force	FEG	29apr98	in all-grey c/s, still with Soviet star on tail
---	no reg	An-12	Uzbek AF/AFL c/s		photo	reg removed; unidentified version with ASO-2V chaff/flare dispensers beneath the fuselage in front of the wing on both sides and a lump under the rear fuselage (cargo ramp removed); in basic Aeroflot c/s, built before mid 1964; was based Tashkent-Tuzel; transported for preservation by road to Almalyk (Tashkent region) in 1999; preserved near a tea house in mikrorayon 5/2 at Almalyk
---	no reg	An-12	Uzbekistan		photo	the local authorities required the aircraft to be repaired in Uzbekistan Airways c/s in 2008; still preserved at Almalyk (N40.8665 E69.6028); seen aug13, carried "21" yellow in window on both sides; was dismantled in nov17, photos exist
---	not known	An-12			apr06	preserved at Chirchik Uzbekistan (N41.479107 E69.571268) and still visible at GE in 2011; seems to be bare metal
---	no reg	An-12B	no titles	ph.	22nov23	in all-white c/s, with larger rudder trim tab; preserved near the Chimgan ski resort (N41.531444 E70.029448) 80 km north of Tashkent
---	1052	An-12BP	Civ Avn Adm China	no	reports	opb 13th Division, participated in the transport of the first Hydrogen bomb, tests were conducted 08may67
---	1053	An-12BP	Civ Avn Adm China		mar75	photo date unknown, factory # 84 aircraft, c/n higher than 5343401; fate unknown
---	1054	An-12BP	Civ Avn Adm China	ph.	aug76	operated relief flights after the Tangshan earthquake; factory # 84 aircraft, c/n higher than 5343401; photo again dec87; fate unknown
---	1055	An-12BP	Civ Avn Adm China	no	reports	went to Pakistan 07mar88 to undertake airlift missions, carrying a total of 400.5 tons
---	1057	An-12BP	Civ Avn Adm China	Whh	nov91	factory unknown
---	1058	An-12BP	Civ Avn Adm China	NAY	08oct99	stored and later reported in a technical school (N39.793244 E116.392922) l/n 16feb21; factory # 84 aircraft, c/n higher than 5343401
---	1063	An-12BP	Chinese Air Force			fate unknown
---	1150	An-12BP	Civ Avn Adm China		06mar08	stored at Lushan airfield in good condition; factory # 84 aircraft, c/n higher than 5343401; l/n 11may13
---	not known	An-12BP	Civ Avn Adm China	w/o	24feb71	13th Division; crashed into a mountain in the Inner Mongolia region during a night training operation
---	32042	An-12	Chinese Air Force	ph.	sep87	seen in the China Aviation Museum at Shahezhfen AFB (Changping)
---	32045	An-12	Chinese Air Force	LXA	aug87	
---	51056	An-12BP	Chinese Air Force	NAY	27oct86	in white c/s with grey undersides, blue 'lightning-bolt' cheatline and trim, with red code; factory # 84 aircraft, c/n must be higher than 5343401
---	011	An-12	Mozambique AF			returned to Soviet Union
---	012	An-12	Mozambique AF			returned to Soviet Union
---	D2-EAC	An-12	Angolan Government			
---	D2-EAD	An-12	Angolan Government			reported crashed 19sep84, date to be confirmed
---	D2-EAE	An-12	Angolan Government			
---	D2-FAJ	An-12	Alada	LAD	29apr98	not in fleet list jan02
---	D2-FAO	An-12B	Alada	SIP	04mar97	named 'Xando'; reported as c/n 402812 in JP-98, but see that c/n; mid 1964/early 1965 build aircraft, with the same distinctive aerial configuration as Algerian Air Force aircraft; seen LAD 19aug99 and 16mar01; not in fleet list jan02; l/n LAD jun03, derelict
---	D2-FAY	An-12	Alada	LAD	16mar01	c/n reported as 8345810 in JP-00, but see this c/n; not in fleet list jan02; l/n LAD 22jul06
---	D2-FBB	An-12	no titles	LAD	15apr98	l/n Dzhankoi 29apr99; 'July Morning' painted on nose, see c/n 6343707 and both present same date Luanda feb00; seen again LAD 16mar01 with white/blue cheatline
---	D2-FBC	An-12	all-white c/s, n/t	LAD	01apr99	l/n LAD 22mar01
---	D2-FBG	An-12	all-white c/s, n/t	LAD	29apr98	l/n LAD jun03 dumped
---	D2-FBI	An-12	no titles	Dzh	25may06	l/n Dzhankoi 31jul06
---	D2-FBM	An-12AP	all-white c/s, n/t	LAD	19aug99	l/n LAD 16mar01
---	D2-MBD ?	An-12BK	Angolan Air Force	KIV	09sep06	photo in dark grey c/s with light grey undersides, no titles; undergoing maintenance; registration given as such in photo caption, but unable to read last two letters of registration due to propeller; see D2-MBD c/n 2340608, probably this is An-12BK D2-MBI c/n 8345410 which was ferried back in nov06 from KIV
---	T-302	An-12	Angolan Air Force	LAD	15mar01	basic Aeroflot c/s, no titles; reported in the Namibian FIR sep02
---	T-304	An-12	Angolan Air Force			crashed on landing Kanyengue 27jan02
---	T-305	An-12BK	Angolan Air Force	LAD	jun03	factory # 84 aircraft, c/n higher than 5343401; reported in the Namibian FIR jul03/sep04; seen NOV 07aug08; photo exists in all-white colours, grey undersides, two blue cheatlines above and below the windows with another thin blue cheatline between them; l/n Huambo (S12.801341 E15.751288) 12nov16 with previous D2- reg partially visible and possibly ending in O/Q or U; version painted as such
---	T-310	An-12	Angolan Air Force	LAD	08may03	visible in the background of a photo LAD 06apr11, in dark grey c/s with light grey undersides, but the last digit is not 100% clear
---	EK-12755	An-12BP	all-white c/s, n/t	OSS	04aug15	grey undersides; factory # 84 aircraft, c/n higher than 5343401, with modified/filled in tail turret; l/n OSS 12jul19, stored
---	ER-ACE (2)	An-12B		w/o	27feb96	c/n given by the Moldovan CAA as 402812, but that cannot be correct, see that c/n; wet leased by Micma to Aero Tropical of Angola; w/o 27feb96 on a flight from Luanda to Lucapa when the fuselage was hit by an 'unidentified object' (probably a shoulder-fired SAM) on approach to Lucapa, the aircraft caught fire and crashed 16 km from the airport, all 6 crew and 3 passengers killed; canx 18apr96; registration also worn by An-26 c/n 4903 (incorrectly painted as 4304) during 1999, but not mentioned in any Moldovan register
---	1501	An-12	Ethiopian AF			existence still to be proven
---	1502	An-12	Ethiopian AF	QHR	may84	c/n previously reported as 401802, see this c/n
---	1504	An-12	Ethiopian AF			existence still to be proven
---	1507	An-12	Ethiopian AF	ADD	apr81	seen QHR feb05 operational; appears in video footage released apr23, wfu at Debre Zeyit (N8.708538, E39.003325) in grey/green/ochre camo c/s with light blue undersides, missing some engines
---	1508	An-12	Ethiopian AF	ADD	11oct80	l/n ASM 28aug93 still operational
---	1509	An-12B	Ethiopian AF			w/o 16feb84 on a flight from Debre Zeit to Assab when a disgruntled soldier hijacked the aircraft and demanded to be flown to Sudan, but the crew returned to Debre Zeit instead and the hijacker detonated a hand grenade then so that the aircraft crashed, all 26 occupants killed; the reported sightings of the wreck at Addis Ababa may84 and aug93 probably concern a different aircraft
---	1510	An-12	Ethiopian AF	QHR	feb86	l/n BJR 28aug93 still operational

---	1511	An-12	Ethiopian AF	JIB	19jun91	a pre-early 1965 built aircraft; initially in (Soviet Air Force) grey c/s; on a photo at EBB with 'Ethiopian Air Force' titles by the nose; repainted in grey/green/ochre camo c/s with light blue undersides; f/n as such ADD 12mar01; l/n operational QHR feb05; sat wfu at Debre Zeyit (N8.708599 E39.002429), l/n 28jan22; also appears in video footage released apr23, missing some engines reportedly w/o near Asmara jan87
---	1514	An-12	Ethiopian AF	QHR	feb86	ex Soviet Air Force grey c/s with Ethiopian Air Force titles by the nose; factory # 84 aircraft with c/n higher than 5343401
---	1515	An-12	Ethiopian AF	QHR	feb86	
---	1516	An-12	Ethiopian AF	QHR	feb86	
---	not known	An-12	Ethiopian AF			w/o 14jan82 when was shot down by Eritrean EPLF insurgents with a "Strela-2" shoulder-fired SAM and crashed near Asmara (according to other reports near Addis Ababa), all 73 occupants killed; the worst aircraft disaster in Ethiopia of all times
---	EX-12961	An-12BK	bare metal c/s,n/t	ALA	sep02	de-converted An-12BK-PP(S) with ogival tail cone and non-standard window configuration; Red Star on tail visible under grey paint; l/n ALA 06dec03, stored during this time
---	353	An-12B	Jordanian AF	HKG	dec84	in fact Iraqi Air Force, painted in Jordanian markings for delivering Chengdu F-7B fighters for the Iraqi Air Force from Egypt to Iraq in early 1983; in white c/s with silver belly, engines and propeller tips; possibly c/n 402709, 402710 or 402711
---	PK-PUA	An-12B	Indonesian AF	no	reports	registration reported by Russian sources, but there is no evidence available to support this; see c/ns 402201/402206; the registration was worn by a C-130B in 1965 at Tokyo (photo proof)
---	PK-PUD	An-12B	Indonesian AF	no	reports	registration reported by Russian sources, but there is no evidence available to support this; see c/ns 402201/402206
---	PK-PUF	An-12B	Indonesian AF	no	reports	registration reported by Russian sources, but there is no evidence available to support this; see c/ns 402201/402206
---	ST-APU	An-12	Data Intl Aviation	KRT	08may12	reported in JP-96/99; not on register mar00
---	ST-AZB	An-12	Sudanese Air Force	KRT	07aug08	reg read off the top of the wing
---	977	An-12	Sudanese Air Force	KRT	07aug08	all-grey c/s with black serial in Arabic numerals; serial previously used on an An-24 with unknown c/n shortly after take off from El Geneina bound for Khartoum; 18 killed; reported as 'S9-DAF' from photos that were published at the time, but this was still seen at KRT mar23 (photo proof), wfu
---	not known	An-12	Sudanese Air Force	w/o	02jan20	opb United Arab Republic AF; photo at Sana'a in the mid 60s in the book 'Hot Skies Over Yemen'
---	SU-AAP	An-12B	UAR Air Force	ph.	mid60s	one of at least five SU-AO. registrations which were re-used many times by different aircraft in the 1960/70s, sometimes also retaining the four digit military serial (allowing tie-up), other times without; see c/n 402305, 402908 and 402910
---	SU-AOI	An-12BP	Egyptian Air Force			one of at least five SU-AO. registrations which were re-used many times by different aircraft in the 1960/70s, sometimes also retaining the four digit military serial (allowing tie-up), other times without; see c/n 402302, 402308 and 402907
---	SU-AOJ	An-12BP	Egyptian Air Force			one of at least five SU-AO. registrations which were re-used many times by different aircraft in the 1960/70s, sometimes also retaining the four digit military serial (allowing tie-up), other times without; see c/n 402306, 402908 and 6344108
---	SU-AOR	An-12BP	Egyptian Air Force			one of at least five SU-AO. registrations which were re-used many times by different aircraft in the 1960/70s, sometimes also retaining the four digit military serial (allowing tie-up), other times without; see c/n 402302 and 402309
---	SU-AOS	An-12BP	Egyptian Air Force			one of at least five SU-AO. registrations which were re-used many times by different aircraft in the 1960/70s, sometimes also retaining the four digit military serial (allowing tie-up), other times without; see c/n 402302 and 402309
---	SU-AOT	An-12BP	Egyptian Air Force			one of at least five SU-AO. registrations which were re-used many times by different aircraft in the 1960/70s, sometimes also retaining the four digit military serial (allowing tie-up), other times without; see c/n 402305 and 402908
---	1211	An-12	Egyptian Air Force	ph.	may63	in Yemen; black and white photo, in camouflage c/s with roundel; official documents state that Egypt had received seven An-12s by 01sep63; possibly transferred to North Yemen Air Force as no subsequent sightings or fate as Egyptian Air Force
---	4311	An-12BP	Egyptian Air Force		photo	was operated by the Soviet Forces in Egypt during 1972
---	4371	An-12PP	Egyptian Air Force		photo	An-12BK-PP; in all grey c/s with flag on the fin; operated by the Soviet Forces (from 117 oap REB at Siauliai) in Egypt from late 1969
---	4373	An-12PP	Egyptian Air Force	ph.	1971	at Cairo-West; An-12BK-PP; only the last two digits of the serial can be seen clearly in the photo, in all grey c/s with flag on the fin; operated by the Soviet Forces (from 117 oap REB at Siauliai) in Egypt from late 1969
---	4377 ?	An-12PP	Egyptian Air Force		photo	An-12BK-PP; a poor quality photos exists, but could actually be '4371'; operated by the Soviet Forces (from 117 oap REB at Siauliai) in Egypt from late 1969
---	4391	An-12R	Egyptian Air Force		photo	operated by the Soviet Forces in Egypt during 1969
---	not known	An-12	Egyptian Air Force			seven aircraft delivered by the Soviet Union to Egypt as of 01sep63 according to official documents, deliveries commenced in oct62 and were initially assigned to 14 squadron; see 1211 with unknown c/n
---	S9-BOV	An-12	Aeroflot c/s, n/t	LAD	16mar01	sighting confirmed; sighting at SHJ 24sep02 was probably An-26 c/n 5610 seen and photographed 20sep02 with the same reg
---	S9-CAZ	An-12BP		ph.	nov99	at TMS; in white c/s, red cheatline, grey undersides with overpainted titles (possibly Sarit ?) and overpainted small logo on the tail; version painted as such, mid 1964/early 1965 build aircraft
---	S9-GRC	An-12	Aeroflot c/s, n/t	LAD	19aug99	l/n LAD 15mar01
---	TN-AGP	An-12	Trans Air Congo	rgd	16nov00	with c/n given as 1400301 in register, but believed incorrect as this is "83" blue with the Ukraine Air Force; canx only 26apr15
---	TU-VMA	An-12	Ivory Coast AF	ABJ	23sep06	in grey c/s, no markings apart from registration; factory # 84 aircraft, c/n higher than 5343401; mentioned in UN report as supplied by the Belarus Government in mar04 according to UN and known to be operating in Ivory Coast by 04nov04; grounded since nov07 due to an engine problem and not flown since; l/n ABJ mar10/may13, stored (N5.2639027 W3.9274222); no longer present nov13 and not visible on GE jul14; moved to Dagbe and seen there derelict, fuselage only in two parts; reg later used on an An-26
---	UR-KAP	An-12BK	Albatros	NLV	03sep09	photo in blue/white c/s (similar to basic Volare c/s with an additional gold stripe) but unable to see titles this date; photo NLV 30sep09, version painted as An-12BK (but with smaller ROZ-1 radar) in the same c/s with Albatros titles, but reg not visible; l/n NLV 17dec09 titles and reg confirmed; Ukrainian CAA says the reg was never officially allocated; possibly this was UR-LAI disguised as other Volare aircraft were under arrest at the time
---	L451	An-12	Indian Air Force	DEL	dec88	last flight 28jun91 according to Indian Air Force but no c/n supplied; for sale dec93 t/t 4,766 hours; this and L452 could perhaps be c/n 402904/402905 based upon L450 is c/n 402903 ?
---	L452	An-12	Indian Air Force	DEL	09jun86	last flight 28jun91 according to Indian Air Force but no c/n supplied; for sale dec93 t/t 6,601 hours; this and L451 could perhaps be c/n 402904/402905 based upon L450 is c/n 402903 ?
---	not known	An-12	Indian Air Force	w/o	12mar88	(date also given as 08mar88 in another report); one of the engines caught fire after take-off from Charbatiya, the fire was not extinguished due to malfunction of the engine extinguishers, the pilot tried to fly back to the base, but the fire spread and the aircraft blew up, killing all of the 9 crew and 8 people on the ground
---	380	An-12	Afghan Air Force	ISB	01jan00	built by Factory No. 84, the c/n must be higher than 5343401 (read off as 4304894, but that is not a valid c/n); based at Bagram; in grey c/s; used by General Shahnawaz Tanai, his family and some of his followers to escape from Bagram to Peshawar (Pakistan) 07mar90 after his failed coup attempt a day earlier; was preserved at PAF Base Chaklala in 1992/2002; moved to the Pakistan Air Force museum at Karachi-Faisal and preserved there (N24.869100 E67.095938), l/n 03jun21
---	381	An-12	Afghan Air Force	KBL	feb89	factory # 84 aircraft
---	382	An-12	Afghan Air Force	KBL	feb89	factory # 84 aircraft
---	384	An-12	Afghan Air Force	KBL	13feb89	
---	388	An-12	Afghan Air Force	KBL	13feb89	factory # 84 aircraft, c/n must be higher than 5343401
---	389	An-12	Afghan Air Force			wreck seen dumped at Kandahar 17oct00/nov05
---	390	An-12B	Afghan Air Force	ph.	feb93	or An-12BP, ex Soviet Air Force "88" ?; factory # 84 aircraft, c/n must be higher than 5343401; opb Dostum's forces in 1993 and later by Northern Alliance; damaged 10feb93 while evacuating more than 100 armed followers of General Dostum from Bagram to Mazar-i-Sharif, the flight got delayed so that the aircraft arrived above Mazar-i-Sharif in darkness and was not able to find the airport (ATC and lighting did not work), when fuel was low the crew decided to divert to Termez (Uzbekistan) but the aircraft ran out of fuel on approach and came down in a field near the airport, no casualties; although the aircraft sustained considerable damage it was repaired subsequently and returned to Afghanistan; photo Khwaja-Ghar 10jun98, in all-grey c/s with chaff dispensers, Northern Alliance roundel on the tail, with the c/n reported as ending '2 4104' (other digits worn away); see c/n 6344104 with unknown early history ?
---	393	An-12	Afghan Air Force	UND	12mar02	ex-Aeroflot c/s and reg 121.. on top of wings but hard to read; reported at Kunduz jul93 was a wreck of a dumped An-12 serialled 383 but the photos this date shows it more looks like 393 and as such most probably this aircraft
---	395	An-12	Afghan Air Force		feb11	outside the Kandahar base perimeter on a dump with at least one other An-12 fuselage, 2 Mig-21's and a MIG-15/17
---	397	An-12	Afghan Air Force			wreck seen dumped at Kabul IAP 25jul03 and later at the Pol-e-Charki scrapyard (N34.551675 E69.315417) Kabul, l/n 08jun06
---	398	An-12	Afghan Air Force	KBL	21aug02	rear fuselage and tail sections only; in-al grey c/s; ex "8. red" and "CCCC-...."; aircraft built before mid 1964
---	399	An-12	Afghan Air Force			wreck without cockpit dumped at Kabul IAP, f/n 13jul03 l/n jun06
---	402	An-12	Afghan Air Force			dumped without wings at Shindand, f/n nov01
---	405	An-12	Afghan Air Force	BPM	31jul03	l/n Kabul-Bagram (N34.932261 E69.258269) mar06, wrecked and covered in graffiti; l/n 23dec04
---	YK-ANA	An-12	Syrian Air Force	DRS	30sep74	in white c/s with grey undersides; l/n DRS 22mar76; the same registration was also worn by an An-24V c/n 87304203
---	YK-ANB	An-12	Syrian Air Force	DRS	15apr75	in white c/s with grey undersides; l/n DRS 25jul76; the same registration was also previously worn by an An-24V (soc 1974) c/n 87304204
---	YK-ANC (1)	An-12	Syrian Air Force	DRS	26sep74	in grey c/s; l/n DRS 01dec77; the same registration was also worn by another An-12 (operated by the Soviet Air Force) and an An-26 c/n 3007 from 1975
---	YK-ANC (2)	An-12	Syrian Air Force		photo	location unknown; in fact opb Soviet Air Force from 117 oap REB at Siauliai; in all-grey c/s with three-colour cheatline and large registration, looks to have a cover over the turret and missing the third window/emergency exit and one of the five rear windows on the port side; the flag on the tail was used between 1972-1980; the Syrian registration was worn to hide the operations undertaken by the Soviet Forces in Syria; the same registration also worn by another An-12 and an An-26 c/n 3007 from 1975
---	YK-AND	An-12PPS	Syrian Air Force	ph.	1980	An-12BK-PPS; in fact opb Soviet Air Force, from 117 oap REB at Siauliai; photo 1980 in all-grey c/s without cheatline and photo 1981 at T4 (Tifor) with three-colour cheatline; the Syrian registration was worn to hide the operations undertaken by the Soviet Forces in Syria; see An-12BK-PPS CCCP-11796/11824 and 11977 with unknown c/ns; the same registration was also worn by An-26 c/n 3008 from 1975

---	YK-ANE (1)	An-12	Syrian Air Force	DRS	30sep74	in grey c/s; l/n DRS 01dec77; the same registration was also worn by another An-12 (operated by the Soviet Air Force) and an An-26 c/n 3103 from 1975
---	YK-ANE (2)	An-12PPS	Syrian Air Force	ph.	1976	An-12BK-PPS; in fact opp Soviet Air Force, from 117 oap REB at Sialuliai; in all-grey c/s with flag on the fin; photo also exists with three-colour cheatline; the Syrian registration was worn to hide the operations undertaken by the Soviet Forces in Syria; see An-12BK-PPS CCCP-11796/11824 and 11977 with unknown c/ns; the same registration also worn by another An-12 and an An-26 c/n 3103 from 1975
---	YK-ANF	An-12	Syrian Air Force	DRS	27nov74	in white c/s with grey undersides; l/n DRS 09sep75; the same registration was also worn by an An-26 c/n 3104 from 1975
---	YK-ANG	An-12	Syrian Air Force	DRS	26sep74	in white c/s with grey undersides; l/n DRS 30mar76; the same registration was also worn by an An-26 c/n 10907 from 1981
---	3C-HAC	An-12	no titles	FJR	03mar03	no further details known
---	3C-JZY	An-12	Aeroflot c/s, n/t	LAD	16mar01	in full c/s, no turret; factory # 84 aircraft, c/n must be higher than 5343401; l/n JNB 16mar01; unlikely to be c/n 9346608 as this had a tail turret; see also c/n 7345010, but this also had a tail turret originally
---	3C-QQC	An-12B	Anton Air	JNB	09mar00	factory # 84 aircraft circa batch 78 and above; in white/grey c/s with red/yellow/green cheatline and 'R.GUINEE' titles; still reported active 1996; this could perhaps be ex 3X-GBA or 3X-GBB c/n 8008/9 which have the same window configuration, re-registered after use with Air Guinée
---	3X-GBD	An-12BP	Guinea Air Force	rep	1988	exact version not confirmed, factory # 84 aircraft with c/n higher than 5343401; date as shown on photograph, only 'GBE' of the reg visible; in white/grey c/s with red/yellow/green cheatline and 'R.GUINEE' titles; this could perhaps be ex 3X-GBC c/n 7345001, re-registered after use with Air Guinée
---	3X-GBE	An-12B	Guinea Air Force	CKY	jul86	crashed on approach to Monrovia, all 65 passengers and crew survived
---	3X-GEX	An-12	all-white c/s, n/t	SHJ	18nov08	in Aviatsiya i Kosmonavtika, taken in Budapest either at Tököl or Ferihegy; delivery flight USSR-Hungary-Egypt-North Yemen in 1962; seen again SAH jan63; it should be noted that the 70- prefix was officially allocated in 1969, as North Yemen at the time used YE- and Aden (which ceased to be a British colony after independence 30nov67 and became the new capital of South Yemen) used VR-A until 1969; also reported as c/n 401604 ?, however, that c/n would probably not have been built until the end of the first quarter of 1963; probably this was one of the seven aircraft delivered by the Soviet Union to Egypt as of 01sep63 according to official documents, deliveries commenced in oct62 and was then transferred to Yemen; see also SU-AAP and 1211 with unknown c/ns
---	not known	An-12	Air Guinée	w/o	05feb91	also reported became 626/70-ACI but unconfirmed, see sightings for this serial with small Alyemda titles and carried 70-ABM, previously reported as 821; l/n ADE 07aug93; registration also known for An-26 616/70-ABM
---	70-AAW	An-12	Yemen Air Force	ph.	1962	l/n ADE 02apr90, also carried 70-ACJ this date
---	70-ABH	An-12	South Yemen AF	SVO	06may89	f/n ADE 07aug93, also carried 70-ACJ
---	621	An-12	Yemen Air Force	ADE	09jan92	l/n ADE 02apr90, also carried 70-ACI this date
---	625	An-12	South Yemen AF	ADE	16nov85	f/n ADE 07aug93, also carried 70-ACI
---	625	An-12	Yemen Air Force	trf	22may90	l/n ADE 02apr90, also carried 70-ACI this date
---	626	An-12	South Yemen AF	ADE	16nov85	f/n ADE 07aug93, also carried 70-ACI
---	626	An-12	Yemen Air Force	trf	22may90	in grey c/s with obliterated previous markings; flew supplies to the Simba rebels in the DR Congo oct64
---	7T-VEC	An-12B	Algerian Air Force	KRT	oct64	possibly c/n 402902
---	7T-WAD	An-12B	Algerian Air Force	photo		photo exists, pre mid 1964 build aircraft; reg in 2008 DRC register as a SE-210 c/n 240
---	9Q-CCK	An-12	all-white c/s, n/t	KND	feb04	c/n given as 4341801 in bill of sale and insurance papers, but see that c/n; f/n GOM 09aug06; all-white c/s, no titles; pre mid 1964 build aircraft; seen wfu/derelict GOM (S1.6671872 E29.238540) nov08/apr10; l/n GOM 14feb11, on the dump; no longer visible on GE 17jan15
---	9Q-CGQ	An-12B	Great Lakes Bus.	rgd	30aug04	

Antonov An-14 'Pcholka'

The Antonov 14 was conceived around 1955 to answer Aeroflot's requirements for a small utility aircraft capable of STOL performance. The first flight was made at the Antonov headquarters in Kiev on 14 March 1958, but the basic design was subjected to a large number of alterations, and it was not until 1965 that it entered service, series production having been allocated to Factory 116, Arsenyev, in the Soviet Far East. It was one of the few types to receive a name, "Pcholka" (or bee). Aeroflot operated the type solely in its Moscow Directorate, with others being operated by various factories. The majority of the production was for the Soviet Air Force.

Exports commenced in 1966 with 22 aircraft delivered as follows, 10 to Bulgaria for civil use by TABSO/Balkan and its Air Force, 4 to East Germany for the Air Force, 2 to Mongolia, 4 to Guinea, 1 to the Congo and 1 to Yugoslavia.

Eight passengers could be carried and the aircraft was also available as a flying ambulance, taking six stretcher patients, or as a crop sprayer.

Three prototypes were built and series production totalled some 330 aircraft according to "Progress". Production figures by year are as follows: 1965 - 21, 1966 - 75, 1967 - 65, 1968 - 64, 1969 - 80 and 1970 - 25.

The last flyable An-14A sadly crashed on 09 December 1999, but examples remain in museums in Germany, Russia, Ukraine, Bulgaria and Mongolia.

The construction number is explained as follows: first digit year of manufacture (1965-1970), the next three are the batch number and the last two digits the number in the batch.

Three An-14 prototypes and one mock-up built by factory # 473 at Kiev-Svyatoshino

---	no reg	An-14	Antonov Des. Bur.	ph.	1957	full scale mock-up, with 'Aeroflot' badge
---	CCCP-L1958	An-14	Antonov Des. Bur.	f/f	14mar58	from Svyatoshino; first prototype; in white/dark blue c/s with 'Aeroflot' titles; later repainted onto a similar scheme as per the second prototype, black and white photo exists; badly damaged on landing and overturned near Mostishche 21sep61; was to be repaired
---	CCCP-L1956	An-14	Antonov Des. Bur.	photo		second prototype; undertook tests in both the Ambulance and Agricultural role; in white and orange c/s with red/grey trim, 'Aeroflot' titles on the nose; flew on skis early 1959, photo exists as such at Gostomel; subsequent photos with spray bars and a tunnel spraying system fitted in the floor; repainted in yellow/orange c/s with grey undersides, 'Aeroflot' titles on the nose; l/n jun62; became see next line
---	CCCP-L1053	An-14	Antonov Des. Bur.	photo		in yellow/orange c/s with grey undersides; still in Agricultural configuration
---	CCCP-L5860	An-14A	Antonov Des. Bur.	f/f	07jan60	third prototype; in white/blue and silver c/s; with two 300 hp Ivchenko AI-14RF engines and parallel-chord inward sloping rectangular fins; photo Krasnodar 13aug61; after factory tests, trf to GosNII GVFG/GK NII VVS
---	"92"	An-14A	GK NII VVS	ph.	mid'62	black and white photo, in all-grey c/s with Red star, type painted as just 'An-14'; undertook performance and stability tests including determining air flow patterns over the wing end sections
---	not known	An-14A		photo		head/rear on photos also exist with serial/registration not visible, caption gives as just the third prototype, badly damaged (dbr ?) and upside down after a landing accident, location and date unknown, fitted with an experimental dry spreading device

330 An-14A production aircraft built by factory # 116 "Progress" at Arsenyev from 1965 to 1970

5 001 01 ?	not known	An-14A				static test airframe ?
5 002 01	no reg	An-14A	bare metal	r/o	03may65	f/f 08may65; first series production aircraft, c/n not confirmed
	CCCP-81550	An-14A	Antonov Des. Bur.	DME	25aug65	c/n not confirmed; line left blank in the Soviet register for c/n 0201; but suggested as the first series production aircraft; in red/white c/s with grey undersides and Aeroflot titles; involved in a landing accident at Gostomel 15mar67 after tests including the shutting down of one of the engines; photos exist with starboard and nose undercarriage collapsed and substantial damage to the forward fuselage
5 002 02	CCCP-81551	An-14A	MAP Arsenyev	photo		at Arsenyev in the 1960s on skis with Aeroflot titles; seen 21feb68 somewhere in the USSR; rgd 11jun69; canx 29oct80
5 002 03	CCCP-81552	An-14A	AFL/Moscow SPIMVL	toc	16sep67	rgd 12dec67; trf 25oct71 to Soviet AF opb mil. unit 32930 (Minsk), based on a decree dated 14dec70; see c/n 500302
7 003 01	CCCP-81569	An-14A	AFL/Moscow SPIMVL	toc	16sep67	rgd 12dec67; year in the c/n confirmed as such in the old Soviet register and MGA document; soc 18jun71 as trf to Poland based on a decree dated 01jul71; canx 03aug71, probably to be used in the PZL M-15 "Belphégor" project
5 003 02	not known	An-14A	AFL/GosNII GA	toc	29dec66	registration given in the MGA document as CCCP-81552, but see c/n 500203; c/n not mentioned in the Soviet register; trf to the Central Aeroklub im. Chkalova by a decree dated 23jun70
5 003 03	CCCP-81553	An-14A	AFL/GosNII GA	mfd	nov65	toc unknown
	CCCP-81553	An-14A	AFL/Moscow SPIMVL	trf	08mar67	rgd 29aug67; trf to the Voroshilovgrad VVAUSh of the Soviet Air Force by a decree dated 1970; seen Lugansk 1970
	"01" red	An-14A	Soviet Air Force	Mon	1989	c/n given as such in a book about the Monino museum, also reported as c/n 802105, but the mfd quoted in another book is not correct for this c/n; last flight to Monino 11jan77 with t/t 703 hours, 677 cycles; preserved in the Air Force museum at Monino. (N55.833103 E38.187986); f/n 09apr91; l/n 05aug23
5 004 04	not known	An-14	Antonov Des. Bur.		1980	converted to a laboratory aircraft (An-14LU), subsequently became, see next line
	"95"	An-14Sh	Soviet Air Force	photo		equipped with air cushion landing gear; taxi trials started dec81; f/f 21jan83; trials completed apr86
6 006 04	CCCP-81554	An-14A	AFL/Moscow SPIMVL	toc	15jul66	rgd 29aug67; trf to the Soviet Air Force College at Kaginskoe, probably as a ground instructional airframe by a decree dated 1970
6 006 05	CCCP-81555	An-14A	AFL/Moscow SPIMVL	toc	unknown	on charge as of 01sep66; rgd 29aug67; photo Arsenyev 1967; in red/white c/s with grey undersides and Aeroflot titles; seen displayed at the Economic Achievements Exhibition (VDNKh) at VKO sep68; trf to the Soviet Air Force College at Borisoglebsk as a ground instructional airframe by decree dated 1970
6 007 04	CCCP-81556	An-14A	AFL/Moscow SPIMVL	toc	15jul66	rgd 29aug67; trf 30apr69 to MAP according to the MGA document (probably Orenburg according to a comment in old Soviet register)
	CCCP-81556	An-14A	MAP Kuibyshev PKO	rgd	16jun76	canx 21jan81; seen in Samara State Aerospace University (N53.241272 E50.361558) apr93/19may18, in Aeroflot c/s with faded red star visible on the fin; l/n 26oct23
6 007 05	not known	An-14A	Soviet Air Force ?			
	no reg	An-14A	privately owned	ph.	aug19	c/n checked on plate as '0705'; restored on behalf of a Russian collector; in white/light grey c/s with red cheatline and trim; no titles
	RA-3231G	An-14A	privately owned	rgd	15sep22	seen Novosibirsk-Yeltsin 22sep22, in white/light grey c/s with red cheatline and trim, 'Aeroflot' titles and without registration, small Russian flag on the fin; c/n given as '705' on the Russian register nov22; photos in flight 05dec22; l/n Novosibirsk-Mochishche 15aug23, active

6 008 03	YU-BCD	An-14A	Hydro Elec.Plant	d/d	24nov66	operated by the Hydro Electric Power Plant, Derdap; to Hidromontaza Maribor 28jul67; to Aerklub Maribor 28aug67; CoFR no. 573; used to shuttle Hidromontaza personnel from Maribor to the Djerdap (Iron Gate) dam construction site; w/o 10oct67 on a flight from Djerdap to Maribor when crashed into Veliki Krs mountain (1,148 metres) near Bor, pilot and all 6 passengers killed; CAA file says w/o and scrapped 19nov67 which could be the cancellation date
6 009 01	CCCP-81563	An-14A	AFL/Moscow SPIMVL	toc	03feb67	rgd 29aug67; trf 09oct71 to the Balashov VVAUSh of the Soviet Air Force by a decree dated 1970
6 009 02	997	An-14A	East German AF	d/d	may66	opb VFS-25 and later by VS-14 at Strausberg; delivered in green/light blue c/s, later in VIP c/s with red cheatline and finally in green-sand/light blue c/s; wfu 13nov81; to Storkow chemical training area nov81; broken up 1991; some parts preserved in Cottbus museum
6 009 03	994	An-14A	East German AF	d/d	jun66	opb VFS-25 and later by VS-14 at Strausberg; delivered in green/light blue c/s, later in VIP c/s with blue cheatline and finally in green-brown/light blue c/s; wfu 01sep80; to Storkow chemical training area nov81; broken up 1991; some parts preserved in Cottbus museum; l/n 17aug06
6 009 04	996	An-14A	East German AF	d/d	10dec66	opb VFS-25 and later by VS-14 at Strausberg; delivered in green/light blue c/s, later in VIP c/s with blue cheatline and finally in green-brown/light blue c/s; wfu 13dec81; preserved Dresden Military Museum since sep89 and moved to Cottbus museum (N51.766762 E14.295226) 1997, seen there nov98/14aug21
6 009 05	MONG.-0905	An-14A	no titles	ULN	1992	preserved at Ulan Bator, still present jul22
6 010 05	995	An-14A	East German AF	d/d	jun66	opb VFS-25 and later by VS-14 at Strausberg; delivered in green/light blue c/s, later in VIP c/s with red cheatline and finally in green-brown/light blue c/s; wfu 01sep80; preserved at Bautzen flying school since nov80; moved to Uetersen museum 1992 and seen there 28aug94/22feb95; moved to Gatow museum, f/n 06apr96, l/n 13aug22
6 011 01	CCCP-81558	An-14A	AFL/Moscow SPIMVL	toc	20jul66	rgd 29aug67; trf to the Soviet Air Force College at Kharkiv, probably as a ground instructional airframe by a decree dated 1970
6 011 02	CCCP-81557	An-14A	AFL/Moscow SPIMVL	toc	unknown	on charge as of 01sep66; rgd 29aug67; trf to the Soviet Air Force College at Yeisk, probably as a ground instructional airframe by a decree dated 1970
6 015 04	CCCP-81562	An-14A	AFL/Moscow SPIMVL	toc	02feb67	rgd 29aug67; trf 25dec81 to the Voroshilovgrad VVAUSh of the Soviet Air Force by decree dated 1970
6 015 05	CCCP-81560	An-14A	AFL/Moscow SPIMVL	toc	02feb67	rgd 29aug67; soc 18jun71 as trf to Poland based on a decree dated 01jul71; canx 03aug71, probably to be used in the PZL M-15 "Belphegor" project
6 016 01	CCCP-81559	An-14A	AFL/Moscow SPIMVL	toc	25aug67	rgd 29aug67; trf to the Tambov VVAUK Soviet Air Force College, probably as a ground instructional airframe by a decree dated 1970
6 016 02	CCCP-81561	An-14A	AFL/Moscow SPIMVL	toc	25jul67	rgd 29aug67; trf 17sep71 to Soviet AF opb mil. unit 23267 (Shypyntsi), by a decree dated 1970
6 016 06	LZ-TEC	An-14A	TABSO	d/d	1967	f/n SOF 1970
	LZ-TEC	An-14A	Balkan	trf	apr68	black and white photo exists, with small Red cross on the tail no titles; medivac version in blue/white c/s; l/n BOJ 09apr73
	LZ-7003	An-14A	Bulgarian Govt.	trf	1971	
6 016 07	LZ-TED	An-14A	TABSO	d/d	1967	
	LZ-TED	An-14A	Balkan	trf	apr68	
	LZ-7004	An-14A	Bulgarian Govt.	trf	1971	w/o 22jul78, crashed at Beli Iskyr (near Samokov), 4 occupants killed
6 016 09	LZ-TEE	An-14A	TABSO	d/d	1967	
	LZ-TEE	An-14A	Balkan	trf	apr68	f/n SOF 1970
	LZ-7005	An-14A	Bulgarian Govt.	trf	1971	w/o 17sep71, on a flight from Kyrjali to Sofia, crashed into Mt. Sveti dukh in the Rila range in bad visibility due to ATC error, both crew and 6 of the 7 passengers killed; wreck only found the next day
6 016 10	LZ-TEB	An-14A	TABSO	d/d	1967	
	LZ-TEB	An-14A	Balkan	trf	apr68	f/n SOF 1970
	LZ-7002	An-14A	Bulgarian Govt.	trf	1971	
6 016 12	CCCP-81564	An-14A	AFL/Moscow SPIMVL	toc	05feb67	rgd 18aug67; trf to Soviet AF opb mil. unit 23267 by a decree dated 1970
6 016 13	LZ-TEA	An-14A	TABSO	d/d	1967	
	LZ-TEA	An-14A	Balkan	trf	apr68	f/n SOF 1970; photo exists; in red/white c/s, no titles
	LZ-7001 (1)	An-14A	Bulgarian Govt.	rgd	jan71	photo exists; in red/white c/s, no titles; opb 1977 by SOAU - 'Specialised Aviation Services detachment'; photo SOF aug78 in blue/white c/s with 'Water Pollution Control' titles; trf 1984 to the Training detachment of Balkan at Sofia; photo exists in basic revised 1980s Balkan c/s, no titles, but may not have operated as such; wfu in the late 1980s and then preserved at at Primorsko; fate ?; see c/n 903102 ?
6 017 01	CCCP-81566	An-14A	AFL/Moscow SPIMVL	toc	08feb67	rgd 18aug67; trf to the Chelyabinsk VVAUK College of the Soviet Air Force, probably as a ground instructional airframe by a decree dated 1970
6 017 02	CCCP-81565	An-14A	AFL/Moscow SPIMVL	toc	21jan67	rgd 18aug67; trf to the Balashov VVAUK College of the Soviet Air Force, probably as a ground instructional airframe by a decree dated 1970
6 017 03	CCCP-81568	An-14A	AFL/Moscow SPIMVL	toc	03feb67	rgd 29aug67; soc 18jun71 as trf to Poland based on a decree dated 01jul71; canx 03aug71, probably to be used in the PZL M-15 "Belphegor" project
6 017 04	CCCP-81567	An-14A	AFL/Moscow SPIMVL	toc	03feb67	rgd 18aug67; trf to the Soviet Air Force by a decree dated 1970
7 019 02	no code	An-14A	Soviet Air Force	mfd	1967	preserved Wittstock until scrapped 1991
. 021 10	"04" red	An-14A	Soviet Air Force	mfd	1967	opb Krasnodarskoye VOLTU; in greyish green c/s; was preserved with KVOLU (redesignated KVVAUL 19dec94), photo in 1983; bought by a private person in the 1990s, transported to Novotitarovskaya-Azimut and disassembled for rebuild
	no reg	An-14A	privately owned	f/f	aug03	rebuild a Kotlyarevskii, using parts from the An-14s at the "Progress" factory and at Temryuk; in grey c/s with white cheatline, no titles; was displayed during an airshow at Kotlyarevskii 17aug03; sold to another private person and ferried to Dorki (Moscow region) in 2006; was to be overhauled at Dorki, but funding was insufficient; seen stripped of paint at Dorki jul10; sold to the "FINAM" Group in 2012 and transported to Bolshoye Gryzlovo; was to be equipped with RED A05 V6 engines, but nothing came of this when the "FINAM" Group left the RED project in 2014; stored at Bolshoye Gryzlovo (still stripped of paint), seen apr12/sep14; c/n checked as '21-10' on the plates of two assemblies (one of them showing the mfd 25oct67)
9 026 14	"01" red	An-14A	Soviet AF/PVO	mfd	30jan69	c/n confirmed; opb mil. unit 06931 in the Baltics 1969/71, by 372 iap PVO at Daugavpils Lotsaki in 1971/76, by mil. unit 13803 at St. Petersburg-Gorelovo in 1976/80 and again by 372 iap PVO since 1980; probably wfu in 1980 or 1981; h/o to Latvijas Aviacijas Tehnikas Muzejs in Riga in 1981 or 1982 (towed from Lielvarde) and preserved there since, f/n 10sep93; repaired by V. Talpa at the Panevysys rework plant in 1994/2003 in the Latvijas Aviacijas Tehnikas Muzejs repainted in white c/s with red/white/blue cheatline; could be made airworthy again, but no AI-14CHR engines can be found for it; l/n 28aug19; sold to a group of Aviation enthusiasts in Belgorod
	no code	An-14A	no titles	RIX	04mar08	in register as YeEVS.90.2614; photo 25aug22 at Belgorod-Tomarovka, in white c/s with red/white/blue cheatline, without registration and dismantled; for future restoration and to be made airworthy; current on register nov22
	RA-5050G	An-14A	privately owned	rgd	22dec20	preserved Wittstock until scrapped 1991
9 027 15	"01"	An-14A	Soviet Air Force			used as a ground instructional airframe by Kirovogradskoye VLU GA, seen in poor condition aug93/jul99; the hulk was flown in An-22 UR-09307 from Kirovograd to Gostomel 15feb01; was to be rebuilt by the Antonov Design Bureau and to become an exhibit of the Oleg Antonov State Aviation Museum at Kiev, seen dismantled at Gostomel may02/jun04 and never seen again
9 030 13	"99" red	An-14A	Soviet Air Force	KGO	30aug93	c/n previously quoted as 603101, but year digit cannot be correct
9 031 01	LZ-TEF	An-14A	Balkan	SOF	26nov70	reported as a medivac version; in red/white c/s with small Red cross on the tail
	LZ-7006	An-14A	Bulgarian Govt.			parked in an agricultural park, wfu, for a museum ?; believed to have become, see next line
9 031 02 ?	100	An-14A	Bulgarian AF	BOJ	26sep97	restored and arrived in these fake marks from Ravnets Air Base; in blue/white c/s, no titles; preserved Burgas Airport Aviation Exposition museum, f/n oct98; see c/n 601613
	LZ-7001 (2)	An-14A	Bulgarian Govt.		1998	preserved Burgas Airport Aviation Exposition museum (since closed); l/n 31jul13
	no reg	An-14A	all-white c/s, n/t		08jun05	preserved Burgas Air museum, which officially opened 30jun17 (N42.5648872, E27.5193485); with tail painted in the colours of the Bulgarian flag and bee-like stripes around the nose and rear fuselage; l/n 02jul23, blue and white c/s, no bee-like stripes anymore
	no reg	An-14A			01jul16	preserved Kaunas-Aleksotas Museum aug97/01aug20, fuselage only in 2019, reported as "34" red; l/n 30sep22, complete as "34" red
9 031 12	"34" outline	An-14A	Soviet Air Force	KUN	dec92	year digit suggests not delivered until 1971
1 032 12	"20" outline	An-14A	Soviet Air Force	ph.	1970s	probably in 'blue' Aeroflot c/s; canx 16apr86; was preserved (probably without titles) on a children's playground in the Pavshino garrison (Krasnogorsk district of the Moscow region) from 1987; was vandalised and eventually removed in the early 1990s and sat on the premises of a local scrap dealer for about one year before it was finally scrapped
0 033 06	CCCP-66759	An-14A	MAP Kulibyshev PKO	rgd	09dec75	canx but date unknown
0 033 07	CCCP-48104	An-14A	MAP "Znamya Truda"	rgd	08jan71	in Aeroflot c/s; based at Moscow-Khodynka; canx 20jul84; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.289619 E48.233845), seen sep92/14oct21
0 033 08	110	An-14A	Bulgarian AF			in white c/s with red cheatline and red code; preserved in Plovdiv-Krumovo museum since 24apr92, l/n jan22
0 033 09	LZ-TEG	An-14A	Balkan	d/d	1970?	f/n Staaken 10aug75
	LZ-7007	An-14A	Bulgarian Govt.		1977	opb SOAU - 'Specialised Aviation Services detachment' based at Burgas; trf 1984 to the Training detachment of Balkan at Sofia
0 033 10	CCCP-13387	An-14A	MAP Arsenyev APO	rgd	30oct74	canx 15dec86; was on display at the "Progress" factory at Arsenyev, in Aeroflot c/s and titles
	RA-02373	An-14A	Primorski RLTTs	photo		in red/white c/s with grey undersides and Russian flag on the fin
	FLARF02373	An-14A	Primorski RLTTs	w/o	09dec99	Primorski regionalny lyotno-tehnicheski tsentr; made airworthy again in 1999 (the only flying An-14 at the time) and used for short communications flights; w/o 09dec99 on a flight from Novopokrovka to Arsenyev when entered a snow flurry while flying along the valley of the river Bystraya, the crew decided to divert to an emergency airfield, but while the aircraft was turning the wing hit a tree on the slope of Mount Zolotaya (945 metres) 14 km north-west of Khvishchanka and the aircraft crashed, 1 of the 3 crew and 2 of the 3 passengers (aviation mechanics) killed and all 3 survivors injured; wreck and survivors found 10dec99

Aircraft with unknown c/ns include

---	"01"	An-14A	DOSAAF		photo	black and white; with 'DOSAAF' before the code, in white c/s with cheatline and grey undersides
---	"03"	An-14A	Soviet Air Force	ph.	1968/9	at Nurmolica (Karelia)
---	"04" red	An-14A	Soviet Air Force	DME	09jul67	
---	"06"	An-14A	Soviet Air Force		photo	in all-grey c/s, seen DME jul67 at an exhibition
---	"07" red	An-14A	Soviet Air Force	ph.	may79	at Mari; in all-grey c/s
---	"43" red	An-14A	Soviet Air Force	photo		opb 764 iap (Perm); in all-grey c/s; turned over and badly damaged after a tornado 02aug78

---	"44"	An-14A	Soviet AF/PVO	photo	opb 849 iap PVO at Kupino
---	"48" red	An-14A	Soviet Air Force	photo	at Lärz 1976, in all-grey c/s
---	"48"	An-14A	Soviet Air Force		reported to have been preserved in an amusement park in Lida where it gave rides round the park to children; later transferred to kindergarten number 32 and disposed of the late 1990s
---	"50"	An-14A	Soviet Air Force		reported to have been preserved at Shuchin (now in Belarus) in the courtyard of 19 Ostrovsky Street until disposed of in the late 1980s or early 1990s
---	"55"	An-14A	Soviet Air Force	photo	
---	"55" red	An-14A	Soviet Air Force	photo	
---	"93" red	An-14A	Soviet AF/PVO	ph.	1979
---	"95"	An-14A	Soviet Air Force	photo	opb 372 iap PVO at Daugavpils Lotsaki; photo at Daugavpils Lotsaki 1979, in all-grey c/s mounted on a hovercraft style construction
---	"98"	An-14A	Soviet Air Force	photo	opb VVAUSh at Lugansk; see next line
---	"04" white	An-14A	Soviet Air Force	photo	a 1990 photo exists showing an An-14 stored behind the barracks at Lugansk with other aircraft that were later all moved and formed part of the Museum, code worn at the time unknown; seen dec07 in green camouflage with code "98" visible under the paint; preserved Lugansk-Ostraya Mogila Aircraft Plant Museum (N48.527216 E39.384045) in poor condition; l/n sep12
	"98" red	An-14A	Soviet Air Force	ph.	at Lugansk-Ostraya Mogila Aircraft Plant Museum; now dark green colour with code; red star on tail; bright blue propellers; reasonable condition
---	no code	An-14A	Soviet Air Force	ph.	jun08
---	no code	An-14A	Soviet Air Force ?	photo	at Temryuk mar05, all blue, red star; no markings; l/n 17jul21
---	not known	An-14A	Soviet Air Force	w/o	15may79
---	not known	An-14A	Soviet Air Force		during search and rescue operations (after Su-15tm crash, 712 iap, Kansk); photo exists of the wreckage in a forest reported as having been preserved in a kindergarten in the village Nevosilki-1 in Vitebsk region of the Postavy District (now Belarus)
---	--	An-14A	Antonov Des. Bur.	photo	equipped with air cushion landing gear; marked only 'CCCP'; f/f 20oct70
---	10.7	An-14A	Bulgarian AF	1980s	preserved near the gate at Dobroslavtsi; fate unknown
---	205	An-14A	Congo Air Force	h/o	03jul67
---	315 ?	An-14A	Congo Air Force	ph.	1968
---	3X-GP01	An-14A	Guinea Air Force	CKY	12may64
---	3X-GW03	An-14A	Guinea Air Force	CKY	26mar68
					in camouflage c/s at Brazzaville; serial difficult to read on the fin; sane aircraft as above? but year given is too early; photo, in natural metal c/s black and white photo exists, in camouflage c/s; reportedly landed in error at the Portuguese Guinea (Bissau) base of Bissalanga on 27mar68 and exhibited there as a "trophy"

Antonov An-22

The An-22 "Antei" (Russian for "Anteus", a hero from an ancient Greek saga) was designed as part of a requirement for the transportation of ICBMs. The missiles were to be airlifted by an An-22 to an airfield close to the missile field and then by a Mil V-12 to the missile silo itself. Additionally, the aircraft should provide airlift capability for all military and engineering equipment which could be transported by railway. (The cargo bay of the An-22 had to be about the same size as the profile of Soviet railway tunnels, bridges etc. in order to provide for the transportation of the same equipment by air as by railway.) This turned out to be the An-22s main task when it was fielded by the Soviet Air Force in 1969 (it was not used for airlifting ICBMs as the V-12 never left the prototype stage). Apart from that the An-22 was also put to use for the exploration of Siberia, airlifting heavy equipment to distant oil fields etc.

Design of the "izdeliye 100" started in 1961. With a weight of 250 tonnes and a nominal payload of 60 tonnes, the An-22 was the biggest aircraft known of its day. It was powered by four NK-12MA engines adapted from the Tu-95 bomber. The newly developed aluminium alloy V93 was widely used in the design to save weight. However, after several years of harsh service this alloy became corroded, giving way to cracks. This substantially reduced the lifespan of this giant transport.

The prototype first flew on 27 February 1965, and state trials started in October 1967. The aircraft was officially commissioned by the Soviet Air Force on 3 January 1974. All An-22s belonged to the 12 vtad (military transport aviation division) of the Soviet Air Force; although they all carried an Aeroflot colour scheme, not a single one was ever used by this airline. The first two An-22s commenced operations in January 1969 with the 5th squadron of the 229 vtap (military transport aviation regiment) at Ivanovo-Severnoy (North), which was renamed 81 vtap in March 1970 and eventually disbanded on 30 April 1998. The other two units equipped with the An-22 were the 566 vtap (from November 1972 to 1987) at Seshcha near Bryansk and the 8 vtap (since 1975) at Migalovo near Kalinin, which was renamed back to Tver in the early 1990s.

A 1996 visit to Ivanovo, the home of the 308th ARZ (the An-22 overhaul facility) and formerly also of the 81 vtap, revealed still thirty seven An-22s. By April 1997 only twenty six aircraft were present, many of them missing parts and engines. Also by this time remains of at least four scrapped aircraft were seen on the dump, while CCCP-09317 was seen as undergoing the same fate. By June 1999 the situation deteriorated further: Only eleven aircraft, all derelict and without engines, were left; and by August 2001 only three hulks were left at the base. In late 2002 confirmation was received that 20 aircraft had been scrapped at Ivanovo between 1997 and 1999. Finally, RA-08830 was preserved in the base museum by August 2005.

By June 2002 Tver still housed some twenty six An-22s, and their condition was rather good. The General showing the Alpha Mike Tours party around the base said that two more were at Ivanovo on overhaul and that a good number of aircraft would be flying for many more years to come. Literally he said "the Americans keep the B-52 running for the next thirty years, and so we will the An-22". By October 2003 Lt-Gen Viktor Denisov, commander of the 61st Air Army of the supreme command (military transport aviation), said the following in an interview published in the Krasnaya Zvezda newspaper. "The military transport aviation command is not going to give up operating the An-22 aircraft (Russian designation Antei) fielded with the air force in the late 1960s". According to Denisov, the Antei will remain in service for years to come. "This aircraft is unique and features unrivalled capabilities. The An-22s cargo hold is big enough to airlift Su-27 aircraft and helicopters. The IL-76 is still incapable of fulfilling this task," the general said.

Two prototypes were built at Kiev-Svyatoshino before production itself was transferred to Tashkent. According to this list, which came mainly from official military sources in Russia, 68 An-22s were built, with two of them being static frames. The first ten aircraft built differ from all others as they have a glass, and not a radar, nose. The later An-22A differs from the basic An-22 in that it has an air-start capability, a modified electrical system and differing radio-navigation equipment. The basic An-22 is only able to start under external (GPU) power.

By the end of 2023 only 14 An-22s still exist, of which three are preserved (Speyer, Ivanovo and Monino). The three An-22s at Gostomel, UR-09307 (severely damaged, probably beyond repair, on 24feb22), UR-64459 and c/n 9340203, their current condition is unknown after Gostomel was occupied by Russian airborne forces February 2022 and freed by Ukrainian forces the same month. Only six remain at Tver by late 2023; RF-09309 (operational), RF-09328 (missing engines #1 & 4), RA-09341 (operational), RA-09342 (l/n active in 2019 but looks operational), RA-09344 (wfu, without engines) and RA-09320 (wfu, very faded c/s and registration worn away on top of the wings and missing engine # 4). Finally, at Ivanovo (308 ARZ overhaul plant) RA-09329 was still present September 2022 (stored outside without engines) and RA-08832 (with all engines again) at the Ivanovo overhaul plant August 2023 and subsequently reported returned to service in November 2023.

An interesting fact regarding the prototypes/early aircraft used by the ADB, the figure(s) in the exact centre of the registration indicate the sequence number of the aircraft, CCCP-46191 is the first, CCCP-56391 the third, CCCP-76591 the fifth and CCCP-67691 the sixth aircraft. The second aircraft built was a static test frames which was not completed.

Two construction number systems exist: The An-22 has a usual Antonov system with the year of manufacture, factory code 34 indicating the factory number (84 !), batch number and the number in the batch. The An-22A shows the year of manufacture followed by the factory code; then there is a typical, obscure five digit number. The first digit is always an '8', the second progresses upwards. see below for an explanation of the last three digits (a similar system was also later used for the IL-76s and some IL-114s built at the same Tashkent factory).

The following shows a system to decipher the last 3 digits of the An-22A construction number to determine the line number of the actual aircraft.

The last 3 digits of the c/n is divided by 5 the remainder where applicable is rounded up. This gives the sequence number of the aircraft, which relates to the batch and the number in the batch. See the examples below.

c/n 03340501	the last An-22 in the original c/n system, is line number 05-01 and the 41st aircraft built.		
c/n 033480209	is confirmed as line number 05-02 (42nd aircraft built).	209 divided by 5 = 41.8	rounded up equals 42
c/n 043481250	is confirmed as line number 05-10 (50th aircraft built).	250 divided by 5 = 50	
c/n 043481251	is confirmed as line number 06-01 (51st aircraft built).	251 divided by 5 = 50.2	rounded up equals 51
c/n 053485336	line number 07-08 (68th aircraft - last one built).	336 divided by 5 = 67.2	rounded up equals 68

The An-22 construction number is often painted in two places. On the outside, by standing by the port undercarriage housing and looking up you will see it painted on the underside of the wing near the wing root. On the inside, it is stencilled on the roof of the cargo hold between the main wings.

Two An-22 prototypes and one mock-up built by factory # 473 at Kiev-Svyatoshino

---	"04"	An-22	Antonov Des. Bur.	mfd	12oct61	full-scale mock-up designated 'izdeliye 100'; in Soviet Air Force c/s; photo exists aug61
01 01	CCCP-46191	An-22	MAP Kiev MeZ	r/o	18aug64	the first prototype; in Aeroflot c/s; f/f 27feb65 from Kiev (still with NK-12MV engines); f/n LBG 15jun65
	"10" yellow	An-22	MAP Kiev MeZ	r/r	1967	in Soviet Air Force c/s, photos exist; converted to an An-22PZ for An-124/An-225 wing transportation in 1980
	"10" yellow	An-22PZ	MAP Kiev MeZ	ph.	15jul80	in Soviet Air Force c/s; first Tashkent-Kiev flight with a centre-wing section of an An-124 15jul80; a black and white photo shows the aircraft without chin radar
	CCCP-160151	An-22PZ	MAP Kiev MeZ	ph.	13sep81	with chin radar; with 'Aeroflot' titles and Soviet flag on the fin; overpainted "10" still visible on the forward fuselage; first Tashkent-Kiev flight with modified cargo fairings 13sep81; a third fin (from an An-26) was added later, for the transportation of the outer wings, a photo shows the aircraft as such in flight with the 3rd fin, but without chin radar; in Soviet Air Force c/s (no sign of previous 'Aeroflot' titles) - so is the date feb82 correct ?
	"10" red	An-22PZ	MAP Kiev MeZ	ph.	feb82	in Aeroflot c/s; f/n Gostomel 20aug88; l/n Gostomel 08sep92
	CCCP-64459	An-22PZ	MAP Kiev MeZ	rgd	03mar83	last flight with an An-225 wing (for l/n 01-02) 23oct94; sat wfu at Gostomel (N50.58766 E30.21120) in reasonable condition, seen sep99/oct19; canx 01oct08
	UR-64459	An-22PZ	Antonov Des. Bur.	Gos	28aug93	static test frame; underwent structural tests in the OKB laboratory sep64/dec66
01 02	--	An-22	Antonov Des. Bur.	mfd	jan64	

38 An-22 and 28 An-22A production aircraft built by factory # 84 at Tashkent-Vostochny from 1965 to 1976

6 34 01 03	CCCP-56391 "03" red	An-22 An-22	MAP Kiev MeZ Soviet Air Force	r/o CKL	16nov65 17oct67	in Aeroflot c/s; f/f 27jan66; f/n LBG 01jun67, with exhibition code '235' leased from Antonov DB; established a world record (payload of 100,444.6 kg to 7,848 m) 17oct67; photo 1972 at Tomsk, year correct ?, see next line
	CCCP-56391 "41" red	An-22	MAP Kiev MeZ Soviet Air Force	ph.	1971 photo	during a test flight both starboard engines were shutdown; in Aeroflot c/s, no titles
	CCCP-64460	An-22PZ	MAP Kiev MeZ	rgd	03mar83	with chin radar; still leased from Antonov DB; set several records on 19feb72 converted for An-124 wing transportation in 1983; in Aeroflot c/s; f/n TAS jan84, with a third fin; l/n Gostomel aug87
	CCCP-64460 LZ-SGB LZ-SFD	An-22 An-22 An-22	MAP Kiev MeZ Sigi Air Cargo Air Sofia	Gos MLE WAW	23aug91 feb92 10may92	rebuilt as normal transport aircraft; in Aeroflot c/s returned to Antonov after lease with additional 'cargo' titles and small emblem on the fin; returned to Antonov by summer 1992 after lease; l/n Gostomel 08sep92
	UR-64460	An-22	Antonov Des. Bur.	OST	16jul93	with chin radar; last flight 29dec99 to Speyer; preserved at Technik Museum Speyer (N49.311716 E8.4465305), was bought from ADB for \$ 200,000, reg painted out by jun00, l/n 23oct23
6 34 01 04	"40" red	An-22	MAP Kiev MeZ	mfd	1966	in Soviet Air Force c/s; underwent trials with the GLITs at Chkalovski; f/n DME 09sep67; t/t 567 hours and 245 cycles by 28jan69; fuselage used for fatigue trials from oct69 until 1981; was stored between workshops 23 and 73 of ANTK and KIAPO subsequently; lower part of the fuselage used for the repair of UR-09307 in 1992/93 and parts of the ramp used for the repair of UR-64460 dec94; l/n 22feb95; broken up mar95
7 34 01 05	CCCP-76591 CCCP-08822	An-22 An-22	ADB/Aeroflot c/s Soviet AF/AFL c/s	mfd GVA	dec66 01apr70	f/f 22jun67; f/n DME 09jul67 h/o to 81 vtap in 1974; rgd 23apr73; CofA canx 04mar82; the first An-22 to undergo a major overhaul, at 569th (later 308th) ARZ, completed 18jan83; wfu 1985 because of cracks; broken up Ivanovo 1997; see story with An-8 CCCP-08822 c/n 9340305
7 34 01 06	CCCP-08837	An-22	Soviet AF/AFL c/s	f/f	30jun67	used for tests at Lithuanian base Kedainiai in 1967, with this registration worn at the time or in Soviet Air Force markings/code ?
	CCCP-67691 CCCP-08837	An-22 An-22	ADB/Aeroflot c/s Soviet AF/AFL c/s	TRN	jun68	l/n LBG 05/08jun69 undertook 10 flights in 1970, equipped with a 3 kW neutron source and a multi-layer shielding baffle, to test radiation protection (the Antonov Design Bureau was developing a project for an ultra-long range low-altitude anti-submarine defence aircraft with a nuclear power plant - An-22PLO); flew Leningrad to Cape Schmidt 25nov70, delivering a 50 ton diesel power plant; with this registration worn at the time or in Soviet Air Force markings/code ?; h/o to 81 vtap in 1975; wfu 1988 and used by 308 ARZ to develop An-22 maintenance programmes; corrosion and cracks were later found having been parked in the open air for a year with all upper wing power panels open, the service life as a result was not extended; photo Ivanovo-Severnny sep96 with fuselage cut in half; broken up Ivanovo-Severnny 1997
7 34 01 07	CCCP-08838	An-22	Sov AF/AFL titles	f/f	29dec67	the I-4 antenna was moved from under the starboard landing gear fairing to a housing under the nose; equipped with a nuclear reactor for tests aug72, undertook 23 flights with a working reactor on board from Semipalatinsk sep72; with this registration worn at the time or in Soviet Air Force markings/code ?; see "17" red at end of file; h/o to 81 vtap in 1977; f/n LBG 09jun83; put on second major overhaul at 308 ARZ in 1993, which could not be completed because of financial problems; l/n Ivanovo-Severnny 08jun96; broken up Ivanovo-Severnny 1997
8 34 01 08	"08" red CCCP-09317	An-22 An-22	Soviet Air Force Sov AF/AFL titles	rgd	photo 23apr73	delivered to 229 (81) vtap 10jan69; (f/f date previously reported as 30jan69, but this is too late !) opb 81 vtap; f/n BOM mar79; CofA canx 14apr82; wfu in early 1995; broken up Ivanovo-Severnny may97; remains last seen 26aug97
8 34 01 09	"09" red CCCP-09301	An-22 An-22	Soviet Air Force Sov AF/AFL titles	rgd	photo 11jan74	delivered to 229 (81) vtap 10jan69 opb 81 vtap; left outer wing burnt out due to a short circuit at Yakutsk in 1979, repaired on-site with outer wing from l/n 01-10; CofA canx 04mar82; wfu 1993; f/n Ivanovo-Severnny 24aug95; broken up Ivanovo-Severnny spring 1997; remains last seen 26aug97
8 34 01 10	"10" red CCCP-09310	An-22 An-22	Soviet Air Force Sov AF/AFL titles	f/f rgd	18mar69 23apr73	delivered to 229 (81) vtap in 1969; was the last aircraft with a glass nose; black and white photo exists 81 vtap; left outer wing used for repair of l/n 01-09 in 1979, new outer wing manufactured only in 1981 !; CofA canx 04mar82; grounded 1994 because of a crack and wfu after only one more flight 1995; f/n Ivanovo-Severnny 24aug95; l/n Ivanovo-Severnny 21aug96; broken up Ivanovo-Severnny 1997
8 34 02 01	CCCP-08839	An-22	Sov AF/AFL titles	f/f	20sep69	damaged by a hard landing during factory trials, repaired; used for testing of the Kupol-22 flight/navigation system; with this registration worn at the time or in Soviet Air Force markings/code ?; see "22" red and "2." red at end of file; delivered to 81 vtap in 1976; got stuck on the runway at Addis Ababa 12dec77 and blocked the airport for two days; rgd 27may81; suffered a heavy bird strike at Seshcha in summer 1981; l/n LBG 17may83; l/n CGN jun91
8 34 02 02	RA-08839 CCCP-09302 RA-09302	An-22 An-22 An-22	Russian AF/AFL tit Sov AF/AFL titles Russian AF/AFL tit	Fin f/f Iva	25jun93 04nov69 24aug95	l/n Ivanovo-Severnny 24aug95; broken up Ivanovo-Severnny 1997 delivered to 81 vtap in 1970; f/n LIM jul70; rgd 11jan74 opb 81 vtap; last flight 1994; l/n Ivanovo-Severnny jun/aug99, derelict; broken up there aug99
9 34 02 03	not known no code	An-22 An-22	Antonov OKB Antonov OKB	f/f OZH	30nov69 29may86	modified to An-22A standard, undertook factory and state tests in 1972 c/n not checked; became a test-bed for the avionics suite of the An-124 (undertook 86 flights of 313 hours duration), equipped with two radars on the nose, with the standard fairing below the navigator's cabin and a more blunt fairing on the very nose; in standard An-22 c/s, no titles; initially with a Soviet flag on the fin and the registration visibly painted over; repainted during overhaul, now with Red Stars and no other markings (and as if there had never been a registration painted on); owned by the Antonov Design Bureau, but was operated by the military when seen OZH 29may86; the c/n was checked on the wing at Gostomel 23aug91 and also confirmed by the Antonov DB; seen partially dismantled at Gostomel in 1993; a main wheel strut was used in the repair of UR-09307 line # 05-09 in 1996; sat derelict at Gostomel, seen jun06/jul14
9 34 02 04	CCCP-09304	An-22	Sov AF/AFL titles	f/f	20nov69	delivered to 81 vtap in 1970; f/n LIM 17jul70; rgd 11jan74; CofA canx 04mar82; CofR renewal 23mar89; l/n STR 08feb92
	RA-09304	An-22	Russian AF/AFL tit	CGN	11may93	second major overhaul commenced at 308 ARZ in spring 1993, which could not be completed because of financial problems; l/n Ivanovo-Severnny 08jun96; broken up Ivanovo-Severnny 1997
9 34 02 05	CCCP-09305(1)	An-22	Sov AF/AFL titles	f/f	end'69	delivered to 81 vtap in 1970; delivered a Soviet Mi-8 to Dhaka 13dec70 to undertake humanitarian missions; w/o 19dec70 when crashed on emergency landing at Panagarh (India) when all four engines flamed out after a prop had disintegrated and destroyed all engine control cables, all 17 persons aboard killed; see c/n 043481240
9 34 02 06	CCCP-09306	An-22	Sov AF/AFL titles	f/f	17jan70	delivered to 81 vtap in 1970; f/n LIM jul70; photo Dhaka 14dec70, delivering a Soviet Mi-8 to Dhaka to undertake humanitarian missions; rgd 11jan74; l/n SZW 07oct92
00 34 02 07	RA-09306 CCCP-09303(1)	An-22 An-22	Russian AF/AFL tit Sov AF/AFL titles	CGN f/f	jan93 early70	wfu 1997; seen derelict Ivanovo-Severnny 15jun/03sep99; broken up Ivanovo-Severnny oct99 opb 81 vtap at Ivanovo-Severnny; f/n LIM jul70; w/o 18jul70 on the leg from Keflavik to Sydney, NS of a humanitarian aid mission from Chkalovski to Lima (with a Mi-8T on board) when crashed some 47 minutes after take-off into the Atlantic Ocean south of Iceland, all 15 crew members and 8 passengers were killed; see c/n 053483299
00 34 02 08	CCCP-09325 RA-09325	An-22 An-22	Sov AF/AFL titles Russian AF/AFL tit	f/f Spr	31jul70 01jul94	opb 81 vtap; f/n YQX 25dec73; rgd 11jan74; first major repair completed jul88; l/n LBG 04jun89 l/n Ivanovo-Severnny may99/aug99 derelict; broken up Ivanovo-Severnny 1999
00 34 02 09	CCCP-09334	An-22	Sov AF/AFL titles	f/f	15jul70	undertook test flights (total of 30 hours 11 minutes) until 07oct70; opb 81 vtap from 12oct70; delivered a Soviet Mi-8 to Dhaka 13dec70 to undertake humanitarian missions, photo exists; flew oct73 with a cargo of MIG-25RBVs to Egypt; rgd 11jan74; damaged 13mar87 on landing at Addis Ababa; a rough landing was made during a thunderstorm and in the absence of runway illumination, destroying the left middle main landing gear, damaging the landing gear fairing and the centre section area of the wing; repaired and returned to Ivanovo but deemed impractical to continue to operate and wfu; t/t circa 3,600 hours; last flight 30sep87 (to Monino); CofA canx 25feb88; preserved in the Russian Air Force museum at Monino from 10jan88 (N55.833404 E38.182377); l/n apr23
00 34 02 10	CCCP-09346 RA-09346	An-22 An-22	Sov AF/AFL titles Russian AF/AFL tit	f/f Grs	15nov70 25may93	opb 81 vtap; rgd 11jan74; f/n LBG 12may71; l/n CGN 04jul91 l/n Ivanovo-Severnny 24apr97; broken up Ivanovo-Severnny spring 1999
00 34 03 01	CCCP-09308	An-22	Sov AF/AFL titles	f/f	31dec70	opb 81 vtap; rgd 23apr73; c/n given in Soviet register as 01340307 in error, see this c/n; f/n DUS 29sep82; l/n SVO 02jun92
00 34 03 02	RA-09308 CCCP-09315 RA-09315	An-22 An-22 An-22	Russian AF/AFL tit Sov AF/AFL titles Russian AF/AFL tit	CGN f/f Grd	14apr93 29mar71 29sep93	l/n Ivanovo-Severnny 26aug97; last flight dec97; broken up Ivanovo-Severnny nov99 opb 81 vtap; rgd 11jan74; seen LBG 17jun81; l/n HAJ jan91 last flight 12mar97; l/n Ivanovo-Severnny may99/aug99 derelict; broken up Ivanovo-Severnny 26sep/03oct99
01 34 03 03	CCCP-09321 RA-09321	An-22 An-22	Sov AF/AFL titles Russian AF/AFL tit	f/f Lrz	30jun71 09mar93	opb 81 vtap; rgd 23apr73; f/n YQX 25dec73; l/n Lärz 18feb93 wfu 1997; l/n Ivanovo-Severnny 26may99 derelict; broken up Ivanovo-Severnny jul99
01 34 03 04	CCCP-09323 RA-09323	An-22 An-22	Sov AF/AFL titles Russian AF/AFL tit	f/f Grd	30jun71 27sep93	opb 81 vtap; rgd 11jan74; f/n KHI 20nov77 wfu in mid 1997; l/n Ivanovo-Severnny may99/jun99 derelict; broken up Ivanovo-Severnny late 1999
01 34 03 05	CCCP-09330	An-22	Sov AF/AFL titles	f/f	31aug71	opb 81 vtap; rgd 11jan74; f/n SVO 13may77; wfu 1992 and cannibalised; l/n Ivanovo-Severnny 26aug97; broken up Ivanovo-Severnny spring 1999
01 34 03 06	CCCP-09336 RA-09336	An-22 An-22	Sov AF/AFL titles Russian AF/AFL tit	f/f Spr	30sep71 17aug93	opb 81 vtap; rgd 23apr73; f/n LBG 22may79; l/n CGN 22apr91 wfu 1995; l/n Ivanovo-Severnny 24aug95; broken up Ivanovo-Severnny mid 1997
01 34 03 07	CCCP-09313 RA-09313	An-22 An-22	Sov AF/AFL titles Russian AF/AFL tit	f/f Iva	30sep71 24aug95	opb 81 vtap; rgd 11jan74; f/n CGN 03jan91; c/n as such in Soviet register, see c/n 00340301 h/o to 8 vtap 21jan98 (last flight); l/n KLD 26aug03 and not seen since; broken up at Tver, probably in 2008
01 34 03 08	CCCP-09316	An-22	Sov AF/AFL titles	f/f	30nov71	delivered to 81 vtap in 1971; f/n YQX 25dec73; rgd 11jan74; later h/o to 566 vtap and back to 81 vtap in 1987; CofR renewal 18aug87; l/n CGN may91
01 34 03 09	RA-09316 CCCP-09322	An-22 An-22	Russian AF/AFL tit Sov AF/AFL titles	Spr f/f	15nov93 29dec71	h/o to 8 vtap 21jan98 (last flight); l/n KLD 26aug03 and not seen since; broken up at Tver, probably in 2008 h/o to 8 vtap 21jan98 (last flight); l/n KLD flight-line 24aug05 and not seen since; broken up at Tver, probably in 2008
01 34 03 10	CCCP-09326	An-22	Sov AF/AFL titles	f/f	30dec71	opb 566 vtap; f/n jan74; rgd 13nov75; trf to 81 vtap in 1987; left wing damaged at Gudauta 05sep92; wfu as repair failed because of non-fitting parts; seen Ivanovo-Severnny 15oct97; broken up at Ivanovo-Severnny may99; l/n Ivanovo-Severnny may/jun99, derelict; not seen aug99
02 34 04 01	CCCP-09332 RA-09332	An-22 An-22	Sov AF/AFL titles Russian AF/AFL tit	f/f Lrz	30mar72 12jul93	opb 566 vtap; rgd 13nov75; f/n jun76; h/o to 81 vtap in 1987; l/n CGN oct91 h/o to 8 vtap 21jan98 (last flight); l/n KLD 30jun03 stored and not seen since; broken up at Tver, probably in 2008

02 34 04 02	CCCP-09333 RA-09333	An-22 An-22	Sov AF/AFL titles Russian AF/AFL tit	f/f CGN	31may72 05may93	opb 566 vtap; rgd 06jan78; h/o to 81 vtap in 1987; f/n LBG 20jun89; l/n HAJ 21may92 l/n Sperenberg 16jul94; the NIIEERAT (Scientific Research Institute for the Operation and Repair of Aviation Equipment) issued recommendations to strengthen the airframe, but due to insufficient funding, these works were not carried out and wfu as a result; broken up Ivanovo-Severnny 1997
02 34 04 03	CCCP-09335 RA-09335	An-22 An-22	Sov AF/AFL titles Russian AF/AFL tit	f/f Iva	30jun72 24aug95	opb 566 vtap; rgd 13nov75; received flare dispensers in 1986; h/o to 81 vtap in 1987; f/n DUS 10dec88; seen CGN 21jan91; l/n Sperenberg 13jul93 trf to 8 vtap at Migalovo in mid feb98 (last flight); offered for sale by Russian privatisation agency dec07; l/n KLD 03aug09 on the storage ramp, complete; broken up at KLD apr13
02 34 04 04	CCCP-09345 RA-09345	An-22 An-22	Sov AF/AFL titles Russian AF/AFL tit	f/f Iva	13dec72 26aug95	opb 566 vtap; rgd 13nov75; f/n SVO 11jun79; CoFR renewal 27sep84; h/o to 81 vtap in 1987 trf to 8 vtap at Migalovo 21jan98 (last flight); offered for sale by Russian privatisation agency dec07; seen KLD 06dec08 on the storage ramp, complete; l/n KLD 2012, rear fuselage cut off after wings and no engines, in process of being broken up
02 34 04 05	CCCP-09349	An-22	Sov AF/AFL titles	f/f	late72	opb 566 vtap; rgd 23may73; f/n LBG 06jun73; dbr Seshcha 08jun77, aborted take-off after V-1, overran the end of the runway and came to rest in a forest; all of the crew escaped unhurt, with the cause of the accident attributed to be the spontaneous operation of the rudder locking system; CoFA canx 16may84
02 34 04 06	CCCP-09319 RA-09319	An-22 An-22	Sov AF/AFL titles Russian AF/AFL tit	f/f Grs	20nov72 30jun93	opb 566 vtap; rgd 23may73; h/o to 81 vtap in 1987; l/n SVO 11sep92 trf to 8 vtap at Migalovo 21jan98; last flight 19dec99 ?; offered for sale by Russian privatisation agency dec07, l/n KLD 12aug12 on the storage ramp, engines and other parts missing, in the process of being broken up
02 34 04 07	CCCP-09324 RA-09324	An-22 An-22	Sov AF/AFL titles Russian AF/AFL tit	f/f Spr	27dec72 04mar93	opb 566 vtap; rgd 23apr73; f/n LBG 12may73; h/o to 81 vtap in 1987; l/n CGN 21may92 h/o to 8 vtap at Migalovo 21jan98 (last flight); offered for sale by Russian privatisation agency dec07; l/n KLD 12aug12 on the storage ramp; broken up at KLD jan13
02 34 04 08	CCCP-09331 RA-09331	An-22 An-22	Sov AF/AFL titles Russian AF/AFL tit	f/f Grd	28dec72 14jan94	initially opb 566 vtap at Seshcha; rgd 23apr73; trf to 81 vtap at Ivanovo-Severnny in 1987; f/n LBG 05may73 trf to 8 vtap at Tver-Migalovo in 1993; w/o 19jan94 on a cargo flight from Tver-Migalovo to Voronezh when the booster of the left aileron control failed 3 minutes after take-off so that the aircraft lost lateral controllability, started to bank and crashed near Krasnaya Gora (15 km south-west of Migalovo airfield) 1 minute later, 5 of the 7 crew members and 2 of the 3 passengers were killed
03 34 04 09	CCCP-09339 RA-09339	An-22 An-22	Sov AF/AFL titles Russian AF/AFL tit	f/f KLD	28feb73 05may94	delivered to 81 vtap, later h/o to 566 vtap, then to 8 vtap, back to 81 vtap 13mar88, again to 8 vtap in 1989; rgd 23may73; f/n FBU 23jun73; seen YUL 10mar74; received flare dispensers in 1985 h/o to 81 vtap in 1996 and back to 8 vtap at Migalovo 21jan98 (last flight); seen KLD 13aug06 with chaff/flare dispensers, faded number '652C' on port side; offered for sale by Russian privatisation agency dec07; l/n KLD 12aug12 on the storage ramp; reported broken up at KLD spring 2013
03 34 04 10	CCCP-09347 RA-09347	An-22 An-22	Sov AF/AFL titles Russian AF/AFL tit	f/f	30apr73 11oct93	delivered to 8 vtap, rgd 13feb76; f/n BOM mar79; h/o to 81 vtap 13mar88 and back to 8 vtap in 1989; l/n CGN feb92 at Damgarten; grounded 1994 and partially dismantled; h/o (on paper only) to 81 vtap in 1996; seen KLD 20aug95/22aug02, stored; l/n KLD 17aug05; broken up at Tver, probably in 2008
03 34 05 01	CCCP-09318	An-22A	Sov AF/AFL titles	f/f	30jun73	opb 566 vtap; f/n ARN 13nov73; rgd 13feb76; w/o 22dec76; during a test-flight from Seshcha the Antonov made a turn with maximum rudder deflection; at an altitude of 6000m the plane entered a slip, the crew manoeuvred the plane in an attempt not to lose height but the Antonov attained a critical angle of attack, it entered a spin and broke up in the air killing all on board; following this accident Antonov limited the rudder deflection angle on the An-22 and recommended that pilots not use the rudders during turns when ailerons could be sufficient
03 34 80209	CCCP-09320 RA-09320	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f KLD	31jul73 05may94	line # 05-02 confirmed; rgd 13feb76; f/n LBG 28may87 l/n KLD 13aug06/mar18 on the storage ramp, with parts missing; and seen KLD since stored at the active part with one prop of engine # 1 missing; l/n as such KLD sep22
03 34 80212	CCCP-09327 RA-09327	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f CGN	31aug73 21apr93	line # 05-03 confirmed; opb 8 vtap; rgd 10feb76; no sightings offered for sale by Russian privatisation agency dec07; seen KLD 06dec08/03aug09 on the storage ramp, complete; l/n KLD 12aug12, engines and other parts missing; broken up at KLD sep20, photo exists
03 34 80219	CCCP-09328 RA-09328 RF-09328	An-22A An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit Russian Air Force	f/f KLD Iva	28sep73 05may94 19may15	line # 05-04 confirmed; rgd only 13feb76; no sightings opb 76 ovtae (re-designated 6985 AvB in 2009) at Tver-Migalovo; ferried from Tver-Migalovo to Ivanovo-Severnny for overhaul jan14 opb 6985 AvB at Tver-Migalovo; in the typical An-22 c/s with a Russian flag on the fin, no titles; f/f after overhaul 29may15; l/n 05-04 only, given in a document dated 12dec16 with regards to the extension of resources and service life; l/n KLD sep22 again with all four engines and seems operational
03 34 80225	CCCP-09337 RA-09337	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f KLD	22nov73 05may94	line # 05-05 confirmed; rgd 13nov75; f/n LAD 22nov75 seen KLD 03sep99 ?; l/n KLD 13aug06/18aug09, on the storage ramp, engine no. 4 missing; broken up at KLD mar13
03 34 80228	CCCP-09338 RA-09338	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f Maw	20dec73 09oct93	line # 05-06 confirmed; rgd 13feb76; f/n jun76 last flight 17aug99 ?; seen KLD 24aug05 stored minus two props; l/n KLD 2012, in the scrap area, one engine and other parts already missing; broken up at KLD mar13
03 34 81234	CCCP-09340 RA-09340	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f Lrz	27dec73 26apr93	line # 05-07 confirmed; rgd 13feb76; made emergency landing at Stry 19jan78 when two engines flamed out; f/n ADE feb78 last flight 13sep99 ?; l/n KLD feb08/23dec08 in scrap area engine and parts missing; reported broken up at KLD spring 2013
04 34 81240	CCCP-09305(2) RA-09305(2)	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f Grs	28feb74 14jul93	line # 05-08 confirmed; 566 vtap; rgd 13nov75; f/n LBG 17may87; see c/n 9340205 offered for sale by Russian privatisation agency dec07; l/n KLD 06dec08 on the storage ramp, complete; broken up at KLD mar13
04 34 81244	CCCP-09307	An-22A	Sov AF/AFL titles	mfd	30apr74	line # 05-09 confirmed; opb 8 vtap at Tver-Migalovo; rgd 10feb76; new CoFR issued 15jun78; damaged on take-off from Aden 13jan89 with a MiG-25 in the cargo bay when the landing gear was retracted too early due to poor crew resource management so that the aircraft sank back to the ground and overran the runway; provisionally repaired on-site; ferried to Kiev 12dec89; sold by 3 officers to ANTK im. Antonova for just 24,000 rubles
UR-09307		An-22A	ANTK im. Antonova	Gos	22sep94	repaired with parts of c/n 6340104 until jun94; in typical An-22 c/s with 'Antonov Design Bureau' titles; the landing gear was damaged on landing at Khartoum feb95; repaired with a main wheel strut from line # 02-03 and returned to service oct96; damaged 04jan99 when landed wheels-up at Recife; repaired again; l/n jan09, operational
UR-09307		An-22A	DP "Antonov"	rgd	19mar10	stored at Gostomel, seen sep10/may15, seen in bare metal being worked on in a hangar 11dec15, some parts of the skin replaced; seen still in bare metal outside 30jan16 and test-flying 12feb16; painted in white/light grey c/s with 'Ukrainian flag' cheatline and 'Antonov Airlines' titles; f/n as such Gostomel 30may16, test-flying; new CoFR issued 14jun16; re-entered service 30jun16; last tracked flight 12oct20; flew for 15 minutes around the circuit at Gostomel 12jan21; stored without engines at Gostomel, seen 20oct21; current on register 13aug22; severely damaged (probably beyond repair) 24feb22 when Gostomel was occupied by Russian airborne forces, with large hole in the left wheel bay and large gaps in the fuselage and ceiling; l/n as such Gostomel 27may22
04 34 81250	CCCP-09309 "309" black	An-22A An-22A	Sov AF/AFL titles Soviet Air Force	f/f ph.	15may74 in 1981	line # 05-10 confirmed; opb 8 vtap at Kalinin-Migalovo; rgd 10feb76; black and white photo exists at Seshcha; f/n BOM mar79 published in the East German Newspaper "Neues Deutschland" in an article about the exercise "Zapad-81" (West-81) which was the largest military exercise ever to be carried out by the Soviet Union and took place 04/12sep81; opb 8 vtap at Kalinin-Migalovo; in dark brown/greyish green/ochre camo c/s with light blue undersides, did not carry external markings - this was the sole An-22 which was ever camouflaged; received flare dispensers in 1985; l/n KLD 26aug03
RA-09309		An-22A	Russian Air Force	Eng	late'05	opb 8 vtap at Tver-Migalovo; in dark brown/greyish green/ochre camo c/s with light blue undersides; seen KLD 13aug06 with chaff/flare dispensers; not on Russian register by aug10; l/n Ivanovo-Severnny 08may15, awaiting overhaul by 308 ARZ
RF-09309 CCCP-09311		An-22A An-22A	Russian Air Force Sov AF/AFL titles	Iva f/f	19aug17 mid74	repainted in standard An-22 c/s during overhaul; opb 8 vtap at Tver-Migalovo; l/n KLD 23jun23 active line # 06-01 confirmed; opb 8 vtap at Tver-Migalovo; rgd only 06jan78; f/n BOM mar79; w/o 06jun80 on a flight from Syria to SVO when a faulty accumulator caused a fire in the well of the main right gear, as the aircraft was 28 km from VKO when the fire was detected the crew decided to divert to VKO, electric power was switched from the main system to the emergency one when the aircraft was flying at a height of 3,400 metres 8 km before the runway but the emergency system failed at a height of 2,500 metres, leaving the aircraft completely without electric power, it made a forced landing (wheels up) in a field, collided with obstacles, ended up in a ditch and caught fire, 3 crew killed
04 34 81256	CCCP-09312 RA-09312	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f Spr	26aug74 18sep93	line # 06-02; opb 8 vtap; rgd 06jan78; f/n ADE feb78; l/n CGN jan92 last flight 23feb99 ?; l/n KLD 26jul07/18aug09 on the storage ramp, complete; broken up at KLD mar13
04 34 82263	CCCP-09314 RA-09314	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f KLD	09sep74 05may94	line # 06-03; rgd 15jun78; opb 8 vtap; f/n Sperenberg 24dec90; l/n Krzywa 18feb92 seen KLD 24aug05 on the storage ramp, complete; l/n KLD 12aug12, engines and other parts missing; broken up at KLD feb13
04 34 82266	CCCP-09341 RA-09341	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f KLD	15jan75 10may95 30mar13	line # 06-04; opb 8 vtap; rgd 06jan78; f/n DEL 25mar79; received flare dispensers in 1986 seen Ivanovo-Severnny may/aug11 with 308 ARZ freshly painted, now with Russian stars on tail and wings; l/n KLD sep22
04 34 82272	CCCP-09343 RA-09343	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f Iva	31oct74 24aug95	line # 06-05; rgd 15jun78; f/n 12jan81, location unknown; seen KLD 25oct82; received flare dispensers in 1986 flight plan KLD-DME exists dated oct01, filed by Captain Chernyshov; seen KLD 13aug06 with chaff/flare dispensers; l/n KLD 06dec08
RA-09343		An-22A	Russian Air Force	photo		overhauled Ivanovo 2009/2010 and back in service jan10; seen CKL jun10; crashed 28dec10 in adverse weather conditions near Tula on a flight from Voronezh-Baltimore to Tver, reportedly due to rudder problems which caused the aircraft to bank to the left, lose height before going into a spin; all 12 (crew and a reserve crew) on board were killed
04 34 82276	CCCP-09329 RA-09329	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f Iva	30nov74 24aug95	line # 06-06 confirmed; rgd 14jul77; f/n BRU 17mar88; l/n Welzow 06may92 underwent major overhaul at 308 ARZ 1994/nov01 (seen Ivanovo-Severnny 15jun99/22jun00 derelict/wfu and 04aug01 in hangars); trf to 8 vtap in dec01; l/n IKT 30dec08
RA-09329		An-22A	Russian Air Force	KLD	25oct11	freshly painted; seen OVB 15aug15; l/n Ivanovo-Severnny at 308 ARZ may16/sep22 stored, engines and other parts missing
04 34 82284	CCCP-09342	An-22A	Sov AF/AFL titles	f/f	15jan75	line # 06-07 confirmed; c/n previously reported as 043482282; rgd only 06jan78; f/n ADE 06mar78; l/n CGN 18feb91

	RA-09342	An-22A	Russian AF/AFL tit	Iva	24aug95	underwent rework with 308 ARZ at Ivanovo-Severnoy 1994/sep02; f/f after rework 25sep02, but remained stored at Ivanovo-Severnoy for quite a time (l/n mar04) before finally returned to active service; opb 76 ovtae (renamed 6985 AB in 2009) at KLD; tender for repair published 08aug09; seen Ivanovo-Severnoy 01aug11 in 308 ARZ entering overhaul
	RA-09342	An-22A	Russian Air Force	KLD	30jan12	fresh from overhaul; photo jul12 of the inside, shows the c/n painted on the roof; seen Rostov-na-Donu Tsentralny 06jun15; l/n Ivanovo-Severnoy 29may16 with some parts missing; 06-07 given in a document dated 12dec16 with regards to the extension of resources and service life; line # and c/n also given in a tender document aug18 for parts; seen active OVB 08jul19; l/n KLD sep22
05 34 82288	CCCP-09344 RA-09344	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f Iva	28feb75 24aug95	l/n KLD jun07
05 34 83292	RA-09344 CCCP-09348	An-22A An-22A	Russian Air Force Sov AF/AFL titles	KLD f/f	06dec08 31mar75	l/n in operational condition KLD 10jun18; seen KLD aug19/sep22 with engines # 1 and 3 missing
	RA-09348	An-22A	Russian AF/AFL tit	Grs	12jul93	line # 06-09 confirmed; opb 8 vtap; flew the first international flight for the regiment late 1975 from Tver to Lärz; rgd 14jul77; f/n SZW 27sep92; l/n Sperenberg 09oct92
05 34 83299	CCCP-09303(2)	An-22A	Sov AF/AFL titles	f/f	29apr75	opb 8 vtap; l/n Sperenberg 16oct93; put on major overhaul at 308 ARZ at Ivanovo-Severnoy 22sep94, but this was never completed; broken up Ivanovo-Severnoy spring 2004
	RA-09348	An-22A	Russian AF/AFL tit	Grs	12jul93	line # 06-10 confirmed; opb 8 vtap at Tver-Migalovo; rgd 14jul77; f/n KBL 1980; w/o 11nov92 on a combined training and cargo flight from Tver-Migalovo to Yerevan at night with the MTOW exceeded by 20 tonnes when the crew retracted the flaps at a height of 200 metres so that the aircraft lost height, the pilot tried to recover by pulling the control column, but the aircraft stalled and crashed upside-down at a forest edge between Nekrasovo and Shulgino (10 km south-west of Migalovo airfield), all 7 crew members and 26 passengers were killed; a wreck was seen at Tver-Migalovo 20aug95; see c/n 00340207
05 34 83302	CCCP-08829 RA-08829	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f Wit	30mar75 10sep93	line # 07-01 confirmed; opb 8 vtap; rgd 14jul77; f/n LBG 14may81; l/n CGN 29apr91
	RA-08829	An-22A	Russian AF/AFL tit	Wit	10sep93	seen Sperenberg 19aug94; put on major overhaul at 308 ARZ 30nov94; seen Ivanovo-Severnoy aug99, stored; flight plan exists oct01 but is this for the same aircraft ?; l/n Ivanovo-Severnoy mar02/aug03 stored; seen apr04 at 308 ARZ, derelict; broken up Ivanovo-Severnoy jul/aug04
05 34 83308	CCCP-08830 RA-08830	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f Spr	28jun75 28may93	line # 07-02 confirmed; opb 8 vtap; rgd 14jul77; f/n AMS 21dec88; l/n Jüterbog jun92
	RA-08830	An-22A	Russian AF/AFL tit	Spr	28may93	put on second major overhaul at 308 ARZ in 1994, which could not be completed because of financial problems (seen Ivanovo-Severnoy 24aug95 and again 26may99/30mar02 derelict/wfu, no tail); was prepared by 308 ARZ for display in the VTA museum at Ivanovo-Severnoy during summer 2002, but seen Ivanovo-Severnoy aug03 still on the operational area; seen in the VTA museum (N57.045798 E40.994218) by aug05, l/n aug21
05 34 83311	CCCP-08831 RA-08831	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f Wit	31jul75 24feb93	line # 07-03 confirmed; rgd 06jan78; f/n Sperenberg 22dec90; l/n Sperenberg aug91
	RA-08831	An-22A	Russian AF/AFL tit	Wit	24feb93	opb 8 vtap; put on major overhaul at 308 ARZ 01nov95, but this was never completed; l/n Ivanovo-Severnoy may99/aug04, derelict/wfu near 308 ARZ hangars; reportedly broken up autumn 2004
05 34 84317	CCCP-08832 RA-08832	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f Fal	28aug75 03apr93	line # 07-04; opb 8 vtap; rgd 14jul77; f/n LBG 11may83; l/n CGN jan92
	RA-08832	An-22A	Russian Air Force	CKL	jul10	seen Ivanovo-Severnoy 24apr97; opb 8 vtap (renamed 76 ovtae 01jul01) at KLD; named 'Vasilii Semenenko' in summer 2000 after a former commander of 8 vtap; last overhaul completed nov07
	RA-08832	An-22A	Russian Air Force	CKL	jul10	still named 'Vasilii Semenenko'; l/n KLD 23aug16 active; stored at Ivanovo-Severnoy from 31aug16, according to russianplanes.net; an An-22 without a registration on top of the wings is visible on Google Earth on the flight line from 2017; moved to the dump area by apr19 and still complete by aug21; seen oct21/sep22 with just one engine; made airworthy again during the summer of 2023 and seen Ivanovo aug23 freshly painted; reported returned to service 07nov23 according to russianplanes.net
05 34 84321	CCCP-08833 RA-08833	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f CGN	28apr75 01apr93	line # 07-05; opb 8 vtap; rgd 14jul77; f/n LBG 22may81
	RA-08833	An-22A	Russian AF/AFL tit	CGN	01apr93	seen Ivanovo-Severnoy 24aug95; was due to be overhauled by 308 ARZ, but this did not happen; seen Ivanovo-Severnoy 24apr97/30aug07, stored; ADB planned to acquire this airframe, but the plan was dropped in 2002 due to its technical condition; offered for sale by Russian privatisation agency dec07; l/n Ivanovo-Severnoy 27mar12, with parts missing; broken up Ivanovo-Severnoy nov12
05 34 84327	CCCP-08834 RA-08834	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f Wel	05nov75 01jun93	line # 07-06; opb 8 vtap; rgd 14jul77; f/n LBG 07may83; l/n Finow 10may92
	RA-08834	An-22A	Russian AF/AFL tit	Wel	01jun93	seen Ivanovo-Severnoy 24aug95/27apr97; stored at KLD from 29apr98; l/n KLD 18aug07/06dec08, on the storage ramp, complete; broken up at KLD mar13
05 34 84331	CCCP-08835 RA-08835	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f KLD	22dec75 05may94	line # 07-07; opb 8 vtap; rgd 14jul77; f/n LBG 07jul83; l/n CGN 11jun91
	RA-08835	An-22A	Russian AF/AFL tit	KLD	05may94	seen Ivanovo-Severnoy 24aug95; was due to be overhauled by 308 ARZ, but this did not happen; seen Ivanovo-Severnoy 24apr97/30aug07, stored; ADB planned to acquire this airframe, but the plan was dropped in 2002 due to its technical condition; offered for sale by Russian privatisation agency dec07; l/n Ivanovo-Severnoy 27mar12, with missing parts; broken up Ivanovo-Severnoy nov12
05 34 85336	CCCP-08836 RA-08836	An-22A An-22A	Sov AF/AFL titles Russian AF/AFL tit	f/f Lrz	29dec75 22mar93	line # 07-08 confirmed; opb 8 vtap from jan76; rgd 14jul77; photo mar89
	RA-08836	An-22A	Russian AF/AFL tit	Lrz	22mar93	l/n KLD 06dec08 on the storage ramp, complete; reported broken up spring 2013
---	no code	An-22	Soviet Air Force	photo	aug72	at Novosibirsk; has the old type nose with chin radar (c/n 0101, 6340103 or 7340107 ?)
---	"17" red	An-22	Soviet Air Force	photo	aug72	at Sempalatinisk; details from a German forum; see c/n 7340107
---	"20" red	An-22	Soviet Air Force	photo	aug72	has the old type nose, so one of first ten built
---	"22" red	An-22	Soviet Air Force	photo	aug72	with radar nose and five forward windows, applicable to aircraft in batches 2, 3 and 4 only
---	"2" red	An-22	Soviet Air Force	photo	aug72	poor quality photo exists; second digit of code may be a '5' or '6', with radar nose and five forward windows, applicable to aircraft in batches 2, 3 and 4 only

Antonov An-24

The design and development of the An-24 came about following a government directive dating from December 1957 requiring a new short-haul airliner to replace the many Il-14s and Li-2s still in service. The An-24, likened in its day to the Fokker F-27 "Friendship" which had made its first flight in November 1955, took to the air for the first time from Kiev on 20 October 1959, the first prototype being appropriately registered CCCP-L1959. It was joined by three more prototypes, CCCP-L1960, CCCP-L19603 (1960 built, c/n 0003) and CCCP-L19605 (1960 built, c/n 0005) before series production commenced at Kiev. As was usual at the time, cargo operations began before a new type could be used to carry the travelling public. The An-24 began cargo flights in July 1962 before entering service on the Kiev-Kherson route on 31 October 1962, and by 2017 it is still flying in small numbers in Russia, Ukraine and Kazakhstan.

Production was concentrated on Antonov's home base at Kiev-Svyatoshino and continued until 1977. A board at the factory showed that 1,028 aircraft were manufactured, but our estimate is slightly lower. Batches 01-19 contained five aircraft each, batches 20-107 contained ten aircraft each and batch 108 contained 13 aircraft, making a total of 988. The Soviet register archives have confirmed the existence of batch number '00' and this is known to have contained ten aircraft, bringing the total to 998. The difference between this total and the factory's claimed total of 1,028 is as yet unexplained.

Another production line was set up at Factory No. 99 at Ulan-Ude-Mukhino in 1965 and it produced 180 aircraft between then and 1971, the majority being for Aeroflot with a smaller number (about 30) mostly at the end of the production run being manufactured for the Soviet Air Force.

Factory No. 39 at Irkutsk was tasked with producing the An-24T tactical transport for the Soviet Air Force and from 1966 to 1971 produced a total of 164 aircraft (102 An-24T/TV and 62 An-24RT freighters). These versions are readily distinguishable from the passenger models owing to the fact that they have less windows and no passenger door on the port or starboard side of the rear fuselage. They are also equipped with a loading ramp at the rear which has led to some being reported erroneously as An-26s. Thus the grand total of An-24s built is reckoned to be 1,342, the vast majority of those emanating from Kiev and Ulan-Ude having now been identified. There still remain, however, tantalising gaps in the production history which we hope will one day be explained.

Aeroflot was of course the major customer, but large numbers of exports were achieved from 1964 onwards to countries within the Soviet sphere of influence, and in later years An-24s have been seen flying in South America and Africa as well as closer to 'home'. The export version An-24V was almost identical to the aircraft delivered to the Soviet Union except for avionics and navigational equipment. Some confusion was caused with many aircraft being released from Kiev with the designation painted on as 'Antonov 24B' on the tail or 'An-24B' by the cockpit. A few were delivered before the An-24B even went into series production. However, official East German and Polish register books confirm the version as An-24W (the Cyrillic B is transcribed as W in German and Polish) and photos of other aircraft (Czech/Slovak/Hungarian Air Force and Tarom) can indeed be found with the version painted on as 'V'.

The construction number is normally stencilled under the port side horizontal stabiliser, with the plate itself reported as being on the inside of the forward cargo door. The c/n for the An-24, apart from the An-24T/RT/TV, is explained as with many other Soviet-built aircraft: the first digit indicates the year of manufacture, followed by the factory code 73 or 99 indicating factories No. 473 at Kiev-Svyatoshino resp. No. 99 at Ulan-Ude, the batch number (two digits) and the number in the batch (also two digits).

998 ? An-24 built by factory # 473 at Kiev-Svyatoshino from 1960 to 1977

00 01	CCCP-L1959	An-24	MAP Kiev	r/o	sep59	first prototype; f/f 20dec59; initially in white/yellow c/s with red cheatline and Aeroflot titles, yellow replaced by black later; l/n in Factory # 473 at Kiev-Svyatoshino in mid-1960s; fate unknown
00 02	CCCP-L1960	An-24	MAP Kiev	r/o	18may60	second prototype; f/f 08jun60; in white/yellow c/s with red cheatline, 'red feathers' by the nose and Aeroflot titles; repainted without the 'feathers' during dec60; undertook 72 test flights by feb61
	CCCP-69313 CCCP-69313	An-24 An-24	MAP Kiev MAP Kazan APO	rgd rgd	05jul66 14sep72	in Aeroflot c/s; canx 14sep72
00 03	CCCP-L19603	An-24	MAP Kiev	mfd	1960	in Aeroflot c/s; f/n SVO 20apr80; canx 19oct81
	"93" blue	An-24T	Soviet Air Force		1961	third prototype, with a longer nose; in white/yellow c/s with red cheatline and Aeroflot titles; converted to the An-24T prototype
	CCCP-29101	An-24T	MAP Kuibyshev APO	rgd	28oct68	prototype, first use of the An-24T designation, still with a full set of windows and without the ventral cargo hatch, in all-grey c/s by sep61, undertook State acceptance trials 17sep62/12jul63, but was not accepted; see c/n 37300602
00 04	CCCP-L19604	An-24	MAP Kiev MeZ	ph.	1961	c/n checked as 0003, but c/n given in the Soviet register as '19603'; canx 22feb79; seen apr93/may96 in the Samara State Aerospace University
	CCCP-L19605	An-24	MAP Kiev	mfd	1960	in white/yellow c/s with red cheatline and Aeroflot titles; reportedly ferried from Kiev to Moscow-Khodynka in autumn 1961; was displayed at the VDNKh exhibition in Moscow for a short time in late 1961/62; may have been used for static tests with the TsAGI afterwards
	CCCP-27216	An-24	MAP Kiev APO	rgd	26sep66	black and white photo, with Aeroflot titles; photos exist with single ventral fin under the tail, later converted and became the first aircraft with twin ventral strakes under the tail
	CCCP-27216	An-24	MAP Kiev APO	rgd	26sep66	c/n on Soviet register as just '05'; photo exists Kiev-Svyatoshino 1969 ? with Aeroflot titles, next to An-24 c/n '05510' on the production line

	CCCP-46742 CCCP-46742 UR-46742	An-24B An-24B An-24B	LII Zhukovski MAP Rostov Omega	trf trf SIP	28jul82 23sep85 20sep94	test-bed for verifying the 'SIP' mission equipment of the Il-18RT and Il-20RT range instrumentation aircraft (probably ARZ-412); canx 10mar94 as to Ukraine owned by ARZ-412 at Rostov-na-Donu but registered in Ukraine; sat wfu at SIP; l/n may98/jul10; canx 13aug08; moved to the SIP storage area at (N45.022466 E33.992847) may11; l/n 16sep11/15jul13 rgd 28may64; 50 pax configuration; trf to Troitsk Technical School 19oct70; soc 30apr76 as worn out; photo early 1980s at Troitsk Technical School
4 73 008 05	CCCP-46743	An-24	AFL/Moscow SPIMVL	toc	06may64	toc 08may64; rgd 19jun64; 50 pax configuration; soc 27dec78 as life-time expired
4 73 009 01	CCCP-46744	An-24	AFL/Ukraine-LWO	mfd	30apr64	rgd 20jul64; f/n PWQ mid64; soc 26mar82 as life-time expired; seen may94/may17 in Yegoryevsk Technical School (N55.382229 E39.007008)
4 73 009 02	CCCP-46745	An-24	AFL/Kazakhstan-KGF	toc	08may64	toc 01jun64; rgd 12aug64; 50 pax configuration; soc 28apr79 as life-time expired; flew to Monino 24may79, t/t 27,444 hours, 24,962 cycles; preserved Monino museum (N55.833590 E38.182430), seen aug87; underwent refurbishment during 2016; l/n apr23
4 73 009 03	CCCP-46746	An-24	AFL/Ukraine-LWO	mfd	03may64	rgd 04jul64; 50 pax configuration; crashed on a training flight Bykovo 31mar71; soc 20may71 toc 06jun64; rgd 26aug64; opb 227 LO; w/o 24mar69 on take-off from Alma-Ata when the right engine lost power after the landing gear had been retracted (but icing may have played a role in the accident as well), the aircraft started to shake, lost speed and height, hit trees and came down at Krasnoye Polye village close to the airport, the fuselage broke into two parts which both burnt out, 1 of the 5 crew and 3 of the 26 passengers killed and several buildings in the village damaged; t/t 9,607 hours and 7,577 cycles; soc and canx 16jun69
4 73 009 04	CCCP-46747	An-24	AFL/Moscow SPIMVL	toc	03jun64	possibly had CCCP-46752 allocated which is not mentioned in the Soviet register or MGA document; photo exists, date unknown and registration not visible, with twin ventral strakes under the tail and 'An-24B' on the tail
4 73 009 05	CCCP-46751	An-24	AFL/Kazakhstan-ALA	mfd	30may64	see previous line with regards version; canx 12dec80 rgd 21jul64; 48 pax configuration; f/n SVX 01aug64; soc 20sep82 as life-time expired
4 73 010 01	CCCP-06184	An-24	GKAT Ramenskoye	rgd	05sep64	rgd 19aug64; 50 pax configuration; first SKD based An-24 and first service 22aug64; soc 25may79 as life-time expired; f/n SKD 28apr89 preserved
	CCCP-59502 CCCP-46753 CCCP-46754	An-24 An-24 An-24	MAP Ramenskoye AFL/Urals-SVX AFL/Uzbekistan-SKD	rgd toc toc	31jan66 07jul64 11jul64	rgd 26aug64; soc 19may82 as life-time expired; photo early 1980s at Troitsk Technical School Antonov list gives Ulan-Ude as owner and states 'transferred of assembly of No. 01-01 in 1970'; see CCCP-47700 c/n 240101 ?, but this was mfd jun65 according to the Soviet register
4 73 010 04	CCCP-46755	An-24	AFL/Kazakhstan	toc	08jul64	toc 27jul64; rgd 07sep64; 50 pax configuration; soc 27dec78 as life-time expired
4 73 010 05	not known	An-24	not known	mfd	jul64	photos exist at the training airfield; soc 19may84 as worn out
4 73 011 01	CCCP-46756	An-24	AFL/Ukraine-LWO	mfd	30jun64	rgd 31aug64; 48 pax configuration; converted to An-24B
4 73 011 02	CCCP-46757	An-24	AFL/Moscow SPIMVL	toc	06aug64	rgd 18aug83 as life-time expired; last flight to a field near Ilyinskoye (Kirov region) for preservation; was preserved at the corner of ul. Sovyetskaya and ul. Zheleznodorozhnaya at Slobodskoi (N58.721419 E50.185461) from 1984, seen jul11, decision for scrapping taken oct11, but still there 29apr21
4 73 011 03	CCCP-46758	An-24 An-24B	AFL/Riga ATU AFL/Urals-SVX AFL/Urals-IJK	trf toc trf	05jun70 13aug64 23dec77	photo exists Kurgan 1965; soc 16oct81 as life-time expired rgd 31aug64; version from MGA document; 50 pax configuration; f/n LED 12aug68 soc 22jul81 as life-time expired
4 73 011 04	CCCP-46759	An-24	AFL/Urals-SVX	toc	08aug64	rgd 28sep64; 50 pax configuration; photos Yoshkar-Ola 1965; soc 19dec84 as life-time expired; seen in the Museum of Civil Aviation Ulyanovsk (N54.289728 E48.233505) sep92/oct21
4 73 011 05	CCCP-46760	An-24	AFL/Urals-KRO	trf	15sep64	crashed Erdenet City 01may79, overrun the runway on landing
4 73 012 01	CCCP-46760	An-24B	AFL/Krasnoyarsk-ABA	trf	jan69	rgd 29sep64; 48 pax configuration; soc 21sep81 as life-time expired; seen may98/sep12 in the Slayvansk Technical School, (N48.81731 E37.652742) Ukraine; also marked "18" red (an asset number) by aug12
4 73 012 01	CCCP-46761	An-24	AFL/Moscow SPIMVL	toc	05sep64	l/n jun01/nov02, in use as a bar in Ulan Bator city in full colours; (N47.915366 E106.81884), last seen on GE image dated 06sep05 and no longer visible on subsequent images from 04aug06
4 73 012 02	BNMAU-1202	An-24V	MIAT Mongolia	ULN	17dec77	rgd 12oct64; 50 pax configuration; soc 21jul83 as life-time expired
4 73 012 03	CCCP-46762	An-24	AFL/Ukraine	toc	07sep64	toc 07oct64; rgd 30dec64; w/o 20mar65 on landing at Khanty-Mansiysk at night when suddenly lost height on finals, undershot, broke up and caught fire, 1 of the 5 crew and all 42 passengers killed; t/t 580 hours and 573 cycles; soc 12jul65; canx 17jul65; photo of the wreckage exists
4 73 012 04	BNMAU-1204 MT-1001	An-24V An-24V	MIAT Mongolia MIAT Mongolia	ULN ULN	20jun79 10may95	rgd 16nov64; converted to An-24B; soc 29jan82 as life-time expired; present at the Omsk Aviation Technical School since at least jul02 according to GE image; repainted as; see below
4 73 012 05	CCCP-46763	An-24	AFL/Moscow SPIMVL	toc	02oct64	seen at the Omsk Aviation Technical School, in Aeroflot c/s; l/n 14jul23
4 73 013 01	CCCP-46764	An-24	AFL/Urals-SVX	mfd	30sep64	rgd 30dec64; 50 pax configuration; photos exist, undertook unpaired landing trials at Drohobych and Lviv f/n 12aug68
4 73 013 02	CCCP-46765	An-24	AFL/Kazakhstan	toc	01nov64	soc 18jun84 as life-time expired
4 73 013 03	RA-46765 CCCP-46766 CCCP-46766 CCCP-46766	An-24B An-24 An-24 An-24	Aeroflot c/s AFL/GosNII GA AFL/Moscow SPIMVL AFL/Uzbekistan	OMS toc trf trf	29aug09 21nov64 05apr66 31mar80	rgd 30nov64; f/n KJA 22nov66; 50 pax configuration; converted to An-24B
4 73 013 04	CCCP-46767	An-24B	AFL/Krasnoyarsk-ABA	trf	jan69	rgd 22jul81 as life-time expired
4 73 013 05	CCCP-46768	An-24	AFL/Kazakhstan-ALA	toc	06nov64	rgd 14dec64; f/n ALA 03dec69; soc 20jan84 as life-time expired
4 73 014 01	CCCP-46769	An-24	AFL/Krasnoyarsk-KJA	rgd	30dec64	on charge as of 01jan65; 50 pax configuration; f/n KJA 01jun67 converted to An-24B; l/n 08jun71;
4 73 014 02	CCCP-46770	An-24	AFL/Krasnoyarsk-ABA	trf	1973	soc 21sep81 as life-time expired; seen in the Troitsk Technical School aug99/aug01
4 73 014 03	CCCP-46771	An-24	AFL/Kazakhstan	toc	unknown	on charge as of 01jan65; rgd 09jan65; f/n ALA 07jan67; trf 20sep70 to the Omsk Technical School; soc 16aug82 as worn out
4 73 014 04	CCCP-46772	An-24	AFL/North Kavkaz	toc	12dec64	rgd 30dec64; 50 pax configuration; soc 24jan79 as life-time expired
4 73 014 05	CCCP-46773	An-24	Aeroflot/USHVLP	trf	unknown	Ulyanovsk Advanced Flying Training College; rgd 29jan65
4 73 015 01	CCCP-46774	An-24	Aeroflot/KShVLP	trf	unknown	Kirovograd Advanced Flying Training College; on charge as of 01oct65
4 73 015 02	CCCP-46775	An-24	AFL/Moscow SPIMVL	toc	07jan65	Ulyanovsk Advanced Flying Training College; on charge as of 01nov65
4 73 015 03	CCCP-46776	An-24	AFL/Moscow SPIMVL	toc	07jan65	Kirovograd Advanced Flying Training College; soc 31may77 as life-time expired
4 73 015 04	CCCP-46777 UR-46777	An-24 An-24B	MAP Kiev APO Aviant	mfd rgd	18jan65 18jan93	rgd 25jan65; 50 pax configuration; reported Baku-Bina 04apr74 in an incident report (strayed off course and headed for the nearby Nasosnaya AB, creating a serious danger of a mid-air collision); soc 18aug83 as life-time expired
4 73 015 05	CCCP-46778 CCCP-46778 CCCP-46778	An-24 An-24 An-24	Aeroflot/KShVLP AFL/VAU Aeroflot/KShVLP	toc trf trf	09feb65 unknown unknown	rgd 25jan65; 50 pax configuration; soc 29jun82 as life-time expired
5 73 016 01	CCCP-46779 CCCP-46779	An-24 An-24	Soviet Gvt/AFL c/s AFL/North Kavkaz	toc trf	12feb65 07aug65	rgd 25jan65; 50 pax configuration; soc 18may83 as life-time expired
5 73 016 02	CCCP-46780 CCCP-46780	An-24 An-24	Soviet Gvt/AFL c/s AFL/Urals-SVX	toc trf	13feb65 12aug65	rgd 21jan65; 50 pax configuration; URS based; f/n BKA 13nov77; soc 22nov82 as life-time expired
5 73 016 03	CCCP-46781	An-24	Soviet Gvt/AFL c/s	toc	09apr65	rgd 14jul65; in Aeroflot c/s; converted to An-24B; f/n BKA 01jun92; l/n BKA 10sep92
5 73 016 04	CCCP-46781 3X-GAS	An-24 An-24V	AFL/Uzbekistan-SKD Air Guinée	trf GVA	18aug65 16dec67	f/n IEV 28aug93; in basic Aeroflot c/s, no titles; not seen again until Kiev-Svyatoshino 02aug03, still in the same c/s; in fleet list jan04; c/n checked Kiev-Svyatoshino 18sep04, with version painted as just 'An-24'; canx 13aug08, version given as An-24B; l/n Kiev-Svyatoshino (N50.467506 E30.390456) 29sep08, in bare metal, without engines
5 73 016 05	CCCP-46782	An-24V	Air Guinée AFL/Urals	CKY toc	24feb86 20mar65	Kirovograd Advanced Flying Training College; rgd 17feb65; 36 pax configuration
5 73 017 01	CCCP-46783	An-24	Aeroflot/KShVLP	toc	19mar65	Higher Aviation College
5 73 017 02	UR-46783 YR-AMZ YR-AMZ YR-AMZ YR-AMZ ST-AWS no reg	An-24B An-24V An-24V An-24V An-24V An-24V An-24V	Ukr Flt State Ac Rom Gvt/TAROM c/s Rom Gvt/Romavia Kish Air Rom Gvt/Romavia Air West Express	KGO rgd rgd DXB ORY OTP	15jul93 22jul65 17mar91 05mar93 14jun93 1994 sep95	Kirovograd Advanced Flying Training College; on charge as of 01apr73; soc and canx 17may90 as life-time expired
5 73 017 03	CCCP-46784	An-24	AFL/North Kavkaz	toc	19mar65	rgd 22feb65; opb 235 OAO at VKO; 50 pax configuration
5 73 017 04	CCCP-46786 CCCP-46786 CCCP-46787	An-24 An-24 An-24	Aeroflot/KShVLP MAP Kazan VPO AFL/Uzbekistan	toc trf trf	09apr65 29oct74 02mar65	rgd 26jun79 as life-time expired; was preserved at the "Orlyonok" pioneers' camp 45 km north-east of Tuapse (on the federal road M4), l/n apr06, in poor condition and partially covered with graffiti; scrapped jul07
5 73 017 05	CCCP-46788	An-24	AFL/Privolzhsk-RTW	mfd	04apr65	rgd 22feb65; opb 235 OAO; 50 pax configuration converted to An-24B; f/n sep80; soc 16oct81 as life-time expired; seen in Kryvy Rih technical School jul96/may02 (N47.934827 E33.321084)
5 73 018 01	CCCP-46789	An-24	AFL/N.Kavkaz-KRR	rgd	04may65	rgd 18may65; opb 235 OAO at VKO; 50 pax configuration; photo exists f/n TAS 01apr68; soc 27jul78 as life-time expired named 'Labe'
5 73 018 02	CCCP-46790 3X-GOB CCCP-46790 CCCP-46791	An-24 An-24 An-24B An-24B	AFL/Moscow SPIMVL Air Guinée AFL/Moscow SPIMVL AFL/Ukraine	toc rgd BKA toc	06may65 1966 early78 03jun65	rgd 24apr65; 50 pax configuration; photo Kurgan 1965; converted to An-24B; soc 21jun85 as life-time expired; seen in the Sheremetyevo Technical School jul88/sep10 (N55.986608 E37.443587); broken up by aug12
5 73 018 03	CCCP-46790	An-24	AFL/Moscow SPIMVL	toc	06may65	Kirovograd Advanced Flying Training College; rgd 19apr65; 50 pax configuration; photo AER 09may65; soc 21sep81 as life-time expired
5 73 018 04	CCCP-46791	An-24B	AFL/Ukraine	toc	03jun65	Kirovograd Advanced Flying Training College; rgd 06may65; 20 pax configuration based on a decree dated 26aug74; CoFR renewal 18mar77; canx 30jan89
						rgd 25jun65; 50 pax configuration; f/n BHK 30aug65; l/n mar78; trf 29sep78 to the Irkutsk Technical School; soc 27dec78 as life-time expired
						toc 10apr65; rgd 15may65; 50 pax configuration; converted to An-24B; w/o 01dec71 on a flight from Ufa to Saratov when crashed 13 km from the runway threshold (near the BPRM) on approach at night, all 4 crew and 53 passengers killed; t/t 10,913 hours and 8,544 cycles; soc 24jan72
						on charge as of 01may65; 50 pax configuration; converted to An-24B; opb 1-y Krasnodarsk OAO; a passenger tried to hijack the aircraft to Turkey on a flight from Grozny to Baku 10nov78 and injured the flight engineer with a pistol, but was killed by a ricochet while firing at the armoured cockpit door the aircraft managed to land safely at Makhachkala but was probably dbr; soc 27feb79 as life-time expired
						rgd 12jun65; BKA based; f/n 1965; 50 pax configuration returned to the Soviet Union
						converted to An-24B in 1968; soc 17apr84 as life-time expired
						f/n LBG 15jun65, version painted as such; rgd 03jul65; 50 pax configuration

	CCCP-46791	An-24B	AFL/Moscow SPIMVL	trf	05jul65	soc 21jul87 as life-time expired; preserved in museum at Temryuk (N45.277605 E37.384047) Krasnodar region, f/n feb05, l/n 17jul21
5 73 018 05	SU-ANV	An-24V	United Arab Air.	d/d	05aug65	a photo exists with a white tail; f/n ATH end 1965 with 'Misrair' titles
5 73 019 01	SU-ANV	An-24V	EgyptAir	trf	1971	seen ABS apr73 in full c/s; l/n CAI aug75/sep80 wfu, fate unknown, presumably broken up
5 73 019 02	CCCP-46792	An-24	AFL/Urals-SVX	toc	07may65	rgd 25may65; 50 pax configuration; soc 11feb83 as life-time expired
	CCCP-46793	An-24	AFL/North Kavkaz	toc	05jun65	rgd 14jul65; 50 pax configuration; soc 26jun79 as life-time expired; preserved in the recreation centre "Goluboi zaliv" (Blue Lagoon) at Koktebel (N44.962043 E35.252247), Crimea, Russia, with 'Antosha' titles since 1979, l/n 15jul11; seen 30jul12/05aug13 now painted blue on the starboard side with 'Blue Bay Jazz' inscriptions; l/n 28aug18; seen again jul21 and oct21 now completely covered by graffiti; l/n oct22
5 73 019 03	CCCP-46794	An-24B	Soviet Gvt/AFL c/s	toc	07aug65	rgd 21sep65; version confirmed in MGA document; opb 235 OAO at VKO; 28 pax configuration
	CCCP-46794	An-24B	Aeroflot/KShVLP	trf	15nov66	Kirovograd Advanced Flying Training College; f/n SVO 08jul70 trf 19may75 to the Samara Technical School; soc 28feb76 as life-time expired
5 73 019 04	3X-GOA	An-24B	Air Guinée	rgd	1966	c/n not confirmed; returned to the Soviet Union
	CCCP-46795	An-24B	Soviet Gvt/AFL c/s	mfd	31jul65	toc 13aug65; rgd 21sep65; version confirmed in MGA document; opb 235 OAO at VKO
	CCCP-46795	An-24B	AFL/Kazakhstan-KGF	trf	17apr67	soc and canx 21jan88 as life-time expired
5 73 019 05	CCCP-46796	An-24B	Soviet Gvt/AFL c/s	toc	11aug65	rgd 21sep65; version confirmed in MGA document; opb 235 OAO at VKO
	CCCP-46796	An-24B	KGB/Aeroflot c/s	trf	19jul67	f/n SXF 05dec67
	RA-46796	An-24B	JSC Transhooper	trf	28dec92	
	RA-46796	An-24B	Aeroflot	IEV	16jun93	reported with Jaro Intl. S.A., Romania, by end 1993
	UR-46796	An-24B	no titles	IEV	04jul96	l/n SHJ aug96
	UN-46796	An-24B	Aeroservice Cargo	ALA	04jun97	c/n checked
	UR-46796	An-24B	no titles	KBP	12may98	
	UR-46796	An-24B	Avialini. Ukrayiny	BUD	19may98	l/n BUD 29apr99; canx 28jan00
5 73 020 01	CCCP-46797	An-24	AFL/Ukraine-IEV	mfd	31jul65	toc 04aug65, rgd 17aug65; 50 pax configuration; soc 28apr79 as life-time expired
5 73 020 02	SU-ANX	An-24V	United Arab Air.	d/d	1965	still had UAA titles as of 09jul71
	SU-ANX	An-24V	EgyptAir	trf	1971	l/n CAI aug75/sep80 wfu, fate unknown, presumably broken up
5 73 020 03	not known	An-24	Antonov OKB ?	f/f	25aug67	converted to an An-24FK
	CCCP-46389	An-24FK	Antonov OKB	f/f	25aug67	from Taganrog-Yuzhny; the An-30 prototype with an An-30 type nose; converted from an An-24 by the Beriev OKB (Factory No. 49) at Taganrog; in the MGA listing with c/n 2003, but without registration; in (old) Aeroflot c/s including titles, with just the prefix 'CCCP-' on the rear fuselage; factory trials were completed jul68 after 45 flights; photos exist
	"91" red	An-24FK	Soviet Air Force	SVO	24jan71	still operated by the aircraft industry and not the Air Force; had the code painted on the nose and carried just the prefix 'CCCP-' on the rear fuselage; underwent state trials with the GK NII VVS from 23dec68 to sep69, configured as the "B" variant, during which time more than 50 flights with a total duration of about 150 hours were performed from Chkalovski, Chernovtsy and Kirovskoye; underwent further state trials with the GosNII GA (State Research Institute of Civil Aviation) from 07apr70 to 17jun70, configured as the "A" variant; presented at SVO 24jan71
	CCCP-46389	An-24FK	AFL/GosNII GA	rgd	18aug71	ferred to Gostomel sep71; toc 29sep72; soc 17oct74 as worn out
5 73 020 04	SU-ANY	An-24V	United Arab Air.	d/d	1965	
	SU-ANY	An-24V	EgyptAir	trf	1971	l/n CAI aug75/sep80 wfu, fate unknown, presumably broken up
5 73 020 05	CCCP-46399(1)	An-24	AFL/GosNII GA	mfd	aug66	details from Antonov list; became see next line; see c/n 073036303
	CCCP-46798	An-24	AFL/GosNII GA	rgd	23nov65	details from Antonov list; soc, date unknown
5 73 020 06	CCCP-46799	An-24	AFL/GosNII GA	toc	19oct65	rgd 23nov65
	CCCP-46799	An-24	AFL/Kazakhstan	trf	15mar66	soc 20may83 as life-time expired; seen derelict ROV jul94/sep94
5 73 020 07	SU-ANZ	An-24V	United Arab Air.	d/d	1965	stalled on take-off from Cairo and crashed 19jul70
5 73 020 08	CCCP-46800	An-24	AFL/North Kavkaz	toc	19aug65	in 50 passenger configuration; rgd 01sep65; opb 241 LO Krasnodarskogo OAO; in standard 'blue' c/s; converted to an An-24B in 1968; soc 21sep81 as life-time expired; was used as a ground instructional airframe by the Riga Aviation Institute (RKIIIGA) at Spilve; broken up before 21aug93; the cockpit glazing is stored in Rigas Aviacijas Tehnikas Muzejs at Riga-Skulte, seen jun08/aug22
5 73 020 09	SU-AOA	An-24V	United Arab Air.	rgd	20jun65	crashed 18mar66, 5km short of Runway 23 at Cairo on a flight from Nicosia, the probable cause of the crash was determined to be that the descent was below the safe flight altitude for the final approach and that the port wing struck sand dunes, resulting in a loss of control and caught fire upon impacting the ground, killing all 5 crew and 25 passengers
5 73 020 10	CCCP-46801	An-24	AFL/Turkmenistan	rgd	21sep65	on charge as of 01oct65; 50 pax configuration; converted to An-24B in 1968; see c/n 87304710
	CCCP-46801	An-24B	AFL/Uzbekistan	trf	22dec75	soc 22jul81 as life-time expired; seen in the Kiev Institute of Civil Engineering aug91/aug02; to the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.464812) f/n oct03, l/n jan13, stored in a deteriorating condition and broken up by feb13
5 73 021 01	SU-AOB	An-24V	United Arab Air.	rgd	20jun65	crashed during a test flight from Luxor 02feb66
5 73 021 02	CCCP-46802	An-24	AFL/Privolzhsk	mfd	28aug65	rgd 14sep65; on charge as of 01oct65; 50 pax configuration; converted to An-24B in 1968; f/n BKA 13nov77; soc 01apr94 as life-time expired; canx 02apr94
5 73 021 03	SU-AOC	An-24V	United Arab Air.	d/d	1965	seen LHR 21oct67 with 'UAA Misrair' titles; dbr 14mar70, the # 1 engine had to be feathered following an explosion, four minutes after take-off from Alexandria, diverted to Cairo and made a wheels-up landing beside runway 05, after the gear and flaps could not be lowered, all 7 crew and 8 passengers survived
5 73 021 04	CCCP-46803	An-24	AFL/Latvia-RIX	mfd	07sep65	toc 13sep65; rgd 01oct65; 50 pax configuration; photo exists taken at RSC; converted to An-24B
	CCCP-46803	An-24B	AFL/East Sib.-UUD	trf	11oct79	
	RA-46803	An-24B	Aeroflot	UUD	11jun93	in Aeroflot c/s and titles; l/n UUD 21apr97; soc 21jul98 as life-time expired; canx 22jul98; seen UUD (N51.802497 E107.45358) 26nov06 wfu and again 09jul09 engineless; l/n UUD 15jul16, with faded registration and Aeroflot titles, now with engines and propellers
	RA-46803	An-24B	Ulan-Ude Avn Ent.	trf	28dec94	rgd 26oct65; converted to An-24B in 1968; f/n ALA 23apr84; not canx from Soviet register; fate unknown
5 73 021 05	CCCP-46804	An-24	AFL/Kazakhstan-KGF	toc	06oct65	rgd 21oct65; 50 pax configuration; converted to An-24B
5 73 021 06	CCCP-46805	An-24	AFL/Urals-IJK	toc	06oct65	
	RA-46805	An-24B	Aeroflot	KUF	26apr93	
	RA-46805	An-24B	Izhavia	trf	19apr94	soc 24dec95 as life-time expired; canx 11jan96
5 73 021 07	YR-AMX	An-24V	Rom Gvt/TAROM c/s	mfd	22nov65	salon version; rgd 02feb66; photo Malmi aug72
	YR-AMX	An-24V	Rom Gvt/LAR c/s	OTP	16jun90	salon version; version painted as such; wfu 13sep90; canx 07mar91
	YR-AMX	An-24V	Rom Gvt/Romavia	rgd	17mar91	salon version; canx jun91; restored 01jul92
	YR-AMX	An-24V	Kish Air	DXB	26feb93	in basic Romavia c/s, with Kish Air titles and emblem on the tail
	YR-AMX	An-24V	Rom Gvt/Romavia	STR	03sep93	version painted as such; seen LNZ 24mar94; CofA expired 15dec95; l/n OTP 23sep98 wfu; canx 16mar99 as wfu
	'YR-FEL'	An-24V	no titles		aug00	preserved at Universitatea din Craiova (Facultatea de Electrotehnica) in Craiova City (N44.309468 E23.834966) with this fake registration; seen 04nov16, version painted as such; l/n 23may18
5 73 021 08	CCCP-46806	An-24	AFL/Latvia	mfd	30sep65	toc 07oct65; rgd 26oct65; 50 pax configuration; converted to An-24B; hijacked to ARN 26may77
	CCCP-46806	An-24B	AFL/Turkmenistan	trf	19jan82	
	EZ-46806	An-24B	Turkmenistan AI	KRW	18may96	on register 31dec93; not in 1999 fleet list; for sale early 2008, t/t 41,597 hours and 38,998 cycles
5 73 021 09	CCCP-46807	An-24	AFL/Ukraine-DNK	mfd	30nov65	toc 11dec65; rgd 30dec65; 50 pax configuration; converted to An-24B in 1968; opb 327 LO; w/o 15jan79 on the leg from Tallinn to Minsk of a flight from Tallinn to Dnepropetrovsk when the pilot switched off the de-icing system too early during the approach through clouds under conditions of icing, extending the flaps fully to 38 degrees with an ice-covered stabiliser resulted in the aircraft losing longitudinal stability and pitching over, it went out of control and crashed in a snow-covered clay pit 5,280 metres before the runway threshold of Minsk-1 airport (N53.899167 E27.465278), all 5 crew and 8 of the 9 passengers killed (as a result of this accident, the An-24 flight manual was changed, for example limiting the extension of flaps under conditions of icing to the intermediate position); t/t 23,844 hours and 17,627 cycles; soc 22jun79
5 73 021 10	not known	An-24V	Vietnam	mfd	apr66	confirmed exported to Vietnam; soc in 1975
6 73 022 01	50954	An-24V	Chinese Air Force		mar97	seen preserved in the China Aviation Museum at Shahezhen AFB (N40.182331 E116.36246 Changping) dec89; l/n 22nov20; c/n and type confirmed
5 73 022 02	CCCP-46808	An-24B	AFL/GosNII GA	toc	16dec65	rgd 03feb66; 50 pax configuration; f/n BKA 17nov77, in Aeroflot c/s
	CCCP-46808	An-24B	AFL/Ukraine	trf	07apr66	soc 27jul87 as life-time expired
6 73 022 03	SP-LTA	An-24V	LOT	rgd	22mar66	named 'Wisla'; canx 20feb92; still fcs WAW 09jul93 and seen again dumped Warsaw (N52.16511 E20.95286) oct94/19nov20
5 73 022 04	CCCP-46813	An-24B	AFL/Ukraine	toc	23apr66	rgd 26may66; 50 pax configuration; f/n 1967
	UR-46813	An-24B	not reported	LWO	07sep96	in Avialiniy Ukrayiny fleet list oct96 as stored; canx 08jan02
6 73 022 05	SP-LTB	An-24V	LOT	mfd	feb66	rgd 01apr66; named 'Bug'; canx 14jan92; d/d ex WAW 05feb92
	CCCP-49248	An-24V	Avialini. Ukrayiny	rgd	12mar92	
	49248	An-24V	LOT c/s and titles	IEV	28aug92	
6 73 022 06	DM-SBA	An-24V	Interflug	rgd	01dec65	I/n IEV 11sep96, not in 1996 Avialiniy Ukrayiny fleet list
	LZ-ANL	An-24V	Balkan	rgd	01feb76	arrived SXF 03mar66; wfu 30sep74
	827	An-24V	Chosonminhang	Ksv	1966	i/s apr76; seen SOF jun99 in service; last flight to BOJ aug99; preserved in the Burgas Airport Aviation Exposition museum (since closed); f/n sep00; moved to the new Burgas Air museum, which officially opened 30jun17; now painted all-white without markings (N42.5650409 E27.5194247); l/n 27jun23 full Bulgarian colours
6 73 022 07	P-527	An-24V	Chosonminhang		1976	photos exist, at Factory # 473; in white/light grey c/s with dark blue cheatline; c/n given as 02207
	P-527	An-24V	Air Koryo	PEK	29oct93	became Air Koryo 28mar92
6 73 022 08	SP-LTC	An-24V	LOT	rgd	23apr66	l/n FNJ 17feb04; believed became a ground instructional airframe at a military airfield
	827	An-24V	Chosonminhang	Ksv	1966	named 'Nida' after a river in southern Poland; canx 20feb92; l/n WAW 09jul93, still in full c/s; was dumped by the roadside at Grodzisko, seen jun95/apr96; preserved on the banks of a lake at the ANPOL recreation centre at Stare Olesno (N50.91257 E18.37572), seen mar10/08apr23 (complete, but in poor condition)
6 73 022 09	SP-LTD	An-24V	LOT	rgd	05apr66	named 'Dunajec'; destroyed after a forced landing near Rzeszów 02nov88, following an engine failure on approach to Rzeszów on a flight from Warsaw, the crew performed an emergency landing in a field, the aircraft struck a ditch and caught fire, all 4 crew and 24 out of the 25 passengers survived; canx from register 07dec88
6 73 022 10	DM-SBD	An-24V	Interflug	rgd	01dec65	wfu 23sep75
	DM-SBD	An-24V	Vietnam	SXF	25oct76	delivered this date with 'Vietnam' titles only
	VN-B226	An-24V	Hàng Không Việt Nam	rgd	19nov76	f/n BKK 25sep78; was hijacked 07feb79 on a flight Gia Lam-Da Nang-Tan Son Nhat; c/n confirmed by operator; wfu by jan91
6 73 023 01	DM-SBE	An-24V	Interflug	rgd	01dec65	wfu 23oct75
	DM-SBE	An-24V	Vietnam	SXF	06sep76	delivered this date with 'Vietnam' titles only

6 73 023 02	VN-B228 DM-SBC DM-SBC VN-B224 VN-B235	An-24V An-24V An-24V An-24V	Hàng Không Việt Nam Interflug Vietnam Hàng Không Việt Nam	rgd rgd SXF d/d	19nov76 01dec65 16aug76 aug76	f/n RGN 22feb79; c/n confirmed by operator; wfu by jan91 wfu 27oct74 delivered this date with 'Vietnam' titles only c/n confirmed, see c/n 07306309
6 73 023 03	DM-SBG DM-SBG VN-B230	An-24V An-24V An-24V	Hàng Không Việt Nam Interflug Vietnam	rgd rgd SXF	late76 01dec65 24sep76	c/n confirmed, l/n SGN jan91 wfu wfu 18oct75 delivered this date with 'Vietnam' titles only
6 73 023 04	DM-SBF DM-SBF VN-B244	An-24V An-24V An-24V	Hàng Không Việt Nam Interflug Vietnam	rgd rgd SXF	16aug76 01dec65 02aug76	f/n BKK 12jan82; c/n confirmed by operator; wfu by jan91 wfu 25sep75 delivered this date with 'Vietnam' titles only
6 73 023 05	not known	An-24V	Soviet Air Force	rgd	08jul77	wfu by jan91; f/n SGN 30aug91, titles not reported
6 73 023 06	CCCP-46809	An-24B	AFL/Ukraine-IEV	mfd	apr66	
		An-24B		mfd	26feb66	toc 09mar66; rgd 29mar66; 50 pax configuration; opb 86 LO Kievskogo OAO; w/o 12nov71 on a flight from Kiev to Vinnitsa when had to go around in poor weather (fog, low clouds and freezing rain), stalled while trying to go around a second time and crashed 850 metres short of the runway threshold, all 5 crew and 43 passengers killed; t/t 11,329 hours and 10,658 cycles; soc 30mar72
6 73 023 07	CCCP-46810 EZ-46810	An-24B An-24B	AFL/Turkmenistan Turkmenistan Al	mfd IEV	25mar66 28jun95	rgd 27mar66; toc 01apr66; 50 pax configuration; f/n feb69 l/n KRW 18may96; on register 31dec93; not in 1999 fleet list; for sale early 2008, t/t 40,847 hours and 38,499 cycles
6 73 023 08	CCCP-46811 CCCP-46811 RA-46811	An-24B An-24B An-24B	AFL/Northern AFL/Arkhangelsk Aeroflot	mfd trf ARH	24mar66 01jan73 10jun94	rgd 27mar66; toc 30mar66; 50 pax configuration f/n LED 22sep87; c/n painted in error as 67302309; l/n BKA 15aug92 in polar c/s with Arkhangelsk Airlines sticker behind the nose; l/n ARH 12jul94; soc 17apr97 as life-time expired; canx 30apr97
6 73 023 09	CCCP-69308 CCCP-69308 CCCP-46521 CCCP-46521 LZ-SFP	An-24B An-24RV An-24RV An-24RV An-24RV	MAP Kiev MeZ AFL/GosNII GA AFL/GosNII GA MAP Kiev MeZ Air Sofia	rgd trf rgd rgd rgd	06aug66 28apr67 03apr72 13oct77 08mar94	An-24RV pre-production aircraft; in Aeroflot c/s; f/n SVO 21may70; canx 03apr72 as to CCCP-46521 trf as of 01dec76 to MAP based on a decree dated 18jun76 f/n IEV 27aug92, in Aeroflot c/s; c/n checked l/n GVA 29apr94; c/n checked; seen ATH apr95; returned to ADB 29mar96; seen Gostomel 19mar97/25may98, still as Air Sofia
6 73 023 10	no reg CCCP-98104 CCCP-98104 UR-98104 UR-98104	An-24RV An-24B An-24RV An-24RV An-24RV	all-white c/s MAP Kiev MeZ MAP Kharkov Aeroflot c/s, n/t Independ. Carrier	Gos mfd trf HRK HRK	02may99 11aug66 04mar76 1993 23jun97	l/n Gostomel aug02/jul14 wfu, with '46521' under the wing rgd 26sep66; in Aeroflot c/s; f/n LBG 01jun67, with exhibition number '233'; An-24RV pre-production aircraft l/n ATH 06apr95, with type painted as just 'An-24' version given in Ukrainian register as An-24RV and painted as such on the aircraft; owned by InterAMI; l/n PRG 25nov00; canx 01oct08; seen IEV 26nov11 in bare metal stencilled as just '98104'; l/n IEV 03dec11/14apr19
6 73 024 01	CCCP-46812 CCCP-46812 RA-46812 RA-46812	An-24B An-24B An-24B An-24B	AFL/Privolzhsk-GOJ AFL/Privolzhsk-RTW Aeroflot Saravia	mfd trf RTW trf	31mar66 unknown 14jul93 28dec94	rgd 27mar66; toc 11apr66; 50 pax configuration l/n LED 11mar90; l/n BKA 11apr91
6 73 024 02	CU-T875	An-24V	Cubana		photo	l/n RTW 30aug97, in Aeroflot c/s and titles; soc 02mar98 as life-time expired; canx 15apr98 flown to LED in may66 and disassembled before being transported by sea to Cuba where it was re-assembled at Ciudad Libertad; w/o 29aug66 at Camaguey whilst undergoing crew training, both engines failed due to fuel starvation on account of the crew's unfamiliarity with the fuel system and the aircraft crashed 1.5km short of the runway, all of the crew survived; a photo exists showing the port wing was ripped off upon impact, but otherwise looks to be complete
6 73 024 03	CU-T876	An-24V	Cubana	d/d	1966	delivered by sea in 1966; dbr 14may73 on a flight from Nueva Gerona (Isla de Pinos) to Havana when crashed on landing in poor weather due to pilot error on the part of the captain and the use of non-standard phraseology by the co-pilot, 3 of the 48 occupants were killed and 14 injured (4 of them seriously)
6 73 024 04	CU-T877	An-24V	Cubana	d/d	1966	delivered by sea in 1966; f/n PRG 06apr74; l/n HAV jun95/jul99 wfu in poor condition
6 73 024 05	SP-LTE	An-24V	LOT	rgd	09apr66	crashed 3km short of the runway at Wrocław 24jan69, the approach to the Airport in poor visibility was too low, hit trees 700 m past the outer marker, the starboard wing broke off and the aircraft banked right, hitting high-voltage cables and coming to rest on a road, all 44 passengers and 4 crew survived, crew error was to blame for the accident, as rules were violated in weather conditions below the minimum limits for a safe approach; canx 10nov69
6 73 024 06	SP-LTF	An-24V	LOT	rgd	12apr66	crashed near Zawoja 02apr69 on a flight from Warsaw to Krakow, killing all 47 passengers and 6 crew, struck Polica Mountain at an altitude of 1200 m (150 m below the summit) during a snowstorm and came down in a forest, the exact cause of the crash was not determined, but the authorities cited crew error; canx 23jul71
6 73 024 07	CCCP-46814 CCCP-46814 RA-46814	An-24B An-24B An-24B	AFL/Northern AFL/Arkhangelsk Aeroflot	mfd trf IKT	28apr66 01jan73 11may95	rgd 24jun66; 50 pax configuration; f/n BKA 20jul91; l/n BKA 15aug92 soc 30apr94 as calendar life-time expired; canx 13may94; l/n DME 04jul94, being dismantled and probably used as an instructional airframe at a training complex at Kashira (N55.427896 E37.808318) near DME; seen there aug07; l/n 04sep08; no longer visible on GE jul14
6 73 024 08	P-537 P-537	An-24V An-24V	Chosonminhang Air Koryo	PEK	1976 31mar93	delivered by sea in 1966; f/n PRG 18sep74; l/n CUN 05may93; last flight reported as 24dec93, t/t 22,461.09 hours, 22,826 cycles; wfu HAV and scrapped shortly afterwards
6 73 024 09	CCCP-46815 RA-46815	An-24B An-24B	AFL/Moscow SPIMVL Aeroflot	toc BKA	11jun66 27apr93	delivered by sea in 1966; f/n PRG 07may74; seen preserved in Lenin Park, Havana (N23.034792 W82.362750) dec95/feb14; l/n 08nov16, the front fuselage only with the rest burnt out; reported 26apr17, still in the process of being scrapped
6 73 024 10	CU-T878	An-24V	Cubana	mfd	20apr66	opb 919th Transport Regiment; flew 15sep73 to Dong Hoi with Prime Minister Pham Van Dong, President Fidel Castro and a Cuban delegation on board, photo exists after the return flight at Gia Lam 16sep73; seen SXF oct73, c/n confirmed, registration painted as VN1094
6 73 025 01	CU-T879	An-24V	Cubana	d/d	1966	c/n confirmed; version painted as An-24B; l/n HAN dec89 f/n SGN jan91; version painted as An-24B; l/n SGN (N10.812544 E106.65205) mar96/sep13 wfu rgd 11jun66; named 'Warta'; canx 27jan92; d/d ex WAW 11feb92
6 73 025 02	CU-T880	An-24V	Cubana	d/d	1966	l/n IEV 28aug92 not in 1997 fleet list l/n IEV 04jul99; canx 15nov01 rgd 17jun66; named 'Brda'; canx 27jan92; d/d ex WAW 02feb92
6 73 025 03	VN-1094	An-24V	North Vietnam Govt	d/d	may66	l/n IEV 28aug92 l/n KBP 21sep94; not in 1997 fleet list l/n IEV 04jul99; canx 15nov01 rgd 23jun66; named 'Wisloka'; canx 27jan92; d/d ex WAW 29jan92
6 73 025 04	VN-B234 VN-B234 SP-LTG CCCP-49249 49249 UR-49249 UR-49249 UR-49249 SP-LTH CCCP-49250 49250 UR-49250 UR-49250 SP-LTI CCCP-49251 49251 SP-LTK	An-24V An-24V An-24V An-24V An-24V An-24V An-24V An-24V An-24V An-24V An-24V An-24V An-24V An-24V An-24V An-24V	Hàng Không Việt Nam Vietnam Airlines LOT Avialini. Ukrayiny ex LOT c/s Avialini. Ukrayiny Avial. Ukr c/s n/t LOT Avialini. Ukrayiny ex LOT c/s Avialini. Ukrayiny Avial. Ukr c/s n/t LOT Avialini. Ukrayiny ex LOT c/s LOT	rgd by mfd rgd IEV IEV IEV mfd rgd IEV IEV IEV mfd rgd IEV mfd	19nov76 28oct90 31may66 12mar92 14apr92 16jun93 12may98 may66 12mar92 14apr92 16jun93 25may98 may66 12mar92 14apr92 may66	delivered by sea in 1966; f/n PRG 07may74; seen preserved in Lenin Park, Havana (N23.034792 W82.362750) dec95/feb14; l/n 08nov16, the front fuselage only with the rest burnt out; reported 26apr17, still in the process of being scrapped opb 919th Transport Regiment; flew 15sep73 to Dong Hoi with Prime Minister Pham Van Dong, President Fidel Castro and a Cuban delegation on board, photo exists after the return flight at Gia Lam 16sep73; seen SXF oct73, c/n confirmed, registration painted as VN1094 c/n confirmed; version painted as An-24B; l/n HAN dec89 f/n SGN jan91; version painted as An-24B; l/n SGN (N10.812544 E106.65205) mar96/sep13 wfu rgd 11jun66; named 'Warta'; canx 27jan92; d/d ex WAW 11feb92
6 73 025 05	UR-49249 UR-49249 SP-LTH CCCP-49250 49250 UR-49250 UR-49250 SP-LTI CCCP-49251 49251 SP-LTK	An-24V An-24V An-24V An-24V An-24V An-24V An-24V An-24V An-24V An-24V An-24V	Avialini. Ukrayiny ex LOT c/s Avialini. Ukrayiny Avial. Ukr c/s n/t LOT Avialini. Ukrayiny ex LOT c/s Avialini. Ukrayiny Avial. Ukr c/s n/t LOT Avialini. Ukrayiny ex LOT c/s LOT	IEV IEV IEV mfd rgd IEV IEV IEV mfd rgd IEV mfd	14apr92 16jun93 12may98 may66 12mar92 14apr92 16jun93 25may98 may66 12mar92 14apr92 may66	l/n IEV 28aug92 l/n KBP 21sep94; not in 1997 fleet list l/n IEV 04jul99; canx 15nov01 rgd 23jun66; named 'Wisloka'; canx 27jan92; d/d ex WAW 29jan92
6 73 025 06	UR-49250 UR-49250 SP-LTI CCCP-49251 49251 SP-LTK	An-24V An-24V An-24V An-24V An-24V An-24V	Avialini. Ukrayiny Avial. Ukr c/s n/t LOT Avialini. Ukrayiny ex LOT c/s LOT	IEV IEV IEV mfd rgd IEV mfd	16jun93 25may98 may66 12mar92 14apr92 may66	l/n IEV 12may98 no titles; not in 1996 fleet list; never officially registered in Ukraine rgd 29jun66; named 'Wkra' after a river in north-eastern Poland; on a photo at WAW circa 1988 in all-white c/s, no titles; repainted in the new full c/s; f/n as such WAW 25may90; l/n WAW 26aug91; canx 28jan92; ferried from WAW to Ukraine 19feb92 in basic LOT c/s with own titles and additional very small 'Aeroflot' titles under the cheatline beneath the cockpit; f/n IEV 28aug92; l/n IEV 08sep92 in basic LOT c/s with own titles; l/n IEV 11sep96; no longer in fleet list in 1997 Natsionalni avialiniji Ukrayiny; still in basic LOT c/s with 'Avialiniji Ukrayiny' titles; canx 13aug08, version given as An-24B (probably had an avionics refit following the return from Poland); was used as a ground training aid by the University of the Interior Troops of the Ukrainian Interior Ministry (N50.417675 E30.460037) just north of Zhulyany from 1997; seen aug08/jun18; removed 08aug18 and moved to a training complex at Vita-Poshtova (50.2959N 30.3824E) and seen there on Google Earth since sep18; l/n oct19
6 73 025 07	49252 UR-49252 UR-49252	An-24V An-24V An-24V	Avialini. Ukrayiny Avialini. Ukrayiny Ukraine National	rgd IEV IEV	12mar92 16jun93 12may98	rgd 20dec73; CofA canx 14apr82 but just a paper exercise and was based at the airbase Ulan Ude-Vostochny at least from 1987 to 1996; see An-24RT c/n 0911404 c/n not checked and unable to see titles; report SVX 14aug01 of An-26 RA-47789, is probably this aircraft confirmed exported to Vietnam; soc in 1977 colour photos exist at ULN l/n ULN 10may95 already allocated by early 1995 'JU-' prefix was reportedly allocated by mar98; wfu before 2001; l/n as such ULN 27jun01, wfu; preserved in basic former Mongolian Airlines c/s between two buildings of the Mongolian Technical University in Ulan-Bator (close to the main railway station), marked IS-2001 and carried 'ShUTIS MIS' titles (standing for Mechanical Department of the Mongolian Technical University), (N47.901159 E106.89456) f/n jul07; l/n jul22 delivered by sea in 1966; with wide chord inner wings as standard from this c/n onwards; saloon version; f/n PRG 14oct74; l/n PRG aug90 seen GCM 23aug95; l/n HAV nov96/jul97, wfu in poor condition delivered by sea in 1966; re-assembled by oct66; saloon version; photo 1974 used by Erich Honecker during a state visit to Cuba; seen PRG 09apr75; l/n PRG 22dec87 l/n HAV apr99 performed an emergency wheels up landing at HAV 07aug00; damage reported as minor but then reported to have been seriously damaged whilst being removed from the runway; seen HAV 24nov01; l/n HAV apr02/jan03, wfu without registration
6 73 025 08	CCCP-47769(2)	An-24B	Soviet AF/AFL c/s		04jun72	
6 73 025 09	RA-47769(2) not known	An-24B An-24V	Russian Air Force Vietnam	SVX mfd	15aug99 jul66	
6 73 025 10	BNMAU-2510 MT-2510 MT-1027 JU-1027	An-24V An-24V An-24V An-24V	MIAT Mongolia MIAT Mongolia MIAT Mongolia MIAT Mongolia	ULN ULN ULN	1993 22jul98	
6 73 026 01	CU-T881	An-24V	Cub AF/Cubana c/s	d/d	1966	
6 73 026 02	CU-T881 CU-T882 CU-T882 CU-T1500	An-24V An-24V An-24V An-24V	Cubana Cub AF/Cubana c/s Aerocaribbean Aerocaribbean	CUN d/d HAY	aug93 1966 early95 09mar00	

6 73 026 03	CCCP-46816 CCCP-46816 CCCP-46816	An-24B An-24B An-24B	AFL/Moscow SPIMVL AFL/GosNII GA AFL/Kazakhstan-CIT	mfd rgd trf	26jan67 21sep71 25dec79	on charge as of 1967; f/n SVO 22jul70 in Aeroflot c/s; trf not mentioned in the MGA document dbr at Guryev 09feb92, after an engine flamed out on departure, whilst making a return to the airport with the loss of speed and altitude, landed on rough ground with the undercarriage partly retracted; soc 21apr92 CoFA canx 12mar86
6 73 026 04	CCCP-47770 CCCP-46817 RA-46817	An-24B An-24B An-24B	Soviet Air Force AFL/Moscow SPIMVL Aeroflot	rgd mfd BKA	20dec73 28jul66 27apr93	toc 31jul66; rgd 17aug66; 50 pax configuration; f/n BKA early 1978; l/n BKA 10sep92 soc 10apr95 as life-time expired; canx 07may95
6 73 026 06	CCCP-46818 CCCP-46819 RA-46819	An-24B An-24B An-24B	AFL/Moscow SPIMVL AFL/N.Kavkaz-KRR Kuban Airlines	toc toc trf	31jul66 03aug66 22feb94	rgd 17aug66; 50 pax configuration; trf 27dec73 to the Irkutsk Technical School; soc 30oct75 as worn out rgd 17aug66; 52 pax configuration
6 73 026 07	CCCP-46820 CCCP-46820 RA-46820	An-24B An-24B An-24B	AFL/Northern-ARH AFL/Arkhangel'sk Arkhangel'sk AI	mfd trf trf	31jul66 01jan73 22feb94	f/n KRR 19sep94, in Aeroflot c/s and titles; soc 24mar95 as life-time expired; canx 20jul9 toc 04aug66; rgd 23aug66; 50 pax configuration f/n LED 12sep87
	UR-PWA UR-PWA UR-PWA	An-24B An-24B An-24B	Independ. Carrier ICAR c/s, n/t Kiev ARP 410 AI	rgd IEV KBP	16jul98 05aug02 04apr03	f/n ARH 10jun94, in Aeroflot c/s and titles with Arkhangel'sk Airlines sticker behind the nose; l/n ARH 12jul94; soc and canx 21apr98 as to Ukraine f/n HRK 20jul98, in full c/s and titles, l/n VKO 19aug99 as such; seen KBP 03jun02, titles not noted
6 73 026 09	CCCP-46200 CCCP-46200 RA-46200	An-24B An-24B An-24B	AFL/Privolzhsk-RTW AFL/Privolzhsk-JOK Yoshkar-Ola AE	mfd trf trf	31jul66 unknown 14jan94	rgd 22aug66; on charge as of 01oct66; 50 pax configuration; f/n RTW nov78 since mid 80s; l/n BKA 15mar90 f/n BKA 14jun94, in Aeroflot c/s and titles
6 73 026 10	CCCP-46201	An-24B	AFL/Moscow SPIMVL	toc	03aug66	rgd 15aug66; opb 243 LO Voronezhskogo OAO; dbr 31dec67 on a flight to Voronezh when tried to land in below-minima weather conditions (poor visibility) at night, dropped below the glide path, touched down 300 metres behind the inner marker, bounced and crashed into trees 150 metres further on, no casualties; soc 22may68
6 73 027 01	CCCP-46202	An-24B	AFL/Privolzhsk-KUF	rgd	12sep66	on charge by 01oct66; 50 pax configuration; dbr 04nov72 on the leg from Kuibyshev to Kursk of a positioning flight from Kuibyshev to Moscow when dropped below the glide path on approach to Kursk in difficult weather conditions (snowfall) at night, touched tree tops 2,500 metres before the inner marker, crash-landed, caught fire and burnt out, all 3 crew escaped unhurt; soc 24jan73
6 73 027 02	CCCP-46203 RA-46203	An-24B An-24B	AFL/N.Kavkaz-KRR Kuban Airlines	mfd trf	27aug66 22feb94	toc 31aug66; rgd 12sep66; 52 pax configuration f/n KRR 19sep94, in Aeroflot c/s and titles; soc 05jul95 as life-time expired; canx 20jul95
6 73 027 03	3X-GAQ	An-24V	Air Guinée	GVA	04dec67	
6 73 027 04	3X-GAR	An-24V	Air Guinée	GVA	aug68	
6 73 027 05	MM60204	An-24V	Somali Air Force	ADD	22sep67	l/n CKY 29jun73; named 'Nzerekore' coded GD 85; seen AUH 12jul72 coded A.M.85; a photo exists of all three Somali Air Force aircraft prior to delivery at Kiev-Svyatoshino in 1966; see An-26 c/n 12210 on charge as of 01oct66? (given as oct67 in the MGA document); 50 pax configuration rgd 29mar67; f/n LED 23sep87; l/n BKA 15aug92
6 73 027 06	CCCP-46204 CCCP-46204 RA-46204	An-24B An-24B An-24B	AFL/GosNII GA AFL/Privolzhsk-JOK Aeroflot	mfd trf UUD	29aug66 07feb67 ? 07jun93	f/n VKO 25jan94, in Aeroflot c/s and titles; soc 18feb98 as life-time expired; canx 27apr98 f/n ZRH 08jan67
6 73 027 07	RA-46204 LZ-ANA LZ-ANA	An-24B An-24V An-24V	Yoshkar-Ola AE TABSO Balkan	trf d/d	14jan94 1966 01apr68	renamed; crashed shortly after take-off from Sofia 22nov75, the runway at Sofia was initially shut for snow clearance and although the aircraft had been de-iced, the delay was longer than the permitted holdover time for de-icing, as a result the aircraft failed to gain height on take-off and came down in a ravine of the Iskar River, killing the co-pilot and two passengers later drowned in the water; the cockpit was subsequently preserved in the Balkan Training centre in Sofia, in a room for An-24 training; l/n 1980s damaged; coded A.M.86; photo exists of all three Somali Air Force aircraft prior to delivery at Kiev-Svyatoshino in 1966; a photo exists taken at MGQ, posted nov10 (but probably taken many years earlier) of a very derelict Somali Air Force An-24, in very faded c/s located on the South ramp, which is probably of this aircraft
6 73 027 08	MM60205	An-24V	Somali Air Force	MGQ	09feb93	c/n not confirmed, but see below; also carried the codes 'A.M.87' and 'G.D.87'; in white/light grey c/s with light blue trim and a 'winged leopard' on the nose; a photo exists of all three Somali Air Force An-24s prior to delivery at Kiev-Svyatoshino in 1966; f/n LUN jun68; l/n MCT 15jan74 c/n checked as 2709 and ex Somali Air Force; used as a ground instructional airframe by the Kryvy Rih Aeronautical School from the early 1980s, l/n jun99; broken up by may02 f/n CPH 13jul67
6 73 027 09	MM60206	An-24V	Somali Air Force	mfd	1966	renamed; seen SOF 17sep90; l/n SOF 02jul92, active; wfu Varna 1992; scrapped 1997 rgd 20oct66; with twin ventral strakes under the tail as standard from this c/n onwards; opb 36 spl;t; f/n HEL 16may67; canx 03apr69; see c/n 97305701 named 'Odra'; canx 28jan92; d/d ex WAW 11feb92
	CCCP-02709	An-24V	Aeroflot	Kra	05jul96	l/n IEV 08sep92 f/n IEV 16jun93; l/n IEV 10jun94; not in 1997 fleet list soc 18oct94 as life-time expired; canx 14nov94 f/n SXF 08aug67; opb Avio Detachment 28 (VIP), salon version, 24 pax configuration renamed; salon version, 24 pax configuration until circa 1974 l/n BEG oct91
6 73 027 10	LZ-ANB LZ-ANB	An-24V An-24V	TABSO Balkan	mfd	1966 01apr68	after return from lease; t/t 34.036 hours and 37,674 cycles on 01aug92; l/n SOF apr96 l/n ATH 30sep01
6 73 028 01	011 (1)	An-24V	Polish Air Force	mfd	sep66	wfu 2002; l/n SOF 29nov05; still in basic Balkan c/s; stored on military ramp at SOF, f/n jul06; l/n SOF 30aug06; canx ordered 30jan07, operator given as Zori Air Company Ltd; scrapped 2008
	SP-LTO CCCP-49253 49253	An-24V An-24V An-24V	LOT Avialini. Ukrayiny ex LOT c/s	rgd rgd IEV	09jun69 12mar92 14apr92	
	UR-49253 UR-49253	An-24V An-24V	Avialini. Ukrayiny Avial. Ukr c/s n/t	rgd IEV	27jan93 25may98	
6 73 028 02	012 (1)	An-24V	Polish Air Force	mfd	30sep66	rgd 20oct66; opb 36 spl;t; photo exists Kiev-Svyatoshino 1966; canx 03apr69; see c/n 97305702 named 'Poprad'; canx 27jan92; d/d ex WAW 29jan94
	SP-LTP CCCP-49254 49254	An-24V An-24V An-24V	LOT Avialini. Ukrayiny ex LOT c/s	rgd rgd IEV	24oct69 12mar92 08sep92	
	UR-49254 UR-49254	An-24V An-24V	Avialini. Ukrayiny Avial. Ukr c/s n/t	IEV IEV	16jun93 11may98	not in 1997 fleet list l/n IEV 04jul99; canx 15nov01 rgd 25oct66; 50 pax configuration
6 73 028 03	CCCP-46205 CCCP-46205 CCCP-46205	An-24B An-24B An-24B	AFL/Georgia-SUI AFL/Sasovo Fl.Sch. Aeroflot/KSHVLP	toc trf trf	06oct66 20may76 12jan77	Kirovograd Advanced Flying Training College in basic Aeroflot c/s, no titles; l/n KBP 18mar97 l/n IEV 03may99; not in 2000 fleet list in basic AeroSvit c/s, no titles; l/n IEV 03may99 l/n ODS aug04
	UR-46205 UR-46205	An-24B An-24B	Ukr State Flt Ac AeroSvit	KGO KBP	15jul93 16jun97	
	UR-46205 UR-46205	An-24B An-24B	Ukr State Flt Ac South Airlines	KGO ODS	29may02 nov03	
	UR-46205	An-24B	Ukr State Flt Ac	KGO	31oct08	in basic AeroSvit c/s, no titles; canx 02oct09; l/n KGO (N48.534606 E32.287626) 07jun10/2015 toc 05oct66; rgd 31oct66; 50 pax configuration on register 31dec93; not in nov99 fleet list; for sale early 2008, t/t 42,188 hours and 40,000 cycles; l/n ASB 06nov08 with faded c/s; reported broken up 2012
6 73 028 04	CCCP-46206 EZ-46206	An-24B An-24B	AFL/Turkmenis.-KRW Turkmenistan AI	mfd ASB	30sep66 18may96	f/n SXF 28oct67, without tail logo; the undercarriage collapsed on landing Luxor 30jan70 f/n LHR 23oct67 with 'UAA Misrair' titles; crashed into sea between Port Said and Cyprus 18aug68, killing all 7 crew and 33 passengers toc 04nov66; rgd 25nov66; 50 pax configuration; opb 235 OAO at VKO until apr67; f/n SVO 31jul68 on charge as of 01may67; l/n BKA 15aug92 soc 18oct94 as life-time expired; canx 14nov94 f/n SXF 08aug67; opb Avio Detachment 28 (VIP), salon version, 24 pax configuration renamed; salon version, 24 pax configuration until circa 1974 l/n BEG oct91
6 73 028 05	SU-AOK	An-24V	United Arab Air.	d/d	1966	
6 73 028 06	SU-AOL	An-24V	United Arab Air.	d/d	1966	
6 73 028 07	CCCP-46207 CCCP-46207 RA-46207	An-24B An-24B An-24B	Soviet Gvt/AFL c/s AFL/Moscow SPIMVL Aeroflot	mfd trf BKA	20oct66 unknown 20mar93	
6 73 028 08	LZ-ANC LZ-ANC LZ-ANC	An-24V An-24V An-24V	TABSO/Bulg Govt. Balkan Palair Macedonian	mfd trf SOF	14oct66 01apr68 27apr91	
	LZ-ANC LZ-ANC LZ-ANC	An-24V An-24V An-24V	all-white c/s Balkan Aviostart	SOF FRA BUD	07jul92 12sep96 05nov01	
6 73 028 09	not known	An-24B	Soviet Air Force	mfd	dec66	
6 73 028 10	CCCP-46209 CCCP-46209 CCCP-46209 RA-46209	An-24B An-24B An-24B An-24B	AFL/Urals-KRO AFL/Privolzhsk AFL/Urals Kurganskiye Avial.	mfd mfd trf trf	oct66 26jul91 05aug91 30mar94	toc 03nov66; rgd 30nov66; 50 pax configuration; f/n LED 22aug78 Kurganskiye Avialinii; f/n DME 04jul94, in Aeroflot c/s and titles l/n DME 26aug95, operational; soc 21apr97 as life-time expired; preserved on the territory of Kurganski Pogranichny Institut FSB at Kurgan-Uval (N55.377613 E65.378284), f/n jun14 rgd 25nov66; 50 pax configuration; f/n SVO 17jun74 Kirovograd Advanced Flying Training College; soc 27dec83 as life-time expired
6 73 029 01	CCCP-46210 CCCP-46210	An-24B An-24B	AFL/Georgia-SUI Aeroflot/KSHVLP	toc trf	05nov66 24jan76	
6 73 029 02	CCCP-46211 CCCP-46211	An-24LR An-24LR	AFL/GosNII GA AFL/Polar	toc trf	11jul67 10aug67	rgd 16sep68; ice-reconnaissance aircraft with a "Toros" (ice hummock) SLAR; late rgd date due to conversion and trials; in orange/light grey c/s with blue cheatline; underwent trials 22sep/20oct67 (25 flights with 104 hours); left Leningrad for the Arctic on its first operational deployment 13aug68; f/n SVO 06apr70 took part in the joint USSR/USA Bering Sea Experiment (BESEX) 15feb/07mar73 still an ice-reconnaissance aircraft with a "Toros" SLAR; now in standard 'polar' c/s; f/n SXF 29jun79; seen PRG nov86; later de-converted and repainted into standard Aeroflot c/s, seen as such BKA feb92, painted as just 'An-24'; soc 05jan94 as life-time expired; canx 12feb94; sat wfu at BKA, seen jun92/aug95 initially opb 7. letecký oddíl (disbanded after 1968); trf to 50. spojovací letecký pluk after 1968; f/n SXF 15may71; trf to 3. dopravní letecký pluk 01nov88 l/n PZY 01sep00; ferried to Ukraine in 2001 and traded in for c/n 07305803 seen YZR 21aug02 on delivery; commenced services in oct02, but according to press reports was considered to be operating illegally as it was using a foreign (Ukrainian) crew and receiving assistance from the military; suspended operations 04mar03 due to lack of spare parts and maintenance issues; subsequently impounded due to non-payment of fees; the AOC was revoked 14aug03 impounded upon arrival, with the registration reported as fake; not mentioned in Venezuelan register; f/n LSP 06jul05, titles overpainted on the fuselage and named 'Mayo ya'; l/n as such LSP 06sep08, with flat tyres on the Venezuelan register as ex YN-CGD, and version given as An-24B (probably had an Avionics refit in Ukraine)
7 73 029 03	2903 2903 YN-CGD	An-24V An-24V An-24V	Czechoslovak AF Slovak Air Force Aerosegovia	d/d trf IEV	03mar67 01jan93 06aug02	version painted on in Cyrillic as 'An-24V'; converted to a salon aircraft soon after delivery; initially opb 7. letecký oddíl (disbanded after 1968); trf to 50. spojovací letecký pluk after 1968; f/n SXF 05jul73; trf to 3. dopravní letecký pluk 01nov88
	YV-2726P	An-24V	Aerosegovia	LSP	end 03?	
	YV1708	An-24V	Gustavo Briceño			
7 73 029 04	2904	An-24V	Czechoslovak AF	d/d	03mar67	

	2904	An-24V	Czech Air Force	trf	01jan93	salon aircraft; version painted on in Cyrillic as 'An-24V'; stored at Prague-Kbely, seen may97; preserved in the aviation museum at Prague-Kbely (N50.124357 E14.537825) from may99, l/n 01Jun21
7 73 029 05	SP-LTL LZ-ANM	An-24V An-24V	LOT Balkan	mfd SOF	16oct66 13jun88	rgd 02nov67; named 'Plicca'; canx 30nov87; d/d ex WAW 08dec87 t/t 27,336 hours; 30,147 cycles at 01aug92; wfu SOF 2002; seen stored at SOF (N42.687181 E23.410552) 07jul06/feb11 behind hangar canx ordered 30jan07; scrapped aug11 on charge as of 01jan67; rgd 10jan67; 50 pax configuration; f/n RTW 1967; trf 12nov87 to Bulgaria based on a decree dated 22oct87; canx 15jan88
6 73 029 06	CCCP-46212	An-24B	AFL/Privolzhsk	mfd	29nov66	dbf Sofia 28jul92 when a crane fell onto it, wreck seen behind hangar 3; l/n 16apr95; broken up 2002 toc 10dec66; rgd 31jan67; 52 pax configuration; f/n STW 11jul67; l/n AER 21sep87 l/n IKT 05jul92
6 73 029 07	LZ-ANN CCCP-46213 CCCP-46213 RA-46213 RA-46213	An-24B An-24B An-24B An-24B An-24B	Balkan AFL/North Kavkaz AFL/East Siberia Aeroflot Ulan-Ude Avn Ent.	SOF mfd trf UUD trf	13jun88 30nov66 01apr88 07jun93 20oct93	in Aeroflot c/s and titles; last overhaul was in 1993; the Ulan-Ude Aviation Enterprise was renamed Buryatskiye Avialinii (Bural) in 1998 wfu, in Aeroflot c/s and titles; not in 2000 fleet list; canx between feb01 and sep01; l/n UUD 09jul09, stored engines; listed in Bural's assets 13feb20 for a bankruptcy hearing on 24apr20 toc 07dec66; rgd 31jan67; 50 pax configuration f/n LED 12sep87; l/n BKA 11apr91
6 73 029 08	CCCP-46214 CCCP-46214 RA-46214 RA-46214	An-24B An-24B An-24B An-24B	AFL/Northern-ARH AFL/Arkhangel'sk Aeroflot Arkhangel'sk AI	mfd trf LED trf	20nov66 01jan73 18sep93 22feb94	in polar Aeroflot c/s with Arkhangel'sk Airlines sticker behind the nose; l/n ARH 12jul94; soc 17apr97 as life-time expired; canx 30apr97 toc 08dec66; rgd 28dec66; opb 106 LO; w/o 30dec67 on a flight from Riga to Liepaja when the left engine lost power on finals at night (crew error could not be completely ruled out), the propeller created drag and the aircraft rapidly lost height, touched the ground on a snow-covered field 1,800 metres behind the outer marker, bounced, hit a telegraph pole (losing 3 metres of its right wing) and eventually crashed 1,410 metres behind the first contact with the ground (210 metres behind the inner marker), 3 of the 5 crew and 40 of the 46 passengers killed, 2 crew and 4 passengers seriously injured and 2 passengers slightly injured; t/t 1,934 hours; soc 02jan69 rgd 28dec66; VOZ based; 50 pax configuration; f/n VOZ 31aug67 f/n BHK 27apr84 used for spares; not in 1999 fleet list, fate unknown registration never on any Soviet or Russian register; c/n checked; Salon version; opb 978 vtap at Klin; see also An-26 c/n 5107 and 5708
6 73 029 09	CCCP-46215	An-24B	AFL/Latvia-RIX	mfd	30nov66	with Russian flag on the fin trf 28sep94 to National Aero Klub Chkalova canx 02apr97; l/n Moscow-Tushino 03sep97, gone by may99; seen KLF 16aug01 semi derelict, complete but with flat tyres; canx 04dec97 toc 08feb67; rgd 22mar67; 52 pax configuration f/n VKO 02oct72 f/n ASF 19may96, in Aeroflot c/s, no titles; soc 27jan00 as life-time expired; canx 04feb00 rgd 27mar67; f/n nov72 Kirovograd Advanced Flying Training College
6 73 029 10	CCCP-46216 CCCP-46216 UK-46216	An-24B An-24B An-24B	AFL/Moscow SPIMVL AFL/Uzbekistan-SKD Uzbekistan Airways	toc trf SKD	08dec66 05oct78 oct97	registration never on any Soviet or Russian register; c/n checked; Salon version; opb 978 vtap at Klin; see also An-26 c/n 5107 and 5708
6 73 030 01	CCCP-46457	An-24B	Soviet AF/PVO	Kln	1998	
6 73 030 02	"01" red "01" red RA-49259 RA-49259	An-24B An-24B An-24B An-24B	Soviet Air Force Russian Air Force Aeroflot Aeroflot c/s, n/t	SVO SVO SVO SVO	08apr91 22apr92 13apr93 05sep93	
6 73 030 03	CCCP-46208 CCCP-46208 RA-46208	An-24B An-24B An-24B	AFL/Azerbaijan AFL/North Kavkaz Astrakhan Airlines	mfd trf trf	30dec66 22dec67 14apr94	
6 73 030 04	CCCP-47791 CCCP-47791 CCCP-47791 CCCP-47791 CCCP-47791 CCCP-47791 UR-47791 LZ-MNF LZ-MNF TG-RVS TG-MNF LZ-MNF UR-47791 CCCP-47771 RA-47771	An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Northern Aeroflot/KShVLP AFL/Leningrad Aeroflot/KShVLP AFL/Sasovo Fl.Sch. Aeroflot/KShVLP Ukr Flt State Ac Air Scorpio, n/t SAISA SAISA SAISA Ukr Flt State Ac MOMS Vnukovo Aviobshchemash AFL/Ukraine Aeroflot/KShVLP Ukr Flt State Ac	toc trf trf trf trf trf trf KGO AMS GUA r/r GUA ret rgd trf	mar67 12jan75 unknown 13feb76 18jun76 12jan77 15jul93 22apr95 13feb96 mar96 08oct96 unknown 18jan67 12nov93 31jan67 27jun73 15jul93	Kirovograd Advanced Flying Training College Kirovograd Advanced Flying Training College Kirovograd Advanced Flying Training College in Aeroflot c/s, no titles, canx 24nov94 blue/red cheatline only allocated !! briefly applied unofficially l/n GUA aug97/apr02 grounded/stored and not present by feb03 canx ordered 30jan07 in 2001 fleet list as ex LZ-MNF; l/n KGO 05aug08 rgd 22apr71 to MAP Kuibyshev TsSKB; f/n VKO 21aug81; l/n VKO 19mar93; in Aeroflot c/s and titles f/n VKO 15jul94, in Aeroflot c/s and titles; l/n BKA 25aug95; canx 06jan98; soc 19jan98 as life-time expired toc 13feb67; rgd 22mar67; 50 pax configuration Kirovograd Advanced Flying Training College in Aeroflot c/s, no titles; was present on the Russian register with rgd 27jun94 and canx 09apr97 as to Ukraine, but no sightings as RA-; l/n KGO 24jun99 f/n NKC 28jul01 company reported as CMTA; canx 07aug02 as sold to Mauritania but see next line ! l/n SSG 09nov03; seen KGL 15dec04 in great condition but no titles in white c/s with green cheatlaine and green bird logo on fin; l/n KGL jan07, possibly wfu (S1.9693091 E30.130732); c/n from CAA rgd 16mar67; opb 235 OAO at VKO Kirovograd Advanced Flying Training College; soc 18aug83 as life-time expired; sat derelict at KGO, l/n 15jul93 rgd 16mar67; opb 235 OAO at VKO; 28 pax configuration Kirovograd Advanced Flying Training College; soc 28apr79 as life-time expired Ministerium für Staatssicherheit (Ministry of State Security); VIP aircraft, internal designation An-24BS (had two wheels below the tail); rgd 24jan67; operated by Flugguppe X at SXF; in full Interflug c/s; first operational flight 29mar67; last operational flight 14oct75; wfu 15oct75 in basic Interflug c/s with 'Vietnam' titles only; left SXF on delivery to Vietnam 08jun77 c/n confirmed by the operator; f/n SGN 30oct87; wfu by jan91 on charge as of 01apr67; rgd 14apr67
6 73 030 05	CCCP-46217 CCCP-46217 UR-46217	An-24B An-24B An-24B	AFL/Ukraine Aeroflot/KShVLP Ukr Flt State Ac	mfd trf KGO	31jan67 27jun73 15jul93	
6 73 030 06	ER-AEL ER-AEL 9XR-SB	An-24B An-24B An-24B	Aerocom CMTA no titles	rgd DLA KGL	17feb00 23mar03 31aug06	
6 73 030 07	CCCP-46218 CCCP-46218	An-24B An-24B	Soviet Gvt/AFL c/s Aeroflot/KShVLP	toc trf	03feb67 17apr70	
6 73 030 08	CCCP-46219 CCCP-46219	An-24B An-24B	Soviet Gvt/AFL c/s Aeroflot/KShVLP	toc trf	30jan67 28mar69	
7 73 030 09	DM-SBH	An-24V	MFS/Interflug c/s	d/d	21jan67	
7 73 030 10	DM-SBH VN-B232 CCCP-46221 CCCP-46221 CCCP-46221 RA-46221 CCCP-46222 CCCP-46222 RA-46222	An-24V An-24V An-24B An-24B An-24B An-24B An-24B An-24B An-24B	Vietnam Hàng Không Vietnam AFL/Azerbaijan AFL/N.Kavkaz-ASF AFL/N.Kavkaz-KRR Kuban Airlines AFL/Georgia-SUI AFL/East Sib.-UUD Ulan-Ude Avn Ent.	SXF rgd mfd trf trf trf mfd trf trf	08jun77 16nov76 02jan67 22dec67 10nov78 22feb94 30jan67 16oct78 20oct93	
6 73 031 01	CCCP-46222 CCCP-46222 RA-46222	An-24B An-24B An-24B	AFL/Georgia-SUI AFL/East Sib.-UUD Ulan-Ude Avn Ent.	mfd trf trf	30jan67 16oct78 20oct93	
6 73 031 02	CCCP-46223 CCCP-46223 UK-46223	An-24B An-24B An-24B	AFL/GosNII GA AFL/Uzbekistan Uzbekistan Airways	mfd trf TAS	19oct67 21aug87 22apr94	
7 73 031 03	CCCP-46220	An-24B	AFL/Moscow SPIMVL	toc	06feb67	
7 73 031 04	CCCP-46224 CCCP-46224 UK-46224	An-24B An-24B An-24B	AFL/Privolzhsk AFL/Uzbekistan-SKD Uzbekistan Airways	mfd trf no reports	29jan67 10apr85 reports	
7 73 031 05	CCCP-46225 RA-46225 RA-46225	An-24B An-24B An-24B	AFL/North Kavkaz Aeroflot Astrakhan Airlines	mfd BAK trf	30jan67 13apr94 14apr94	
7 73 031 06	CCCP-46226	An-24B	AFL/Latvia	mfd	28feb67	
7 73 031 07	YL-LCA	An-24B	Latavio	rgd	21dec92	
7 73 031 08	CCCP-46227	An-24B	AFL/Moscow SPIMVL	toc	08mar67	
7 73 031 09	CCCP-46228 E2-46228	An-24B An-24B	AFL/Turkmenistan Turkmenistan AI	mfd IEV	20feb67 16jun93	
7 73 031 10	CCCP-46229 CCCP-46229 RA-46229 CCCP-46230 RA-46230 RA-46230 RA-46230 RA-46230 RA-46230	An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Belarus-MHP AFL/Komi-SCW Komiavia AFL/Privolzhsk-GOJ Aeroflot Nizhni Novgorod AI Nizhni Novgorod AI Volga Avia Kirov Avn Enterpr.	mfd trf trf mfd ULV trf ROV DME VKO	28feb67 03aug84 22feb94 28feb67 31aug93 25nov93 14may96 13aug03 10aug07	
7 73 032 01	CCCP-46233 CCCP-47790 CCCP-46234 CCCP-47789 CCCP-47789	An-24B An-24B An-24B An-24B An-24B	AFL/North Kavkaz Aeroflot/KShVLP AFL/Sasovo Fl.Sch.	toc trf	09mar67 07mar67	
7 73 032 02	CCCP-46245	An-24B	AFL/Uzbekistan	toc	01apr67	
7 73 032 03	CCCP-46245	An-24B	AFL/Uzbekistan	toc	01apr67	

	CCCP-46245	An-24B	AFL/KIIGA	trf	unknown	on charge as of 01may71; used as a ground instructional airframe by the Kiev Institute of Civil Aviation Engineers (KII GA), seen sep76/jun05 (paintwork badly faded by 2005); soc 19may82 as worn out; later preserved in the Oleg Antonov State Aviation Museum at Kiev, seen jun06/oct19; the left wing has the registration '46745' painted under the wing and photo-proof exists of the right wing c/n not confirmed; at the Oleg Antonov State Aviation museum with '46287' overpainted on top of the wing believed to be extant at the museum, fuselage only, no outer wings or propellers; blue/yellow lightning flash chevron with white and grey fuselage
	'46287'	An-24B	KEKTE NAU titles	IEV	oct21	toc 30mar67; rgd 06apr67; 50 pax configuration; f/n MHP 11sep87
7 73 032 04	CCCP-46246 CCCP-46246 RA-46246 RA-46246	An-24B An-24B An-24B An-24B	AFL/Latvia-RIX AFL/East Siberia Aeroflot Chita Avia	mfd trf IKT trf	25mar67 31mar88 10may95 01feb96	soc and canx 03feb97 as life-time expired; l/n HTA 18apr97, in Aeroflot c/s and titles, wfu rgd 19apr67; 52 pax configuration
7 73 032 05	CCCP-46247 RA-46247	An-24B An-24B	AFL/North Kavkaz Kuban Airlines	toc trf	04apr67 22feb94	f/n KRR 19sep94, in Aeroflot c/s and titles; soc 03dec96 as life-time expired; canx 14feb97 in 50 passenger configuration; toc 31mar67; rgd 08apr67; opb Lvovski OAO; w/o 03aug69 on the leg from Dnepropetrovsk to Vinnitsa of a flight from Lugansk to Lvov when one of the left propeller's blades separated at 4,000 metres due to fatigue, pierced the fuselage and cut through the control cables for stabiliser, rudder and ailerons so that the aircraft became uncontrollable, entered a left spin, crashed in a field 1.5 km south of Preobrazhenka (Krinichki district of the Dnepropetrovsk region) and exploded, all 4 crew members and 51 passengers were killed; t/t 4,557 hours and 4,789 cycles; soc 18nov69 and canx the same day
7 73 032 06	CCCP-46248	An-24B	AFL/Ukraine	mfd	23mar67	rgd 19apr67; opb 235 OAO at VKO; 50 pax configuration probably based at LWO; see next lines
7 73 032 07	CCCP-46249 CCCP-46249 CCCP-46569(2) UR-46569(2) UR-46249 UR-46249 UR-46249	An-24B An-24B An-24B An-24B An-24B An-24B An-24B	Soviet Gvt/AFL c/s AFL/Ukraine Aeroflot Avialini. Ukrayiny Avialini. Ukrayiny no titles Lviv Airlines	toc trf IEV IEV no reports WAW VKO	12apr67 06jan68 14apr92 28aug93 24nov96 11sep00	was very likely painted as such by mistake, but c/n 77303207 has been seen and checked as '46569' many times; see c/n 87304710 c/n confirmed by Antonov Design Bureau listing; opb Lvivski avialiniyi; in white/yellow/blue c/s Lvivski avialiniyi; in white/yellow/blue c/s with titles and logo; sat wfu at LWO, without engines, seen may07/apr12; canx 13aug08; l/n LWO 10may12, in the process of being broken up toc 10apr67; rgd 21apr67; 50 pax configuration; f/n MHP 02feb69; l/n LED 24jun93 reported for Gomelavia; soc 16dec95 as life-time expired; not in 1998 fleet list
7 73 032 08	CCCP-46250 EW-46250 RA-46250 EW-46250	An-24B An-24B An-24B An-24B	AFL/Belarus-MHP Belavia Katch Avia Gomelavia	mfd GME BAX GME	30mar67 30jun95 jan03 06aug06	wfu on Russian register by mar03 not (N52.524472 E31.010500), derelict by mar07/apr11; broken up 2011
7 73 032 09	CCCP-46241	An-24B	AFL/Privolzhsk-GOJ	toc	15apr67	rgd 16aug67; 50 pax configuration; destroyed by fire during refuelling at Saratov early 1970s; soc 24mar71
7 73 032 10	CCCP-46242 CCCP-46242 UK-46242	An-24B An-24B An-24B	Soviet Gvt/AFL c/s AFL/Moscow SPIMVL AFL/Uzbekistan-SKD Uzbekistan Airways	mfd trf trf TAS	30mar67 05jan68 unknown 20may94	f/n BKA 1978 on charge as of 01jan89 wfu 15aug97; canx 20oct97 as lifetime expired; reported cannibalised for spares at Samarkand oct97; preserved in the Sogdiana Park at Samarkand (N39.661519 E66.907922), l/n 10sep23 in excellent condition
7 73 033 01	LZ-AND LZ-AND	An-24V An-24V	TABSO/Bulg Govt. Balkan	mfd trf	30mar67 1973	f/n SXF 07may68; opb Avio Detachment 28 (VIP), salon version, 24 pax configuration; converted back to a normal passenger aircraft in 1972/73 t/t 33,745 hours, 37,486 cycles on 01aug92; l/n BOJ 10feb01, operational; wfu Sofia 2002, stored behind hangar 3; canx ordered 30jan07; still present 02feb11 in a derelict condition; scrapped aug11, cockpit preserved at BOJ from 2015, but forward fuselage still present SOF sep19
7 73 033 02	BNMAU-3302 MT-3302 MT-1002 JU-1002	An-24V An-24V An-24V An-24V	MIAT Mongolia MIAT Mongolia MIAT Mongolia MIAT Mongolia	ULN ULN ULN ULN	19dec77 10may95 27jun01 28apr67	already allocated by early 1995 JU- prefix was reported allocated by mar98; wfu before 2001
7 73 033 03	CCCP-46251 UR-46251	An-24B An-24B	AFL/Ukraine-DOK Avialini. Ukrayiny	mfd VKO	28apr67 21apr94	f/n SVO 08jul70 was reported for Donbass, but not in jan02 fleet list; officially canx 01apr98; stored at DOK, f/n apr99; l/n DOK jun06
7 73 033 04	CCCP-46252 CCCP-46252 RA-46252 RA-46252 RA-46252	An-24B An-24B An-24B An-24B An-24B	AFL/Northern AFL/West Siberia Aeroflot Novosibirsk AE Novosibirsk AE	mfd trf Ovn trf OVB	28apr67 20jul77 21apr93 11mar94 03jul03	toc 07may67; rgd 03jun67; 50 pax configuration; f/n LED 11jul70 l/n Novosibirsk-Severny 01jul92 in Aeroflot c/s and titles; CofR renewal 07sep95; l/n Novosibirsk-Severny 23jul00 in basic ex Aeroflot c/s with Novosibirsk Avia titles; soc and canx 18apr02 as life-time expired; l/n OVB 05jul04/11jul09, wfu
7 73 033 05	CCCP-46253 UN-46253 UN-46253	An-24B An-24B An-24B	AFL/Kazakhstan-KGF Aeroflot c/s, n/t Tulpar Air Service	mfd ROV OVB	28apr67 14jul94 07jun01	l/n KGF 24aug99; for Tulpar Avia Service seen ALA 29may04, operational; l/n KGF 01oct08/08may10 engineless; broken up sep10
7 73 033 06	CCCP-46243 RA-46243 RA-46243	An-24B An-24B An-24B	AFL/Moscow SPIMVL Aeroflot Voronezh Avia	mfd BKA trf	29apr67 20mar93 01aug94	toc 05may67; rgd 15may67; 50 pax configuration; f/n BKA 20jun91 l/n VOZ 18apr94 in Aeroflot c/s and titles; soc 28jul97 as life-time expired; canx 29jul97; preserved as part of a café (tail is covered by the building) near Kon-Kolodez (N52.112979 E39186694) along the M4 motorway (on the border between the Lipetsk and the Voronezh region at with Coca-Cola advertising on the fin, seen jun99/dec21 confirmed exported to Iraq; soc in 1968
7 73 033 07	not known	An-24V	Iraq	mfd	may67	already seen Uppsala 28aug68 and again aug76; c/n reported as 77303508 which seems to be a misread; l/n KUO 01aug78, in old Aeroflot c/s without a dash in the registration; CofA 14apr82
7 73 033 08	CCCP-47788	An-24B	Soviet AF/AFL c/s	rgd	20dec73	salon version; f/n FRA 03oct70; seen LGW 19mar72; version painted as such, DUS 15jun73 salon version small Romavia badge under cockpit, version painted as such; l/n ORY 13jan91 reported returned to Romavia by end 1993 with Romavia titles, still painted as such; l/n OTP 18sep95 in basic ex Romavia c/s with Banat Air titles and 'Bat' tail logo; on lease from Romavia; crashed 1.5km after take-off from Verona, Italy, 13dec95 on a flight to Timisoara, after the crew lost control of the aircraft due to icing, killing all 41 passengers and 8 crew
7 73 033 09	YR-AMR YR-AMR YR-AMR YR-AMR YR-AMR YR-AMR	An-24V An-24V An-24V An-24V An-24V An-24V	Rom Gvt/TAROM c/s Rom Gvt/LAR Rom Gvt/Romavia Kish Air Rom Gvt/Romavia Banat Air	rgd INN PRG SHJ IST	20apr68 28jun90 08oct90 12apr93 18feb94	photo
7 73 033 10	YR-AMT	An-24V	Rom Gvt/TAROM c/s	rgd	25may68	f/n AMS 15feb69; crashed into the Apuseni Mountains 04feb70 after descending in poor visibility conditions on a domestic flight from Bucharest-Otopeni to Oradea, killing all 6 crew and 14 of the 15 passengers (although 8 survived the initial crash, there were no attempts by the authorities to mount a search and rescue operation and subsequently they died from the harsh weather conditions); photo of the wreckage shows the fuselage broken in three sections; canx 09jun70 toc 06jun67; rgd 26jun67; 50 pax configuration
7 73 034 01	CCCP-46244 CCCP-46244 RA-46244	An-24B An-24B An-24B	AFL/Ukraine-DOK AFL/Komi-SCW Komiavia	mfd trf mfd	31may67 24may87 22feb94	f/n SCW 10jun94, in Aeroflot c/s and titles; soc and canx 29dec95 as life-time expired
7 73 034 02	CCCP-46254 UR-46254 UR-46254 UR-46254	An-24B An-24B An-24B An-24B	AFL/Ukraine-DOK Avialini. Ukrayiny Donbassaero	mfd VOK DOK	31may67 23aug95 28apr99	toc 06jun67; rgd 26jun67; f/n DOK 26aug76; l/n IEV 14apr92 l/n KBP 12may98; not in 1997 fleet list l/n DOK 08sep06; still in fleet list nov06; canx 31dec08
7 73 034 03	CCCP-46255 RA-46255	An-24B An-24B	AFL/Privolzhsk-GOJ Saransk Avn Ent.	mfd trf	31may67 04mar94	toc 06jun67; rgd 15jun67; 50 pax configuration; f/n GOJ 01sep72; l/n nov78 f/n BKA 06may94, in Aeroflot c/s and titles; soc 25sep97 as life-time expired; canx 03oct97
7 73 034 04	CCCP-46256	An-24B	AFL/Georgia-SUI	mfd	31may67	toc 07jun67; rgd 15jun67; 50 pax configuration; hijacked from Batumi to Trabzon 15oct70, one crew member (the stewardess) killed and 3 wounded by the 2 hijackers; underwent rework after the hijacking
7 73 034 05	CCCP-46256 UK-46256 CCCP-46257 RA-46257 RA-46257	An-24B An-24B An-24B An-24B An-24B	AFL/Uzbekistan-SKD Uzbekistan Airways AFL/Moscow SPIMVL Aeroflot Bryansk Avn Ent.	trf wfu mfd BKA trf	22jan79 15aug97 31may67 27apr93 31dec93	canx but date unknown; used for spares at Samarkand oct97 toc 08jun67; rgd 15jun67; 48 pax configuration; photo DME 09jul67; l/n BKA 13apr92
7 73 034 06	LZ-ANE LZ-ANE	An-24V An-24V	TABSO Balkan	mfd	1967 01apr68	soc 16apr96 as life-time expired; canx 29apr96
7 73 034 07	LZ-ANF LZ-ANF	An-24V An-24V	TABSO Balkan	mfd	1967 01apr68	renamed; f/n SOF 22may72; seen SOF 17sep90; preserved in the Aviation museum at Plovdiv-Krumovo (N42.067791 E24.843177) since 1992; l/n jan21
7 73 034 08	LZ-ANG LZ-ANG	An-24V An-24V	TABSO Balkan	mfd	1967 01apr68	renamed; f/n SOF 17jun71; l/n VAR 23sep97; wfu Varna 2002; broken up; forward fuselage to Burgas museum, l/n 28jul23
7 73 034 09	CCCP-46258 CCCP-46258 RA-46258	An-24B An-24B An-24B	AFL/Azerbaijan AFL/North Kavkaz Astrakhan Airlines	mfd trf trf	02jun67 22dec67 14apr94	renamed; f/n SOF 17jun71; seen SOF 17sep90; wfu VAR 1992; l/n VAR 23sep97 being broken up toc 30jun67; rgd 17jul67; 52 pax configuration f/n UFA late77
7 73 034 10	CCCP-46259 RA-46259 RA-46259	An-24B An-24B An-24B	AFL/Moscow SPIMVL Aeroflot Bryansk Avn Ent.	mfd BKA trf	28jun67 15may93 31dec93	f/n ASF 19may96, in Aeroflot c/s, no titles; soc and canx 09sep98 as life-time expired toc 01jul67; rgd 11jul67; f/n BKA 18aug89
7 73 035 01	CCCP-46260 CCCP-46260 RA-46260 CCCP-46261	An-24B An-24B An-24B An-24B	AFL/Northern-ARH AFL/Arkhangelsk Arkhangelsk Al AFL/Kazakhstan	mfd trf trf toc	30jun67 01jan73 22feb94 10jul67	f/n VKO 18sep94, in Aeroflot c/s and titles; l/n VKO 22aug95; soc 16apr96 as life-time expired; canx 29apr96 toc 11jul67; rgd 11oct67; 50 pax configuration l/n LED 23sep87
7 73 035 02	CCCP-46262	An-24B	KGB/Aeroflot c/s	mfd	31jul67	soc and canx 21apr98 as to Ukraine rgd 04aug67; f/n ALA 22sep87; not canx from Soviet register; fate unknown; registration on the Russian register feb98 as an An-26 c/n 10010 ! VIP version for 12 passengers, was reportedly the personal aircraft of the head of the KGB; rgd 04oct67; f/n SXF 10jun73; seen LED 16apr92; seen in damaged condition at ARH 10jun94, but not seen there 12jul94
7 73 035 03	RA-46262	An-24B	FSB/Aeroflot c/s	Ann	28aug96	ferried to Kurgan in spring 1998, dismantled and transported to the Kurgan Border Guards Institute where it was used as a ground instructional airframe; canx but date unknown toc 08aug67; rgd 28aug67; 50 pax configuration; f/n IWA 12jun70; also see An-26 c/n 11102
7 73 035 04	CCCP-46263 RA-46263 RA-46263	An-24B An-24B An-24B	AFL/Privolzhsk-CSY Aeroflot Cheboksary Avn Ent	mfd VOG trf	27jul67 31aug93 12jan94	in Aeroflot c/s and titles; l/n CSY 27aug97; soc 09mar99 as life-time expired; canx 11aug99
7 73 035 05	YR-AMP	An-24V	Rom Gvt/TAROM c/s	rgd	08sep67	salon version; photo exists, date and location unknown, in full c/s without titles; f/n LPL 19oct70 with TAROM titles; l/n LPL 22oct70; version painted as An-24B; w/o 17nov78 when crashed near Arad airport (Romania) on a flight from Bucharest-Otopeni, all 5 crew killed; the exact cause of the crash is not known; canx 05dec78 rgd 28aug67; 50 pax configuration; f/n SKD 29oct77; soc 17dec79 as life-time expired
7 73 035 06	CCCP-46264	An-24B	AFL/Uzbekistan	toc	07aug67	

	CCCP-46291 RA-46291 RA-46291	An-24B An-24B An-24B	AFL/Central Region Aeroflot Aviata	trf RVH trf	31mar88 25oct94 29aug95	
7 73 038 04	CCCP-46292 CCCP-46292 RA-46292	An-24B An-24B An-24B	AFL/Azerbaijan-MCX AFL/N.Kavkaz-MCX Avialin. Dagestana	mfd trf trf	31oct67 01jan74 01apr94	l/n TBW 31aug97; in Aeroflot c/s and titles; seen TBW 18aug99 titles ?; soc 20mar00 as life-time expired; canx 21mar00 on charge as of 01dec67; rgd 23dec67; 48 pax configuration
7 73 038 05	CCCP-46293 CCCP-46293 UR-46293	An-24B An-24B An-24B	AFL/Georgia-SUI AFL/Ukraine-IEV Avialini. Ukrayiny	mfd trf IEV	31oct67 15may72 16jun93	toc 21nov67; rgd 14dec67; 50 pax configuration f/n IEV 28aug92; l/n IEV 08sep92 l/n IEV 04jul99; canx 15nov01
7 73 038 06	CCCP-46294 RA-46294	An-24B An-24B	AFL/North Kavkaz Astrakhan Airlines	mfd trf	31oct67 14apr94	toc 24nov67; rgd 23dec67; f/n VKO 02oct72; 52 pax configuration f/n ROV 14may96, in Aeroflot c/s, no titles; l/n ASF 18may96; soc 22feb99 as life-time expired; canx 11mar99
7 73 038 07	CCCP-46295 CCCP-46295 UK-46295	An-24B An-24B An-24B	AFL/Ukraine AFL/Uzbekistan-SKD Uzbekistan Airways	mfd trf no reports	31oct67 09apr85	toc 20nov67; rgd 14dec67; 50 pax configuration; f/n DNK aug78 wfu 17sep97; used for spares Samarkand oct97; canx but date unknown
7 73 038 08	CCCP-46296 CCCP-46296	An-24B An-24B	AFL/Urals-SVX AFL/Urals-KRO	toc trf	06dec67 1972	rgd 15jan68; 50 pax configuration f/n SXF 03nov77, a laboratory aircraft equipped with ALK-70 equipment; l/n SXF jun78; later converted back to a standard passenger aircraft; trf to Kurgan Air 30mar94 but not operated as such; soc and canx 30jun95 as life-time expired; preserved in the museum at Kurgan (N55.461161 E65.411326), f/n aug03; l/n 04jun22 toc 09dec67; rgd 08feb68; f/n MHP 03jun69
7 73 038 09	CCCP-46297 EW-46297 EW-46297 RA-46297 RA-46297	An-24B An-24B An-24B An-24B An-24B	AFL/Belarus-MHP Aeroflot c/s, n/t Belavia ex Belavia c/s Tyumen Airlines	mfd IEV MHP TJM trf	30nov67 03jun93 08sep93 14may95 29aug95	seen TJM 15aug99, still in basic ex Belavia c/s, no titles; f/n TJM 27jul00; l/n TJM 25aug03; offered for sale on the Internet 16jun04; seen engineless TJM 26aug05; soc 02nov05 as to the Philippines no titles; l/n MNL feb08/feb14 stored, with titles under the cockpit and on the tail; c/n confirmed by CAA; just the fuselage seen 17nov15 at Roxas Boulevard, near Naia Road, Manila (N14.519723 E120.994371)
7 73 038 10	CCCP-46298 RA-46298	An-24B An-24B	AFL/North Kavkaz Kuban Airlines	toc trf	31jan68 22feb94	rgd 06mar68; 52 pax configuration f/n KRR 25jul94, in Aeroflot c/s and titles; canx 14feb97; soc 01apr97 as life-time expired; sat derelict at KRR in use as SPASOP (rescue operations) trainer; seen 2013/nov21; repaired and repainted in mid/late 2022 without props, in white c/s with green cheatline and 'Krasnodar' titles, now in use as ground trainer; f/n nov22
7 73 039 01	CCCP-46299 CCCP-46299	An-24B An-24B	AFL/Kyrgyzstan AFL/Uzbekistan-SKD	mfd trf	30nov67 unknown	toc 12dec67; rgd 11jan68; 48 pax configuration; f/n SKD 25aug75 on charge as of 01jan75; opb 163 LO; w/o 19dec78 on a training flight from Samarkand when the crew feathered the right propeller on approach to train a single-engine landing but increased power of the left engine too late, the aircraft lost speed and height, the crew had problems aligning with the runway and did not cope with the situation, the decision to go around was taken too late, the aircraft stalled and crashed 1,120 metres behind the runway threshold and 690 metres to the right of the runway's extended centreline, all 5 crew killed; t/t 19,664 hours and 18,323 cycles; soc 05feb79
7 73 039 02	CCCP-46400 YL-LCD	An-24B An-24B	AFL/Latvia-RIX Latavio	mfd rgd	30nov67 28sep92	toc 13dec67; rgd 09jan68; 50 pax configuration; f/n LED 15aug68 f/n RIX 25may93; l/n RIX 18jul99; canx 13feb01; parked next to the Latvijas Aviacijas Tehnikas Muzejs at Riga oct03/oct21; with the old registration CCCP-46400 bleeding through and getting pretty dirty; the museum moved location to the other side of the airport in jun22; l/n aug22
7 73 039 03	not known	An-24B		mfd	dec67	Antonov list gives owner as 'Riga'; soc in 1967
7 73 039 04	CCCP-46401 CCCP-46401 RA-46401 RA-46402	An-24B An-24B An-24B An-24B	AFL/Privolzhsk-GOJ AFL/Privolzhsk-SKX Saransk fit unit AFL/N.Kavkaz-ASF Astrakhan Airlines	mfd mfd trf mfd trf	30nov67 unknown 04mar94 30nov67 14apr94	toc 09dec67; rgd 11jan68; 50 pax configuration f/n LED 05may89 hit the ground on the final turn into Saransk 29dec95; soc 24apr96; canx only 18apr00 toc 01jan68; rgd 17jan68; 52 pax configuration; f/n LED 26mar72 f/n ASF 18may96, in Aeroflot c/s, no titles; not in 2000 fleet; soc and canx 05apr02 as life-time expired; sat wfu at Astrakhan (N46.287155 E47.993951) l/n 26mar07/22aug21 rgd 28feb68; 48 pax configuration; f/n LED 27may70; trf 04may77 to MAP based on a decree dated 18mar77, see next line
7 73 039 06	CCCP-46403 UR-46403 UR-46403 UR-46403 UR-46403 UR-46403 UR-46403 907	An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24V	NPO Elektronprylad Elektronprylad Intradco Cargo Al Alan Air Djibouti Avialini. Ukrayiny Elektronprylad Hungarian AF	rgd IEV IEV BRQ IEV IEV IEV mfd	27feb80 28aug93 02jul96 09dec96 11may98 04may99 14dec67	based at Kiev; l/n IEV 08sep92 operated for Khors Air; in basic Aeroflot c/s, no titles; l/n LGW 18jun96 leased from Elektronprylad; l/n IEV 10sep96, titles not reported leased from Elektronprylad leased from Elektronprylad based at Kiev; no titles; l/n IEV 04jul99; canx 13aug08 d/d 31jan68; salon version; initially 'An-24B' and later 'An-24V' painted on the nose; described as An-24V in Hungarian documentation; in civil c/s with red cheatline; f/n Peenemünde (East German AFB) on 12oct70 on a VIP flight with red cheatline for military exercise 'Waffenbrüderschaft 70'; l/n SXF 13may87; wfu 03dec92; preserved in Repüléstörténeti Múzeum (Aircraft Museum) at Szolnok (N47.130594 E20.220805) l/n 01jul20
7 73 039 08	908	An-24V	Hungarian AF	mfd	14dec67	d/d 31jan68; salon version; 'An-24V' painted on the nose; described as An-24V in Hungarian documentation; in civil c/s with blue cheatline; wfu 03dec92; was preserved at Tököl; later moved to Kecel (N46.538469 E19.243814) seen there may99/11aug20
7 73 039 09	CCCP-46404 46404 EW-46404	An-24B An-24B An-24B	AFL/Belarus-MHP Belavia Belavia	mfd MHP RVH	20dec67 08sep93 24oct94	hit the ground on the final turn into Saransk 29dec95; soc 24apr96; canx only 18apr00 trf 31dec93 to Belarus l/n MSQ 13jun99; not in 1998 fleet list, fate unknown; l/n MHP jun01 titles not reported
7 73 039 10	CCCP-46405 RA-46405 RA-46405 RA-46405	An-24B An-24B An-24B An-24B	AFL/Privolzhsk-GOJ Aeroflot Nizhni Novgorod Al	mfd BKA trf	14dec67 07jul93 25nov93	toc 29dec67; rgd 17jan68; 50 pax configuration; f/n GOJ 11dec84 in Aeroflot c/s and titles; l/n GOJ 26aug97; soc 20nov00 as life-time expired; canx 27nov00
7 73 040 01	CCCP-46406 46406 RA-46406 RA-46406 RA-46406	An-24B An-24B An-24B An-24B An-24B	AFL/Moscow SPIMVL Rossiya Rossiya Voronezh Avia Voronezh Avia	toc BKA BKA trf DME	10jan68 15aug92 05jul93 01aug94 23apr97	rgd 09feb68; 50 pax configuration; f/n BKA 1978; l/n BKA 22feb92 large titles as such in addition to smaller Aeroflot titles; l/n BKA 18aug92 large titles as such in addition to smaller Aeroflot titles seen DME 17aug96, still with Rossiya/Aeroflot titles soc and canx 20feb98 as calendar life of 30 years reached; l/n VOZ 10aug99; stored at Voronezh without titles, f/n aug01, l/n 27aug07; seen again VOZ 22mar10, stored (N51.808665 E39.231104); no longer visible on GE image dated 30may11 toc 10jan68; rgd 09feb68; 50 pax configuration
7 73 040 02	CCCP-46407 CCCP-46407 RA-46407	An-24B An-24B An-24B	AFL/Belarus-GME AFL/Komi Komiavia	mfd trf mfd	28dec67 18mar88 22feb94	f/n SCW 10jun94, in Aeroflot c/s and titles; l/n KUF 19may96; soc and canx 27aug97 as life-time expired
8 73 040 03	CCCP-46408 CCCP-46408 RA-46408 RA-46408	An-24B An-24B An-24B An-24B	AFL/Georgia-SUI AFL/East Siberia Aeroflot Ulan-Ude Avn Ent.	trf trf UUD trf	16jan68 11dec78 11jun93 28dec94	rgd 28feb68; 50 pax configuration f/n IKT 05sep89 l/n UUD 21apr97, in Aeroflot c/s and titles; the Ulan-Ude Aviation Enterprise was renamed Buryatskiye Avialinii (Bural) in 1998 CoFR renewal 10aug00 and 02aug0; seen UUD 19jul09, c/n checked as such and with AK Buryatskiye Avialinii titles; l/n UUD 17aug12
7 73 040 04	CCCP-46409 RA-46409	An-24B An-24B	AFL/Moscow SPIMVL Aeroflot	toc BKA	24jan68 08apr93	white top, grey underside, very small titles and logo on forward fuselage; seen 23jan15, location withheld with titles; the operator's certificate of Bural was revoked 07feb17 and the company was declared bankrupt 04mar19; listed in Bural's assets 13feb20 for a bankruptcy hearing on 24apr20 rgd 19mar68; 48 pax configuration; f/n BKA 15mar90; l/n BKA 10sep92 last flight 27feb95 to Yegoryevsk technical School (N55.382333 E39.006396); l/n there aug01/feb15; soc 13mar95 as life-time expired; canx 04may95
7 73 040 05	CCCP-46410 CCCP-46410 UK-46410	An-24B An-24B An-24B	AFL/Kyrgyzstan AFL/Uzbekistan Uzbekistan Airways	toc trf IEV	19mar68 01feb74 22sep94	rgd 02apr68; 48 pax configuration f/n 02apr68; 48 pax configuration f/n TAS 29oct79 l/n SKD 23mar99; last reported in fleet list jan03
8 73 040 06	CCCP-46411 CCCP-46411 RA-46411	An-24B An-24B An-24B	AFL/Belarus AFL/Komi Kominteravia	mfd trf trf	31jan68 08mar88 22feb94	toc 05mar68; rgd 28may68; 50 pax configuration; c/n given as 77304006 in the MGA document f/n SCW 10jun94, in Aeroflot c/s and titles; soc and canx 01jun01 as life-time expired
8 73 040 07	CCCP-46412 UN-46412 UN-46412 UN-46412 UN-46412	An-24B An-24B An-24B An-24B An-24B	AFL/Kazakhstan-GUW Kazakstan Airlines SAISA Euro-Asia Air Kazakstan Airlines	mfd DME GUW trf GUW	31jan68 aug95 13feb96 09jul97 06aug02	toc 01feb68; rgd 22mar68; f/n IKT 24sep86; l/n IEV 08sep92 opb Atyrauavia reported for Atyrauavia possibly never painted as such sat derelict at GUW, l/n aug02/mar03
8 73 040 08	CCCP-46413 UK-46413	An-24B An-24B	AFL/Uzbekistan Uzbekistan Airways	toc TAS	21feb68 08may95	rgd 14mar68; 50 pax configuration; f/n UGC 04aug72 wfu 08jan98 used for spares Samarkand; l/n SKD 23mar99; canx but date unknown
8 73 040 09	CCCP-46414 ER-46414	An-24B An-24B	AFL/Moldova-KIV Air Moldova	mfd rgd	15feb68 12apr94	toc 19feb68; rgd 15mar68; 50 pax configuration; f/n SVO 26jun70 f/n KIV 20sep94; canx 16sep99 as written off, fate ?
8 73 040 10	CCCP-46415 CCCP-46415 CCCP-46415 RA-46415 RA-46415	An-24B An-24B An-24B An-24B An-24B	AFL/GosNII GA AFL/Moscow SPIMVL AFL/Magadan Aeroflot Kolymaavia	mfd trf trf GDY trf	31jan68 25aug70 28apr85 08jul94 24feb95	rgd 23sep70; f/n SVO 21may70 in Aeroflot c/s and titles; l/n GDY (N59.913564 E150.74081) nov06/26sep21 wfu; derelict by sep21
8 73 041 01	CCCP-46416 UR-46416 UR-46416	An-24B An-24B An-24B	AFL/Ukraine Avialini. Ukrayiny Donbass	mfd rgd DOK	28feb68 27apr93 28apr99	toc 05mar68; rgd 22mar68; 50 pax configuration; f/n SVO 21may70 f/n IEV 24jun97; l/n IEV 11may98 l/n BAK 23sep01; canx 26sep02
8 73 041 02	CCCP-46417 ER-46417	An-24B An-24B	AFL/Moldova Air Moldova	mfd rgd	28feb68 12apr94	toc 06mar68; rgd 21apr68; 50 pax configuration; f/n IEV 15jul88 f/n KIV 20sep94; seen IEV rework jul96 as UR-46417; l/n KIV (N46.934611 E28.924173) 21sep03; according to Antonov they regarded the aircraft as no longer airworthy for jun01; Moldovan CAA report the aircraft

8 73 041 03	CCCP-46418	An-24B	AFL/N.Kavkaz-KRR	toc	07mar68	is permanently wfu and will not fly again; l/n KIV apr09/21may19 wfu; no reg on the later date; cancelled from register between 09oct14 and 26jan15 rgd 14may68; 52 pax configuration; dbr 27feb72 on a flight from Krasnodar to Mineralnyye Vody when reverse thrust was applied unintentionally on final approach at a height of 200 metres and the aircraft crash-landed in a field some 2,000 metres before the runway threshold (near Kangly), all 4 crew and 43 passengers escaped unhurt; this was the second such case within 6 days; reg soc 03may72 f/n CIA 04jun83; l/n TOM dec83; crashed Timbuktu 22feb85 on a flight from Gao to Bamako with en route stops at Timbuktu and Mopti, after take-off an engine failed and hit the ground before returning to Timbuktu airport, all 6 crew and 45 of the 46 passengers were killed rgd 01apr68; 50 pax configuration; l/n BKA 02aug90
8 73 041 04	TZ-ACT	An-24V	Air Mali	rgd	28mar68	possibly at VOZ; l/n VOZ 18sep94 in basic Aeroflot c/s f/n VOZ 31aug97; soc and canx 20feb98 as calendar life of 30 years reached; bought by the owner of OOO "Liga"; was preserved at a petrol station at the crossing of ul. Ilyushina and ul. Dimitrova on route A-144 ("Don") at Voronezh (N51.651994 E39.295825), seen with titles scrubbed out jan00/mar01, with "Slavneft" (an oil company) advertising 01sep04 and with the faded "Voronezhavia" titles becoming visible again jul07/aug11; scrapped 24nov11, remains l/n 26nov11 toc 18mar68; rgd 12may68; not canx from Soviet register l/n TSE 08jun06 seen CIT 11feb10/21jan11 still as UN-46421; l/n CIT 08may13/13jul19, reg not visible, no engines, wfu rgd 02apr68; 50 pax configuration; f/n RTW 22oct75 since mid 80s; l/n BKA 10sep92 f/n BKA 21aug95, in Aeroflot c/s and titles; soc 06nov97 as life-time expired; canx 09apr98 toc 13mar68; rgd 01apr68; 48 pax configuration; opb 61 LO at BKA; w/o 02mar86 on the leg from Cheboksary to Bugulma of a flight from Moscow to Bugulma when the left propeller feathered (due to a faulty DAF-24 sensor) on final approach at night in clouds, the aircraft banked to the left and yawed, the crew did not cope with the difficult situation, the aircraft lost speed, stalled at 140 km/h and crashed in a snow-covered field 8 km north of the runway threshold, all 4 crew and 34 passengers killed; t/t 31,570 hours and 23,765 cycles; soc and canx 02jun86 toc 13mar68; rgd 08may68; 50 pax configuration; f/n LED 22jul70
8 73 041 05	CCCP-46420 CCCP-46420 RA-46420 RA-46420	An-24B An-24B An-24B An-24B	AFL/Moscow SPIMVL Rossiya Rossiya Voronezhavia	toc BKA ph. trf	04mar68 18aug92 feb94 01aug94	
8 73 041 06	CCCP-46421 UN-46421 UP-AN411	An-24B An-24B An-24B	AFL/Kazakhstan-GUW SCAT SCAT	mfd KZO rgd	29feb68 24may04 29feb08	
8 73 041 07	CCCP-46422 CCCP-46422 RA-46422	An-24B An-24B An-24B	AFL/Privolzhsk-RTW AFL/Privolzhsk-PEZ Penza Air	toc trf trf	12mar68 unknown 31dec93	
8 73 041 08	CCCP-46423	An-24B	AFL/Moscow SPIMVL	mfd	20feb68	
8 73 041 09	CCCP-46424 CCCP-46424 RA-46424	An-24B An-24B An-24B	AFL/Northern-ARH AFL/Arkhangel'sk Arkhangel'sk AI	mfd trf trf	28feb68 01jan73 22feb94	f/n ARH 10jun94, in Aeroflot c/s and titles with Arkhangel'sk Airlines sticker behind nose; l/n ARH 12jul94; soc and canx 16sep98 as to Ukraine toc 06may68; rgd 30may68; 50 pax configuration; carried additional 'Komi Upravleniye' titles and a reindeer on the fin; was the first aircraft to land at Usinsk airport (30dec76) f/n SCW 13jul94, in Aeroflot c/s and titles; soc and canx 03mar99 as life-time expired toc 08may68; rgd 29may68; 50 pax configuration; photo feb74 in 'Sparnal'
8 73 041 10	CCCP-46425	An-24B	AFL/Komi	mfd	30mar68	
8 73 042 01	RA-46425 CCCP-46426 CCCP-46426 CCCP-46426 RA-46426	An-24B An-24B An-24B An-24B An-24B	Komiavia AFL/Lithuania AFL/East Sib.-HTA Baikalavia Baikalavia	trf mfd trf trf IKT	22feb94 23mar68 06jun80 30jun92 06jul94	l/n IKT 03jul92, in Aeroflot c/s and titles in Aeroflot c/s and titles; l/n IKT 11may95; soc 20may97 as life-time expired; canx 21may97 trf to AFL/Komi 25dec71, but presumably ntu, as no registration given in the MGA document; see 23jun73 as worn out, possibly after being damaged or involved in an accident ?; seen may94 in the Yegoryevsk Technical School (N55.382143 E39.007546); l/n may15 salon aircraft; the same registration was also worn by an An-12 in the 1970s, c/n unknown; f/n jun78; l/n DAM 14sep99 salon aircraft; confirmed exported to Syria, but registration not confirmed for this c/n; reported destroyed 13 or 16oct73 (during the Yom Kippur war); soc 1974, according to ADB; the same registration was also worn by an An-12 in the 1970s, c/n unknown; the report at LCA 27aug93, is therefore, probably incorrect rgd 30may68; 50 pax configuration; f/n jun77; mentioned in an incident report MHP 30jan87; l/n RVH 06sep92 f/n RIX 28aug93; canx 09dec94; l/n RIX 23sep97; fate unknown but taken at an earlier date as it crashed into a mountain in Hovd Province 17sep73 rgd 30may68; on charge as of 01jun68; 50 pax configuration l/n KRR 19sep94, in Aeroflot c/s and titles; l/n CSY aug97/aug04; already soc 09mar99 as life-time expired; canx 15mar99 50 pax configuration; see also An-24RV c/n 37309009 and CCCP/RA-46429 An-24B with unknown c/n on charge as of 01jul72 based on a decree dated 25apr72; dismantled fuselage, missing the tail and cockpit section seen VOG aug93/18sep94, in old style (mid 1960s) Aeroflot 'blue' c/s toc 08may68; rgd 30may68; 50 pax configuration; f/n TAS 15sep87; l/n TSE 25apr93
8 73 042 02	TZ-ACK	An-24V	Air Mali	ABJ	04oct68	
8 73 042 03	YK-ANA	An-24V	Syrianair	mfd	1968	
8 73 042 04	YK-ANB	An-24V	Syrianair	mfd	mar68	
8 73 042 05	CCCP-46427	An-24B	AFL/Latvia	toc	08may68	
8 73 042 06	YL-LCE	An-24B	Latavio	rgd	26nov92	
8 73 042 07	BNMAU-4206 CCCP-46428 RA-46428	An-24B An-24B An-24B	MIAT Mongolia AFL/Privolzhsk-GOJ Cheboksary Avn Ent	ph. mfd trf	in 1975 30mar68 12jan94	
8 73 042 08	CCCP-46429(1) CCCP-46429(1) CCCP-46429(1)	An-24B An-24B An-24B	AFL/Komi AFL/KIIGA MAP Kiev APO	rgd trf trf	19jul68 02jul71 unknown	
8 73 042 09	CCCP-46430 RA-46430 RA-46430 UN-46430 3X-GAU	An-24B An-24B An-24B An-24B An-24V	AFL/Komi Aeroflot Komiavia SCAT Air Guinée	mfd ULV trf TSE CKY	30apr68 31aug93 22feb94 26may04 22may72	soc and canx 29dec00 as life-time expired l/n ALA 30jun04; no longer in SCAT fleet list 29jun06 in white/light grey c/s with 'Guinea flag' cheatline; named 'Kankan' after a city in eastern Guinea; seen CKY 24oct72; damaged 31mar80 on landing at Conakry when overran the runway and was presumably damaged beyond repair, all 8 crew members and 27 passengers survived toc 13may68; rgd 29may68; 50 pax configuration; f/n SVO 08jul70
8 73 043 01	CCCP-46431 CCCP-46431 UK-46431	An-24B An-24B An-24B	AFL/Lithuania-VNO AFL/Uzbekistan Uzbekistan Airways	mfd trf TAS	30apr68 15jan88 08may95	wfu 08jan98 used for spares Samarkand; canx but date unknown rgd 03jun68; 48 pax configuration; f/n LED 12aug68
8 73 043 02	CCCP-46432 RA-46432 RA-46432 RA-46432	An-24B An-24B An-24B An-24B	AFL/Moscow SPIMVL Aeroflot Kurskavia	toc KUF trf	13may68 24apr93 04mar94	soc 26may68 as life-time expired; canx 08jun98 toc 30apr68; rgd 30may68; 50 pax configuration; f/n DOK 24may79
8 73 043 03	CCCP-46433 CCCP-46433 EZ-46433	An-24B An-24B An-24B	AFL/Ukraine-DOK AFL/Turkmenistan Turkmenistan AI	mfd trf ASB	22apr68 26may88 18may96	on register 31dec93; not in nov99 fleet list; for sale early 2008, t/t 50,455 hours and 39,740 cycles; reported broken up 2012 rgd 30may68; 50 pax configuration f/n AER 21sep87; l/n IEV 08sep92 l/n IEV 04jul99; canx 15nov01 on charge as of 01jun68; rgd 11jun68; 48 pax configuration; w/o 18aug73 on a flight from Baku to Shevchenko (now Aktau) at night when the left engine failed 5 seconds after lift-off (the turbine was destroyed due to earlier overheating of the turbine blades), while attempting to return to the airport the aircraft overflew Neftyanyye Kamni oil field on high ground 4.3 km from the airport, collided with oil rigs and pipelines, came to rest upside down and burnt out, 2 of the 4 crew and 54 of the 60 passengers killed and all survivors seriously injured; t/t 7,374 and 5,502 cycles; soc and canx 29nov73 toc 24may68; rgd 12jun68; 50 pax configuration
8 73 043 04	CCCP-46434 CCCP-46434 UR-46434 CCCP-46435	An-24B An-24B An-24B An-24B	AFL/Georgia-SUI AFL/Ukraine Avialini. Ukrayiny AFL/Azerbaijan-MCX	toc trf IEV mfd	08may68 15jun77 16jun93 15may68	soc 10nov00 as calendar life of 30 years reached; canx 13dec00 toc 05jun68; rgd 25oct68; 50 pax configuration; f/n BKA 29aug89 f/n BKA 08jul94, in Aeroflot c/s and titles; l/n KUF 01dec97; soc 14jul01 as life-time expired; canx 12sep01 c/n and reg from Antonov files; previously thought to have been c/n 87304705; photo exists in white/light grey c/s with dark blue cheatline; became Air Koryo 28mar92 with titles; l/n FNJ 16apr08 toc 11jun68; rgd 26jun68; 48 pax configuration opb Aktauavia with 14,344 hours left; seen ALA 29jun02, titles not read off l/n TSE 25mar05 f/n GUW 15apr08; l/n CIT 13jul19, wfu toc 05jun68; rgd 03mar69; 50 pax configuration on charge as of 01jul92; f/n UFA 10jul93, in Aeroflot c/s and titles soc and canx 26nov96 as life-time expired; l/n UFA 18aug99 wfu rgd 19jun68; 48 pax configuration l/n IEV 14sep87; l/n BKA 19may91 l/n IEV 04jul99; canx 15nov01 rgd 17jun68; 50 pax configuration; f/n WAW 15jul70; l/n IEV 08sep92 canx 27mar97; l/n IEV 03may99 as wreck toc 06jun68; rgd 08jul68; 50 pax configuration f/n IKT 1977; l/n IKT 05jul92 f/n IKT 06jul94, in Aeroflot c/s and titles; l/n IKT 11may95; soc and canx 05jul95 as life-time expired
8 73 043 06	CCCP-46436 RA-46436 RA-46436 CCCP-46437 RA-46437	An-24B An-24B An-24B An-24B An-24B	AFL/North Kavkaz Aeroflot Avialini. Dagestana AFL/Privolzhsk-GOJ Nizhni Novgorod AI	mfd BKA trf mfd trf	16may68 20mar93 01apr94 31may68 25nov93	may68
8 73 043 08	P-528 CCCP-46438 UN-46438 UN-46438 UN-46438 UP-AN412 CCCP-46439 RA-46439 RA-46439	An-24V An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B	Air Koryo AFL/Kazakhstan-SCO Kazakhstan Airlines Euro-Asia Air SCAT SCAT AFL/Privolzhsk Bashkirian AI Bashkirian AI	FNJ mfd no trf MRV rgd mfd	06oct05 31may68 reports 09jul97 07feb03 29feb08 31may68	
8 73 043 09	CCCP-46440 CCCP-46440 UR-46440	An-24B An-24B An-24B	AFL/Armenia AFL/Ukraine Avialini. Ukrayiny	toc trf IEV	06jun68 18feb72 16jun93	
8 73 044 01	CCCP-46441 UR-46441	An-24B An-24B	AFL/Ukraine Avialini. Ukrayiny	toc IEV	04jun68 16jun93	
8 73 044 03	CCCP-46442 CCCP-46442 RA-46442	An-24B An-24B An-24B	AFL/Turkmenis.-ASB AFL/East Sib.-UUD Baikalavia	mfd trf trf	31may68 10apr72 30jun92	
8 73 044 04	CCCP-46443 CCCP-46443 CCCP-46443 CCCP-46443 YL-LCJ	An-24B An-24B An-24B An-24B An-24B	AFL/GosNII GA Aeroflot/KShVLP AFL/Kirovograd ATU AFL/Riga ATU Republic of Latvia	toc trf trf trf rgd	09jul69 23dec69 19apr74 10may81 11jan93	Kirovograd Advanced Flying Training College; rgd 21jan70 f/n LED 12mar90 f/n RIX 28aug93, in Aeroflot c/s, no titles; l/n RIX 11may95; canx 28jan97; fate unknown toc 17jul68; in 50 passenger configuration; rgd 26jul68; in standard 'blue' c/s in basic Aeroflot c/s, no titles; l/n VNO 02nov93; CoFA expired 09jan95 in basic Aeroflot c/s with a Lithuanian cross on the fin, no titles; preserved in Lietuvos Aviacijos Muziejas at Kaunas-Aleksotas (N54.877833 E23.888580), l/n in its original colours apr07; dressed up to look like the BEA Airspeed "Ambassador" G-ALZU for a BBC film about the 'Munich Air Disaster' in 2007, the left side was temporarily painted in BEA markings, titles and registration; seen in its original colours again apr14/01aug20 named 'Narew'; canx 27nov87 and delivered ex WAW same day
8 73 044 05	CCCP-46444 LY-AAI "06" yellow	An-24B An-24B An-24B	AFL/Lithuania Lithuanian AI Lithuanian AF	mfd VNO wfu	30jun68 jun92 12jul96	
8 73 044 06	SP-LTM LZ-ANO LZ-ANO LZ-ANO	An-24V An-24V An-24V An-24V	LOT Balkan Palair Macedonian all-white c/s, n/t	rgd SOF SKP VAR	07jul68 06dec87 mar92 30dec93	in white c/s; seen SOF 24may92; photo nov92 in full c/s opb Balkan; wfu VAR 1999; not in fleet list 31dec99; broken up rgd 09sep68; 50 pax configuration; f/n TAS 21aug75
8 73 044 07	CCCP-46445	An-24B	AFL/Uzbekistan	toc	23jul68	

8 73 044 08	CCCP-46445 CCCP-46446 RA-46446 RA-46446	An-24B An-24B An-24B An-24B	AFL/GosNII GA AFL/Privolzhsk Bashkirian AI Bashkirian AI	trf mfd trf SVX	unknown 28jun68 unknown 23aug95	on charge as of 01jul87; soc 27apr88; used for fatigue trials by ANTK im. Antonova at Svyatoshino, l/n apr13 toc 20jul68; rgd 03mar69; 50 pax configuration; f/n IEV 10aug75 on charge as of 01jul92; f/n UFA 10jul93, in Aeroflot c/s and titles l/n UFA 13aug99/12aug01 wfu, but still in fleet list 31dec00
8 73 044 09	CCCP-46447(1) RA-46447(1)	An-24B An-24B	AFL/Privolzhsk Bashkirian AI	MFD trf	28jun68 unknown	in 50 pax configuration; toc 19jul68; rgd 09aug68; f/n BKA 11apr91; l/n IEV 08sep92; see c/n 27308005 on charge as of 01jul92; initially still in full Aeroflot c/s including titles; l/n as such UFA 12jun94; soc 30aug99 as life-time expired and canx the same day; sold to Sergei Smolnikov and preserved at ul. 50 let SSSR (50 years of the USSR street) in downtown Ufa, used as a computer game place for children; initially in basic Aeroflot c/s with 'Bashkirian Airlines' logo, titles painted out, seen as such jun01/feb12; repainted without the knowledge of the owner in a white/pink/blue c/s without any markings may12, seen with various advertisements (among others 'Gagarin') jun12/jul16; repainted in all-white c/s without any markings, seen as such oct16; seen with the inscription '40 let Oktyabrskomu rayonu' (40 Years October District) jun17/jul17 repainted in this fake c/s; preserved at ul. 50 let SSSR (50 years of the USSR street) street in downtown Ufa (N54.753343 E56.009345), seen may18/10jul22
8 73 044 10	RA-46447(1)	An-24B	MChS Rossii	ph.	25may18	
8 73 045 01	CCCP-46448 UN-46448 UN-46448 UP-AN428 CCCP-46449 CCCP-46449 CCCP-46449 RA-46449 RA-46449 CCCP-46550 RA-46550 RA-46550	An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Kazakhstan Kazakstan Airlines Tulpar Air Service Tulpar Air Service AFL/Moscow SPIMVL AFL/Komi AFL/Central Region Aeroflot Bykovo Avia AFL/Moscow SPIMVL Aeroflot Bykovo Avia AFL/N.Kavkaz-KRR	toc IEV ALA KGF toc trf trf BKA trf mfd BKA trf	20jul68 29jun95 22may04 20oct08 08aug68 19may87 17nov88 20mar93 unknown 30jun68 04jul93 unknown 30jun68	rgd 09aug68; f/n BKA early78 in full c/s with 'Kazakhstan Airlines' titles; still present 23mar97, not in 1998 fleet list l/n TSE 14jun06; still in fleet list 16oct07 c/n from CAA rgd 19aug68; 48 pax configuration; f/n BKA 13nov77 l/n BKA 10sep92 in Aeroflot c/s and titles; l/n BKA 21may96; soc 09apr96 as life-time expired; canx 01may96 toc 19jul68; rgd 29jul68; 48 pax configuration; f/n BKA 15mar90; l/n BKA 10sep92
8 73 045 02	RA-46550 RA-46550 RA-46550	An-24B An-24B An-24B	Aeroflot Bykovo Avia AFL/N.Kavkaz-KRR	BKA trf mfd	04jul93 unknown 30jun68	soc and canx 03jun96 as life-time expired; l/n BKA 23aug96 toc 19jul68; rgd 12aug68; 52 pax configuration; f/n ROV 22mar79; w/o Kenkiyak, Kazakhstan, 02jun90; on arrival from Krasnodar it landed heavily, and bounced three times causing the nose undercarriage to collapse; it overran the runway by 83 metres and was destroyed by fire; no fatalities; soc and canx 28dec90 opb 36 spl; canx 29jan77
8 73 045 03	CCCP-46551	An-24B	AFL/N.Kavkaz-KRR	mfd	30jun68	was later used by the Polish Army as a 'command post' aircraft; canx 17feb92
8 73 045 04	014 SP-LTZ CCCP-49258(1) UR-49258(1)	An-24V An-24V An-24V An-24V	Polish Air Force LOT Avialini. Ukrayiny Donbass Airlines	rgd rgd rgd rgd	10aug68 09jul77 16jul92 13jan93	f/n IEV 04jul96; in Avialiniy Ukrayiny c/s with Donbass titles and tail logo; l/n sep97; canx by Ukrainian CAA 21feb98 and UN- prefix removed at SHJ this date; see c/n 09902308; Avialiniy Ukrayiny c/s and Donbass tail logo and titles; l/n SHJ 18apr98 l/n SHJ 13aug98; seen SHJ 14oct98/26nov98 without registration
8 73 045 05	49258(1) EL-ASA no reg YA-DAG CCCP-4505	An-24V An-24V An-24V An-24V An-24V	Donbass Airlines Donbass Airlines Santa Cruz Imp. Ariana Aviaexport	SHJ SHJ SHJ SHJ ph.	22feb98 may98 26dec98 jan99 oct68	mentioned in UN document feb00; destroyed oct01 at Kabul by US bombing raids with Aeroflot titles; presented to the Congolese Government at Maya Maya Air base and filmed registered as such by Pathé News (the film was released 06oct68)
8 73 045 06	TN-KAL TN-101 TN-220 CCCP-46552	An-24V An-24V An-24V An-24B	Congolese Gvt Congo Air Force Congo Air Force AFL/Turkmenistan	MUC MUC MUC toc	09jun70 11apr73 17feb80 08aug68	in white c/s with two blue cheatlines and blue stripe on tail, grey undersides, no titles; l/n LBV 20jan71 in white c/s with two red cheatlines and red top of the tail, grey undersides, no titles l/n BZV mar96/apr97 wfu rgd 20aug68; dbr Maryy-1 06oct68, force-landed when engine failed at 4,200 m soon after take-off but undershot; soc 02jan69 and canx same month toc 07aug68; rgd 20aug68; 50 pax configuration f/n LED 22apr74; l/n BKA 15aug92 f/n LED 14jun93, in Aeroflot c/s and titles; was reported for Pskovavia canx 19mar99, fate unknown crashed near Sofia 14apr75
8 73 045 07	CCCP-46553 CCCP-46553 RA-46553 ER-AFS	An-24B An-24B An-24B An-24B	AFL/Tajikistan AFL/Northern-PKV Tyumen Airlines Tiramavia	mfd trf trf rgd	22jul68 31mar72 30apr93 24jul98	crashed near Sofia 14apr75 toc 09aug68; rgd only 12jun69; 50 pax configuration on charge as of 01jul92; l/n KUF 25apr93, in Aeroflot c/s and titles f/n UFA 13aug99; l/n UFA 18aug99/02apr09 wfu; photographed jun15 derelict at Vyazovka (N54.451006 E55.851086) MVD training camp toc 09aug68; rgd 03sep68; 52 pax configuration f/n KRR 19sep94, in Aeroflot c/s and titles; soc and canx 20oct97 as life-time expired toc 21aug68; rgd 03sep68; 52 pax configuration
8 73 045 08	035	An-24V	Bulgarian AF	SXF	15may71	l/n GDX 12may95, in Aeroflot c/s and titles; soc and canx before 01jan01 crashed 22apr82 after a wing touched the ground on a final approach turn to an airfield in Iraq (exact location unknown)
8 73 045 09	CCCP-46554 RA-46554 RA-46554	An-24B An-24B An-24B	AFL/Privolzhsk Bashkirian AI Bashkirian AI	mfd trf trf	30jul68 unknown 30jun94	was based at Levashovo, according to Antonov list on charge as of 01oct68; rgd 25oct68; 50 pax configuration f/n IKT 05jul92 f/n IKT 06jul94, in Aeroflot c/s and titles; soc 12apr95 as life-time expired; canx 08dec95; l/n HTA 18apr97, wfu as such rgd 24dec68; 50 pax configuration Kirovograd Advanced Flying Training College; f/n SKD 28apr89 in Aeroflot c/s, no titles in Aeroflot c/s, no titles; Air Urga logo l/n KGO 29may02 without props; still in fleet list oct06; canx 20nov06; seen as such KGO 07may07/21jun11 titles faded; l/n KGO 23sep12, reg removed but just readable rgd 25sep68; f/n SKD 13mar79
8 73 045 10	CCCP-46555 RA-46555	An-24B An-24B	AFL/N.Kavkaz-KRR Kuban Airlines	mfd trf	31jul68 22feb94	
8 73 046 01	CCCP-46556 CCCP-46556 RA-46556 RA-46556 YI-AEO	An-24B An-24B An-24B An-24B An-24V	AFL/North Kavkaz AFL/Magadan Aeroflot Kolymaavia Iraqi Airways	mfd trf trf GDX trf ABD	30aug68 09apr72 08jul94 24feb95 27nov71	
8 73 046 02	not known CCCP-46557 CCCP-46557 RA-46557	An-24B An-24B An-24B An-24B	Soviet Air Force AFL/Turkmenistan AFL/East Siberia Chita Avia	mfd mfd trf trf	sep68 30aug68 21apr72 29jul93	
8 73 046 03	CCCP-46558 CCCP-46558 UR-46558 UR-46558 UR-46558	An-24B An-24B An-24B An-24B An-24B	AFL/Uzbekistan Aeroflot/KSHVLP Ukr Flt State Ac Ukr Flt State Ac Air Urga	toc trf KGO KGO IEV	17oct68 12jul74 15jul93 21sep94 20mar97	
8 73 046 04	CCCP-46559 UN-46559 --	An-24B An-24B An-24	AFL/Kazakhstan-GUW Aeroflot c/s, n/t history unknown	toc ROV mfd	12sep68 14jul94 oct68	
8 73 046 05	CCCP-46560 CCCP-46560 CCCP-46560 CCCP-46560	An-24B An-24B An-24B An-24B	AFL/Tajikistan-DYU AFL/Northern-ARH AFL/Arkhangel'sk Arkhangel'sk AI	mfd trf trf trf	13sep68 30apr72 01jan73 22feb94	version as such in Ukrainian MOD listing; offered for sale by SkyBirdHeli 27may06 with t/t 6,392 hours and 7,494 cycles, 48 pax configuration with version given as An-24BS (presumably had been a salon); f/n LWO 04jul07 in white c/s with blue cheatline and grey undersides; c/n and code checked LWO 01sep09, stored; l/n LWO may12 as such, in very faded colours toc 26sep68; rgd 02dec68; 50 pax configuration
8 73 046 06	CCCP-46561(1) CCCP-46561(1) RA-46561(1)	An-24B An-24B An-24B	AFL/Georgia-SUI AFL/North Kavkaz Avialin. Dagestana	mfd trf trf	16sep68 16feb79 01apr94	f/n LED 29jul90 f/n DME 07may94, in Aeroflot c/s and titles; l/n ARH 12jul94 with Arkhangelsk Airlines badge; soc 17apr97 as life-time expired; canx 30apr97 toc 20sep68; rgd 25oct68; 50 pax configuration
8 73 047 01	CCCP-46562 CCCP-46562 CCCP-46562 RA-46562 RA-46562 CCCP-46563 CCCP-46563 RA-46563 RA-46563 CCCP-46564 CCCP-46564 RA-46564	An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Armenia AFL/Ukraine AFL/Privolzhsk Avial. Tatarstana Avial. Tatarstana AFL/Azerbaijan AFL/North Kavkaz Aeroflot Avialin. Dagestana AFL/Northern-ARH AFL/Arkhangel.-ARH Arkhangel'sk AI	mfd trf trf trf trf trf trf trf trf trf trf trf	17sep68 07jan72 08apr72 unknown mid1996 27sep68 01jan74 05sep93 01apr94 28sep68 01jan73 22feb94	on charge as of 01jul92; f/n KZN 13jun94, in Aeroflot c/s and titles with Tatarstan flag l/n KZN aug01/jun05 in the storage area; soc 30sep05 as life-time expired toc 04oct68; rgd 05nov68; 48 pax configuration soc and canx 30sep98 as life-time expired toc 07oct68; rgd 05nov68; 50 pax configuration; f/n SVO 11jul70 l/n LED 07apr91 in basic Aeroflot c/s with Arkhangelsk Airlines logo; f/n UFA 13jul94; dbr 06feb95 on a flight from Naryan-Mar to Arkhangelsk-Vaskovo when landed in difficult weather conditions (heavy snowfall) on the runway which had not been duly cleared from snow, became misaligned with the runway, ran off the right side after touchdown and collided with a snow bank before coming to rest, all 4 crew and 34 passengers escaped unhurt; soc 29may95; canx 09jun95 toc 23oct68; rgd 11nov68; 48 pax configuration; f/n KHV 11jul70
8 73 047 02	CCCP-46565 CCCP-46565 RA-46565	An-24B An-24B An-24B	AFL/Kyrgyzstan AFL/Far East Dalavia	mfd trf trf	14oct68 27apr72 01jun93	f/n KHV 07jul94, in Aeroflot c/s and titles; soc and canx 02nov98 as life-time expired
8 73 047 03	-- "40" black "40" blue "01" yellow	An-24 An-24B An-24B An-24B	history unknown Soviet Air Force Ukraine Air Force Ukraine Air Force Ukraine Air Force	mfd mfd trf KBP KBP	oct68 30oct68 1992 11sep96 02may98	was the personal aircraft of the commander of the Kiev military district f/n EIN 10jan95, in official papers with UR-71663 as registration, c/n from engine covers c/n checked KBP 19mar97 photo-proof as an An-24B; opb 15 BrTrA at KBP, the personal aircraft of the commander of the Ukrainian Air Force; initially in white c/s with blue/yellow cheatline and 'Zbroini Sily Ukrainy' (Armed Forces of Ukraine) titles; c/n checked KBP 21may04 and PRG 15nov05; ferried to Mykolayiv-Kulbakino 11sep12 for repainting; repainted in dark grey c/s with 'Zbroini Sily Ukrainy' and 'Ukrainian Armed Forces' titles; f/n as such IEV 21mar13; l/n KBP 18dec19; contract for prolongation of life-time by 1 year signed 27jul20 toc 03oct68; rgd 05nov68; 50 pax configuration
8 73 047 04	CCCP-46566 CCCP-46566 CCCP-46566 RA-46566 RA-46566 CCCP-46567 CCCP-46567	An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Moldova AFL/Azerbaijan AFL/N.Kavkaz-MCX Aeroflot Avialin. Dagestana AFL/GosNII GA AFL/Moscow SPIMVL	mfd trf trf trf trf trf trf	30sep68 11apr72 01jan74 10jul93 01apr94 12nov68 15jul69	soc and canx 30sep98 as life-time expired in 50 passenger configuration; rgd 13aug69; opb Kurski OAO; w/o 16dec82 on the leg from Kiev to Odessa of a flight from Kursk to Odessa when electric wiring in the cockpit caught fire and the cabin was filled by

8 73 047 09	CCCP-46568 CCCP-46568 RA-46568 RA-46568	An-24B An-24B An-24B An-24B	AFL/Armenia AFL/Privolzhsk-RTW Bashkirian AI Bashkirian AI	mfd trf trf BKA	16oct68 27apr72 unknown sep94	smoke, the aircraft made a wheels-up forced landing in a field near Sakhanskoye (Shiryayev district of the Odessa region) and burnt out, all 5 crew and 22 passengers escaped unhurt; soc 03mar83 toc 25oct68; rgd 14nov68; 48 pax configuration
8 73 047 10	CCCP-46569(1) UR-46569(1)	An-24B An-24B	AFL/Ukraine Avialini. Ukrayiny	toc IEV	30oct68 16jun93	on charge as of 01jul92; f/n KUF 25apr93, in Aeroflot c/s and titles f/n UFA 13aug99/18aug99, wfu but still in fleet list 31dec00; soc and canx 09nov01 as life-time expired; preserved at Kushnarenkovo (N55.117165 E55.357258) and seen there mar09/oct17 rgd 25nov68; 50 pax configuration; f/n IEV 11sep87; see c/n 77303207 seen in the Institute of Civil Aviation at Zhulyany jul99/jul04 with CCCP- still visible; to the Oleg Antonov State Aviation Museum at Kiev (N50.404819 E30.465439) f/n oct03 without titles; f/n jul05 as such; seen nov06 with diagonal blue/yellow stripes; f/n 23sep07/03jul13 f/n this date with this fake registration preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.404819 E30.465439); the original CCCP-46801 c/n 57302010 was in the museum before and was scrapped there feb13; f/n oct21
8 73 048 01	not known "24" blue	An-24B An-24B	Soviet Air Force Ukraine Air Force	mfd VIN	oct68 06sep08	was based at Vinnitsa according to Antonov in white c/s with grey undersides, very faded c/s and code was probably red in the past; f/n VIN aug13, stored; probably the An-24B mentioned in documents sep08/sep11 for disposal, with military unit A1231 at Vinnitsya at the time, manufactured in 1968 f/n SVO 22jun70; rgd only 24jul73 opb 398 otae at Khrabrovo; present on Russian register feb98; canx but date unknown; offered for sale by Russian privatisation agency in non-airworthy condition 30nov98
8 73 048 02	CCCP-47787 RA-47787	An-24B An-24B	Soviet AF/AFL c/s Russo. Navy/AFL c/s	mfd no	nov68 reports	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
8 73 048 03	not known "01" red	An-24B An-24B	Soviet Air Force Russian Air Force	mfd Kub	29nov68 04sep93	f/n IKT 04sep89 last overhaul was in 1993 f/n UUD 21apr97, in Aeroflot c/s and titles; the Ulan-Ude Aviation Enterprise was renamed Buryatskiye Avialinii (Bural) in 1998 not in 2000 fleet list; in Aeroflot c/s and titles; seen UUD (N51.802510 E107.45313) 26nov06 wfu; f/n 09jul09 engines; not canx from the Russian register; listed in Bural's assets 13feb20 for a bankruptcy hearing on 24apr20 toc 11dec68; rgd 14jan69 f/n Novosibirsk-Severny 01jul92
8 73 048 04	CCCP-46570 CCCP-46570 CCCP-46570 RA-46570 RA-46570	An-24B An-24B An-24B An-24B An-24B	AFL/Tajikistan AFL/Northern AFL/East Siberia Aeroflot Ulan-Ude Avn Ent.	mfd trf trf UUD trf	19nov68 13apr72 09jun80 07jun93 28dec94	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
8 73 048 05	CCCP-46571 CCCP-46571 RA-46571 RA-46571	An-24B An-24B An-24B An-24B	AFL/Kazakhstan AFL/West Sib.-Ovn Aeroflot Novosibirsk AE	mfd trf Ovn trf	27nov68 25mar72 21apr93 11mar94	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
8 73 048 06	CCCP-46572 CCCP-46572 CCCP-46572 RA-46572	An-24B An-24B An-24B An-24B	AFL/Ukraine AFL/Georgia AFL/North Kavkaz Avialin. Dagestana	mfd trf trf trf	27nov68 06apr72 16feb79 01apr94	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
8 73 048 07	CCCP-46573 UK-46573	An-24B An-24B	AFL/Uzbekistan-SKD Uzbekistan Airways	mfd TAS	27nov68 08may95	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
8 73 048 08	CCCP-46574 RA-46574 RA-46574	An-24B An-24B An-24B	AFL/Moscow SPIMVL Aeroflot Kurskavia	toc BKA trf	02dec68 27apr93 04mar94	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
8 73 048 09	not known CCCP-47792 RA-47792	An-24B An-24B An-24B	Soviet Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	toc rgd Uue	30dec68 20dec73 jul02	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
8 73 048 10	CCCP-46575 RA-46575 RA-46575	An-24B An-24B An-24B	AFL/Moscow SPIMVL Aeroflot Bykovo Avia	toc BKA trf	02jan69 20mar93 by1994	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
8 73 049 01	CCCP-46576 RA-46576	An-24B An-24B	AFL/Northern-PKV Aeroflot	mfd PKV	20dec68 25oct94	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
8 73 049 02	CCCP-46577 CCCP-46577 UR-46577 UR-46577 UR-46577 UR-46577 UR-46577	An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Ukraine Aeroflot/KShVLP Ukr Flt State Ac Ukr Flt State Ac Air Urga Ukr Flt State Ac Air Urga	toc trf KGO KGO IEV KGO KGO	07jan69 07jan74 15jul93 21sep94 02jul96 24apr99 29may02	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
8 73 049 03	"08" yellow "20" yellow	An-24B An-24B	Soviet Air Force Russian Air Force	OVB OVB	21apr93 mar03	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
8 73 049 04	"02"	An-24B	FSB/Border Guards	no	reports	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
8 73 049 05	RA-47750(2)	An-24B	FSB	VVO	19apr97	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
8 73 049 06	not known	An-24B	FSB/Border Guards	no	reports	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
9 73 049 07	CCCP-46578 RA-46578	An-24B An-24B	AFL/Komi-SCW Komiavia	mfd trf	10jan69 22feb94	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
9 73 049 08	CCCP-46579 CCCP-46579 RA-46579 RA-46579	An-24B An-24B An-24B An-24B	AFL/Azerbaijan AFL/N.Kavkaz-MCX Aeroflot Avialin. Dagestana	mfd trf BKA trf	30jan69 jan74 13sep93 01jan94	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
9 73 049 09	CCCP-46580 CCCP-46580 CCCP-46580	An-24B An-24B An-24B	AFL/Lithuania-VNO AFL/Yakutiya Almazs Ros.-Sakha	mfd trf trf	30jan69 10jun87 18oct94	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
9 73 049 10	CCCP-46581 RA-46581 EK-46581 EK-46581	An-24B An-24B An-24B An-24B	AFL/Moscow SPIMVL Aeroflot red/white c/s, n/t Trade Aero Space	mfd BKA rgd SHJ	30jan69 05jul93 28oct03 22may05	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
9 73 050 01	EX-041 (2) 3X-GEG	An-24B An-24B	Trade Aero Space no titles	ADD rgd	30nov06 14oct09	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
9 73 050 02	CCCP-46582 46582 UN-46582 UN-46582 UN-46582 UN-46582 UP-AN427	An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Kazakhstan-GUW Kazakstan Airlines Euro-Asia Air Atyrau Airways Avia Jaynar Tulpar Air Service Tulpar Air Service	mfd IEV trf GUW TSE TSE	31jan69 16jun93 09jul97 28jan03 18jun04 18oct05 31aug08	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
9 73 050 03	CCCP-46583 RA-46583 RA-46583	An-24B An-24B An-24B	AFL/Privolzhsk-GOJ Aeroflot Cheboksary Avn Ent	mfd KUF trf	30jan69 26apr93 12jan94	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
9 73 050 04	CCCP-46584 UR-46584 UR-46585	An-24B An-24B An-24B	AFL/North Kavkaz AFL/Sasovo Fl.Sch. Aeroflot/KShVLP	mfd trf trf	31jan69 12jul70 12jan76	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
9 73 050 05	CCCP-46585 UR-46585	An-24B An-24B	AFL/Ukraine Avialini. Ukrayiny Donbass	mfd IEV IEV	31jan69 29aug93 04may99	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
9 73 050 06	SP-LTN CCCP-46586 CCCP-46586 UR-46586	An-24V An-24B An-24B An-24B	LOT AFL/Georgia-SUI AFL/Ukraine Donbass	rgd toc trf DOK	17mar69 03mar69 15jun77 28apr99	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration
9 73 050 07	CCCP-46587 RA-46587 ER-AFC (2)	An-24B An-24B An-24B	AFL/Moscow SPIMVL Tula Air Aerocom	mfd trf rgd	22feb69 30mar94 23oct00	overhaul completed 26aug92 c/n painted as '4803'; in white c/s, grey undersides with blue cheatline and Russian flag on tail; "56" on exhaust covers; seen Kubinka 04aug07, c/n checked; f/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639) toc 30nov68; rgd 14jan69; 50 pax configuration

	UR-CAO	An-24B	Air Kharkiv	DME	05jun02	c/n checked DME 15aug02 as '5007'
	UR-CAO	An-24B	no titles	DME	07apr03	
	UR-CAO	An-24B	Aeromist Kharkiv	IEV	22jul03	owned by InterAMI; seen jul04 with small Air Bridge Group and Interami titles; canx 01oct08; l/n IEV nov09/14apr19, stored still with Aeromist titles
9 73 050 08	CCCP-46588	An-24B	AFL/Belarus	mfd	26feb69	toc 07mar69; rgd 02oct69; 50 pax configuration; f/n SVO 08jul70; l/n LED 17may91
	CCCP-46588	An-24B	AFL/Arkhangelsk	trf	02jul85	
	RA-46588	An-24B	Arkhangelsk Al	trf	22feb94	f/n ULV 13jun94, in Aeroflot 'polar' c/s and titles with Arkhangelsk Airlines sticker behind the nose; l/n ARH 12jul94; and soc canx 18apr97 as life-time expired
9 73 050 09	CCCP-46589	An-24B	AFL/Privolzhsk	mfd	24feb69	toc 07mar69; rgd 21mar69; 50 pax configuration; f/n BKA 02aug90
	RA-46589	An-24B	Aeroflot	UFA	10jul93	
	RA-46589	An-24B	Yoshkar-Ola AE	trf	14jan94	soc 04jul97 as life-time expired
9 73 050 10	CCCP-46590	An-24B	AFL/Komi-SCW	mfd	27feb69	toc 05mar69; rgd 13may69; 50 pax configuration; f/n IEV 12sep87
	RA-46590	An-24B	Komiavia	trf	22feb94	f/n SCW 10jun94, in Aeroflot c/s and titles; l/n SCW 13jul94; soc 02aug99 as life-time expired; canx 06aug99
9 73 051 01	CCCP-46591	An-24B	AFL/North Kavkaz	mfd	28feb69	toc 05mar69; rgd 21mar69; 52 pax configuration; f/n LED 03sep88
	RA-46591	An-24B	Aeroflot c/s, n/t	PRG	13oct94	
	RA-46591	An-24B	Stavropol Avia	trf	01jan95	in Aeroflot c/s and titles; l/n VKO 15may95; soc and canx 02feb98 as life-time expired
9 73 051 02	CCCP-46592	An-24B	AFL/Tajikistan	mfd	28feb69	toc 07mar69; rgd 30may69; 50 pax configuration
	CCCP-46592	An-24B	AFL/Turkmenis.-ASB	trf	04jun75	
	EZ-46592	An-24B	Turkmenistan Al	IEV	10jun94	on register 31dec93; l/n KRW 18may96; not in nov99 fleet list; for sale early 2008, t/t 42,817 hours and 38,881 cycles
9 73 051 03	EZ-46592	An-24B	Hazar AC	ASB	06nov08	with titles; reported broken up 2012
	CCCP-46593	An-24B	Aeroflot/USHVLP	rgd	03jun69	Ulyanovsk Advanced Flying Training College
	CCCP-46593	An-24B	Aeroflot/KShVLP	trf	16jan71	Kirovograd Advanced Flying Training College; soc 24jan79 as life-time expired; seen KGO jul93/sep94 still in good condition; l/n KGO (N48.543490 E32.274988) aug13, derelict
9 73 051 04	CCCP-46594	An-24B	AFL/Belarus-MHP	mfd	19mar69	toc 26mar69; rgd 03jun69; 50 pax configuration; f/n MHP 30apr79
	CCCP-46594	An-24B	AFL/Uzbekistan-SKD	trf	11apr85	from the Russian register 19apr95 as to Uzbekistan
	UK-46594	An-24B	Uzbekistan Airways	TAS	07may98	l/n TAS 15apr03; in fleet list 14dec07 as stored
9 73 051 05	CCCP-46595	An-24B	AFL/Northern	mfd	20mar69	toc 25mar69; rgd 03jun69
	CCCP-46595	An-24B	AFL/Tajikistan-LBD	trf	14apr72	f/n DYU 19sep87
	EY-46595	An-24B	Tajikistan Al	IEV	04jul96	on overhaul; still in fleet list 01nov04, see below
	UR-46595	An-24B	all primer	IEV	11sep96	on overhaul
	EY-46595	An-24B	Tajikistan Al	LBD	12oct06	in full c/s with Tajikistan titles; seen ALA 24jun09 with Tajik Air titles; stored from 16aug09 according to an official document of assets dated 01jan18; l/n LBD 19jul16 stored; GE image dated 16aug18 suggests it is still there
9 73 051 06	CCCP-46596	An-24B	AFL/Ukraine	mfd	31mar69	toc 04apr69; rgd 05jun69; f/n VKO 01oct72; l/n IEV 14apr92
	UR-46596	An-24B	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 04jul99; canx 15nov01
9 73 051 07	CCCP-46597	An-24B	AFL/Privolzhsk	mfd	31mar69	toc 09apr69; rgd 06jun69; f/n UFA 15sep76
	RA-46597	An-24B	Aeroflot	KUF	26apr93	
	RA-46597	An-24B	Orenburg Airlines	trf	25nov93	in Aeroflot c/s and titles; l/n REN 29aug97; wfu (wing spar cut) at REN, l/n oct07; in fleet list dated 15jan08 as no longer operated due to retirement
9 73 051 08	CCCP-46598	An-24B	AFL/Kyrgyzstan	mfd	31mar69	toc 09apr69; rgd 04jun69
	CCCP-46598	An-24B	AFL/Uzbekistan	trf	28feb75	
	CCCP-46598	An-24B	AFL/Turkmenis.-TAZ	trf	22dec75	
	CCCP-46598	An-24B	Turkmenistan Al	BAK	10dec92	
	EZ-46598	An-24B	Turkmenistan Al	IEV	21jun93	l/n KRW 18may96; not in nov99 fleet list; for sale early 2008, t/t 45,002 hours and 40,498 cycles
9 73 051 09	CCCP-46599	An-24B	AFL/Moldova-KIV	mfd	31mar69	toc 08apr69; rgd 01jul69; f/n SIP 19sep87
	ER-46599	An-24B	Air Moldova	rgd	12apr94	f/n KIV 20sep94; l/n KIV (N46.934701 E28.924760) may07/21may19 stored; no reg visible on the later date; according to Antonov the aircraft has been regarded as unairworthy since feb01; according to the Moldovan CAA the aircraft is permanently withdrawn from use and will not fly again; cancelled from the register between 09oct14 and 26jan15
9 73 051 10	CCCP-46300	An-24B	AFL/Lithuania	mfd	24mar69	toc 10apr69; rgd 04jun69; f/n VNO 24jun70
	CCCP-46300	An-24B	AFL/East Siberia	trf	04apr88	f/n BTK 01jul92
	RA-46300	An-24B	Aeroflot	UUD	11jun93	
	RA-46300	An-24B	Ulan-Ude Avn Ent.	trf	28dec94	l/n UUD 21apr97, in Aeroflot c/s and titles; the Ulan-Ude Aviation Enterprise was renamed Buryatskiye Avialinii (Bural) in 1998
	RA-46300	An-24B	Bural	UUD	26nov06	not in 2000 fleet list; seen UUD (N51.802500 E107.45226) 26nov06 wfu; l/n 09jul09/may16 engineless; not canx from the Russian register; listed in Bural's assets 13feb20 for a bankruptcy hearing on 24apr20
9 73 052 01	CCCP-46301	An-24B	AFL/Ukraine	toc	29apr69	rgd 17jun69; l/n WAW 19mar92
	UR-46301	An-24B	Avialini. Ukrayiny	WAW	30aug93	opb Lviv Airlines
	UR-46301	An-24B	Lviv Airlines	LWO	30may03	in white/light grey c/s; l/n LWO 10may08/18jun14; canx 20jul10
9 73 052 02	CCCP-46302	An-24B	AFL/Ukraine	mfd	16apr69	toc 28apr69; rgd 17jun69; f/n IEV 12sep87
	UR-46302	An-24B	Avialini. Ukrayiny	IEV	20mar97	opb Donbass; in Antonov Design Bureau listing in error as UR-46303; l/n KBP 02may98
	UR-46302	An-24B	Donbass	VKO	sep98	l/n IEV 05aug02; still in fleet list jan04 but deleted from fleet list by dec05; canx 13aug08
9 73 052 03	CCCP-46303	An-24B	AFL/Moscow SPIMVL	mfd	16apr69	toc 02may69; rgd 05jun69
	RA-46303	An-24B	Tula Air	trf	30mar94	cannibalised at TYA by 1995; soc 04apr01 as life-time expired; canx 20apr01
9 73 052 04	CCCP-46304	An-24B	AFL/Belarus	mfd	25apr69	toc 01may69; rgd 02oct69; f/n LED 22jul77; l/n SVO 07sep93
	EW-46304	An-24B	Belavia	ROV	19sep94	
	EW-46304	An-24B	Gomelavia	GME	06aug06	in fleet list dec05; seen GME 11may08/23apr11 stored; seen GME 01jul14, with registration removed and without engines; l/n GME 06apr18/25mar20, as such
9 73 052 05	CCCP-46305	An-24B	AFL/Privolzhsk	mfd	11apr69	toc 30apr69; rgd 12jun69; f/n LED 11jul70
	CCCP-46305	An-24B	AFL/Ukraine-LWO	trf	08apr72	l/n 15dec92
	UR-46305	An-24B	Avialini. Ukrayiny	KBP	22sep94	
	UR-46305	An-24B	Lviv Airlines	IEV	06jun99	l/n LWO 10oct10/11apr13, wfu; canx 01oct08
9 73 052 06	CCCP-46306	An-24B	AFL/North Kavkaz	mfd	27apr69	toc 29apr69; rgd 04aug69
	RA-46306	An-24B	Kuban Airlines	trf	22feb94	seen KRR 15jul94/19sep94, in Aeroflot c/s and titles; in a damaged condition but basically complete following an accident 21nov92, having sustained damage to the undercarriage and bulkhead, whilst reportedly being operated by Yugavia; soc 17oct94; canx 09dec94
9 73 052 07	CCCP-46307	An-24B	AFL/Latvia	mfd	30apr69	toc 08may69; rgd 12jun69
	CCCP-46307	An-24B	AFL/Komi	trf	28dec83	
	RA-46307	An-24B	Komiavia	trf	22feb94	f/n SCW 13jul94, in Aeroflot c/s and titles; later trf to Komiinteravia; soc and canx 01jun01 as life-time expired
9 73 052 08	CCCP-46308	An-24B	AFL/North Kavkaz	mfd	30apr69	toc 14may69; rgd 16jul69; f/n VKO 04oct72
	RA-46308	An-24B	Astrakhan Airlines	trf	14apr94	f/n ASF 19may96, in Aeroflot c/s no titles; not in 2000 fleet list; soc and canx 05apr02 as life-time expired
9 73 052 09	50959	An-24V	Chinese Air Force	d/d	dec69	f/n SIA 08apr86
	CUA-50959	An-24V	China United Al	NAY	09nov93	l/n NAY oct99, stored; version painted as An-24V in Cyrillic; later seen in the technical school at NAY (N39.793682 E116.39385); l/n 29aug14
9 73 052 10	B-420	An-24V	Civ Avn Adm China	rgd	1969	d/d dec69; f/n SHA 07jun85
	B-3401	An-24V	Civ Avn Adm China	rgd	may85	f/n HRB 05oct88
	B-3401	An-24V	China Northern	post	sep90	f/n HRB 21nov91, stored in CAAC c/s, no titles; broken up HRB mar92
9 73 053 01	not known	An-24V	China	mfd	nov69	confirmed exported to China
9 73 053 02	B-422	An-24V	Civ Avn Adm China	rgd	1969	d/d dec69; f/n PEK 28feb82
	B-3402	An-24V	Civ Avn Adm China	rgd	may85	f/n PEK 23nov87
	B-3402	An-24V	China Northern	post	sep90	broken up Shenyang may92
	not known	An-24V	China	mfd	nov69	confirmed exported to China
9 73 053 03	CCCP-46309	An-24B	Aeroflot/KShVLP	toc	04jun69	Kirovograd Advanced Flying Training College; rgd 04jul69
9 73 053 04	CCCP-46309	An-24B	AFL/Ukraine	trf	07jan74	soc 27dec78 as life-time expired
	CCCP-46310	An-24B	AFL/Kazakhstan	mfd	30jun69	toc 05jul69; rgd 05aug69; f/n ALA 22sep87
	46310	An-24B	Kazakh Government	ALA	22apr93	with additional small Aeroflot titles below cheatline on forward fuselage
	UN-46310	An-24B	Kazakh Government	ALA	oct94	l/n ALA 04jun97
	UN-46310	An-24B	Tulpar Air Service	KGF	24aug99	not in 2001 fleet list
	UN-46310	An-24B	SCAT	ALA	14mar03	l/n ALA 23feb08
	UP-AN407	An-24B	SCAT	rgd	29feb08	f/n ALA 29mar09; l/n ALE 14sep14
	UP-AN407	An-24B	Southern Sky	AKX	03may15	l/n ALA 08oct23
9 73 053 06	not known	An-24B	Soviet Air Force	mfd	21jun69	
	"777" blue	An-24B	Ukraine Air Force	trf	1992	version confirmed on video footage in 1996; in salon configuration; was based at Vinnytsya-Havryshivka in the early 1990s and then at Odesa-Tsentralny; the personal aircraft of the Commander-in-Chief of Ukraine; in basic 'blue' Aeroflot c/s with blue propeller tips; f/n IEV 19jul94 (an An-26 with the same code and unknown c/s was seen there the same day); c/n and version checked ODS 24may02 (only the last 4 digits of the c/n were painted on); opb 456 BrTrA at Vinnytsya-Havryshivka from at least 2008; initially with a Ukrainian flag and the code on the fin; later with a Ukrainian shield on the fin and the code on the fuselage; f/n as such DOK apr08; l/n KBP 29oct19; contract for prolongation of life-time by 1 year signed 27jul00; l/n near Ozerne AFB near Zhytomyr 12oct21
9 73 053 07	CCCP-46311	An-24B	AFL/Tajikistan-LBD	mfd	31may69	toc 09jun69; rgd 01aug69; f/n SKD 23aug75
	CCCP-46311	An-24B	Aeroflot/KShVLP	trf	29dec75	Kirovograd Advanced Flying Training College
	UR-46311	An-24B	Ukr State Flt Ac	KGO	15jul93	in basic Aeroflot c/s, no titles
	UR-46311	An-24B	Air Scorpio	SOF	22sep94	leased from the Ukraine State Flight Academy
	LZ-MND	An-24B	Aero Regionales	trf	nov94	operator was formerly known as Aerolineas Regionales Uruguayas; f/n AEP 15nov94, on delivery to Uruguay; l/n AEP 25feb95; wfu apr95
	LZ-MND	An-24B	Aviasud	trf	jun95	in white c/s with blue/white/red cheatline and grey belly; f/n MVD 20jul95; l/n KGO 21mar97
	UR-46311	An-24B	Ukr State Flt Ac	KGO	05may98	opb Air Urga; in basic 'blue' Aeroflot c/s, no titles; l/n KGO 29may02; canx 23jul13
	UR-46311	An-24B	United Nations	EUN	nov04	opb Air Urga; in full all-white UN c/s, carried code 'UN-969'; seen BEG 17apr07; seen NLV 24mar11; l/n KGO 2019, all white c/s, faded UN titles
9 73 053 08	CCCP-46312	An-24B	AFL/Ukraine-DNK	toc	04jun69	rgd 03jul69; f/n IEV 22aug91
	UR-46312	An-24B	Avialini. Ukrayiny	ph.	1992	with faded Air Ukraine titles; f/n BKA 15may93; l/n IEV 04jul99

	UR-46312	An-24B	Ukraine National	IEV	28aug01	Natsionalni avialiniyi Ukrayiny; still in fleet list 31dec03; sat wfu at IEV on the grass jun02/oct10, still with Air Ukraine titles; was canx 13aug08; l/n IEV 15aug11/14sep11 being scrapped
9 73 053 09	CCCP-46313 UN-46313 UN-46313	An-24B An-24B An-24B	AFL/Kazakhstan Aeroflot c/s, n/t Kazakhstan Airlines	toc TSE TSE	07jul69 oct98 03sep03	rgd 05aug69; photo aug74; l/n ALA 24apr93
9 73 053 10	CCCP-46314 EZ-46314 EZ-46314	An-24B An-24B An-24B	AFL/Turkmenis.-KRW Aeroflot c/s, n/t Turkmenistan AI	mfd IEV IEV	28jun69 03jun93 22sep94	not in 1999 fleet list; still present apr05 stored; no titles; l/n TSE apr07/may15, derelict rgd 14aug69; on charge as of 01oct69; f/n KRW 18jul87
9 73 054 01	CCCP-46315 RA-46315	An-24B An-24B	AFL/Privolzhsk Orenburg Airlines	mfd trf	30jun69 25nov93	l/n KRW 18may96; not in 2001 fleet list; for sale early 2008, t/t 39,345 hours and 36,400 cycles; reported broken up 2012
9 73 054 02	CCCP-46316 CCCP-46316 LZ-ANP	An-24B An-24B An-24B	AFL/Kyrgyzstan AFL/Uzbekistan Balkan	toc trf SOF	09jul69 10jan75 06dec87	toc 08jul69; rgd 13aug69; f/n Sprenberg 14jan80 no sightings since then until seen again REN aug12, wfu in the training area, in Aeroflot c/s, no titles; already in fleet list dated 15jan08 as no longer operated due to retirement; later moved and in use as a trainer for the FSB at Nizhnesakmarsky (N51.918952 E55.242864) 20km NW of Orenburg; l/n 12nov20 rgd 11aug69
9 73 054 03	CCCP-46317 CCCP-46317 CCCP-46317 CCCP-46317	An-24B An-24B An-24B An-24B	AFL/Ukraine Aeroflot/KShVLP AFL/Belarus Aeroflot/KShVLP	toc trf trf unknown	04jul69 11mar76 09jun80 unknown	f/n SKD 26apr84; canx 22oct87; trf 30oct87 as to Bulgaria based on a decree dated 22oct87 l/n VAR 23sep97; broken up rgd 12aug69; f/n SVO 03mar70 Kirovograd Advanced Flying Training College
9 73 054 04	CCCP-46318 RA-46318 XU-385 XU-385 XU-385	An-24B An-24B An-24B An-24B An-24B	AFL/Privolzhsk-REN Balakovo Avn Ent. President Airlines President AI c/s PMT Air	mfd trf PNH PNH PNH	14jul69 20oct93 jan03 nov03 23apr05	on charge as of 01jul80; Kirovograd Advanced Flying Training College; soc 07apr88 as life-time expired; canx 21apr88 toc 19jul69; rgd 15aug69; f/n UFA 22oct75 soc 22may02 and canx 28may02 as sold to Cambodia in a non-airworthy condition white c/s with red/black cheatline and titles and PNH 09jan04; white c/s with red/black cheatline, no titles; l/n PNH 23nov04 already in feb05 fleet list; l/n PNH 10feb10; de-registered by Cambodia 12sep08, owner given as "Nina Levkovskaya of Krasnoyarsk, ul. Metallurgov 11A/49"; seen in the Special Forces training ground (N11.545563 E104.85499) adjacent to PNH (visible on GE images from 04may12 onwards); f/n 18dec14; l/n 14dec19
9 73 054 05	CCCP-46319	An-24B	AFL/Moscow SPIMVL	toc	25jul69	rgd 18aug69; trf 03jul73 to Vietnam based on a decree dated 31jan73
9 73 054 06	CCCP-46320 LY-AAF ST-AOE	An-24B An-24B An-24B	AFL/Lithuania-VNO Lithuanian AI Federal Airlines	mfd VNO KRT	21jul69 jun92 nov98	toc 24jul69; rgd 19aug69 l/n VNO 10sep93; CoFA expired 18feb96; reported canx from register during 1996 c/n from Sudanese CAA; seen KRT 14mar01, but titles not read off and in basic Lithuanian c/s; seen KRT 02jan05 wfu, minus various vital parts such as engines; canx before jan07; l/n KRT 18feb10
9 73 054 07	CCCP-46321 CCCP-46321 RA-46321 RA-46321 RA-46321	An-24B An-24B An-24B An-24B An-24B	AFL/Georgia-SUI AFL/West Sib.-OVB Aeroflot Sibir Novosibirsk AE	mfd trf OVB trf rgd	28jun69 unknown 12jul93 29dec94 13sep01 ?	toc 31jul69; rgd 29aug69 on charge as of 01jul77; f/n OVB 25sep86 f/n OVB 01aug96; l/n OVB 1997; not in 2000 fleet list; seen Novosibirsk-Severnoy 23jul00, no titles f/n Novosibirsk-Severnoy 03jul03, with Novosibirsk Avia titles, stored; soc 10apr05 as life-time expired; probably one of the three An-24 cockpit sections seen there jul08
9 73 054 08	CCCP-46322	An-24B	AFL/Komi	mfd	25jul69	toc 09aug69; rgd 25aug69
9 73 054 09	CCCP-46323 CCCP-46323 RA-46323 RA-46323 RA-46323	An-24B An-24B An-24B An-24B An-24B	AFL/North Kavkaz AFL/N.Kavkaz-STW Aeroflot c/s, n/t Stavropol Avia	mfd trf VKO trf	22feb94 03jul69 jan74 25sep94 20oct94	f/n SCW 10jun94; in Aeroflot c/s and titles; l/n SCW 13jul94; soc 14jun95 as life-time expired; canx 14jul95 toc 06aug69; rgd 17oct69; f/n Sprenberg 08may73 photo STW jul85
9 73 054 10	CCCP-46324 CCCP-46324 RA-46324 RA-46324	An-24B An-24B An-24B An-24B	AFL/North Kavkaz AFL/N.Kavkaz-STW Aeroflot Stavropol Avia	mfd trf BKA trf	30jul69 22apr77 05sep93 20oct94	soc and canx 15oct97 as life-time expired toc 08aug69; rgd 03oct69; c/n given in the Soviet register as 97305401 in error f/n KUF 1973
9 73 055 01	CCCP-46325 YL-LCB N93110 no reg N93110	An-24B An-24B An-24B An-24B An-24B	AFL/Latvia Latavio Aztec Capital Corp T doble A T doble A	mfd rgd rgd FXE LIM	04aug69 14dec92 23jul96 18mar00 07mar01	in Aeroflot c/s and titles; l/n VKO 15may95; photo also exists, in Aeroflot c/s, no titles; soc and canx 02feb98 as life-time expired toc 21aug69; rgd 27aug69; f/n LED 11sep87 f/n RIX 25may93; canx 30apr96 transferred aug96; f/n OST 14jun97; l/n FXE 05feb00 full colours and large TAA on tail; small 'Espiritu del Peru' name on forward fuselage; l/n FXE 27mar00 seen LIM 23oct03 being worked on; current mar04; canx from the US register 13jan05 when still registered to Aztec Capital Corp; l/n LIM 02oct05 and again LIM 20nov07 dumped; no longer visible on GE 2012, so probably broken up
9 73 055 02	not known	An-24V	Sudan	mfd	nov69	confirmed exported to Sudan; soc in 1984
9 73 055 03	CCCP-46326 UR-46326 UR-46326	An-24B An-24B An-24B	AFL/Ukraine-LWO Avialini. Ukrayiny Lviv Airlines	mfd LWO VKO	28aug69 27jun95 2001	toc 03sep69; rgd 07oct69; f/n AER 21sep87 l/n VKO 22aug99 still in Avialiniyi Ukrayiny c/s with Lviv Airlines titles; repainted before aug05 in full c/s; l/n LWO 01sep09/22jul13, stored; canx 31dec08
9 73 055 04	CCCP-46327	An-24B	AFL/N.Kavkaz-STW	mfd	26aug69	on charge as of 01oct69; rgd 03oct69; w/o 23oct78 on the leg from Stavropol to Simferopol at night of a flight from Stavropol to Lviv when suffered from icing in clouds for some 15 to 20 minutes, the de-icing system was switched on too late so that both engines flamed out, when the crew tried to restart the left engine the aircraft entered a spiral and crashed at N45.433 E 35.167 into the shallow Gulf of Sivash 10 km off the coast (24 km south-east of Yemelyanovka), all 5 crew and 21 passengers killed; t/t 15,851 hours and 13,457 cycles; wreckage recovered from the sea floor 24oct/18nov78; soc 18dec78
9 73 055 05	CCCP-46328 RA-46328 RA-46328	An-24B An-24B An-24B	AFL/Privolzhsk-GOJ Avial. Tatarstana Tat.Nizhnekamsk AI	mfd trf trf	30aug69 unknown 19apr94	toc 07sep69; rgd 03oct69; f/n BKA 13nov77 on charge as of 01jul92; l/n KUF 26apr93, in Aeroflot c/s and titles l/n SVX 23aug95, in Aeroflot c/s and titles; flight planned out of LWO 30oct06 using UTA flight number; seen Nizhnekamsk 04aug16 still with Aeroflot titles; stored; l/n 26aug17
9 73 055 06	CCCP-46329 RA-46329	An-24B An-24B	AFL/Moscow SPIMVL Tula Air	mfd trf	30aug69 30mar94	toc 05sep69; rgd 06oct69; f/n IEV 14apr92 soc 04apr01 as life-time expired; canx 24apr01
9 73 055 07	CCCP-46330 UR-46330 UR-46330	An-24B An-24B An-24B	AFL/Ukraine Avialini. Ukrayiny Ukraine National	toc IEV IEV	05sep69 16jun93 30jun99	rgd 07oct69; f/n AER 18aug80; l/n IEV 14apr92 l/n IEV 02may99 Natsionalni avialiniyi Ukrayiny; still in fleet list 31dec03; sat wfu at IEV on the grass jun02/sep11; was canx 13aug08
9 73 055 08	CCCP-46331 RA-46331 RA-46331	An-24B An-24B An-24B	AFL/Privolzhsk Aeroflot Saravia	mfd KUF trf	29aug69 26apr93 28dec94	toc 03aug69; rgd 03oct69; opb 148 LO Gorkovskogo OAO; f/n UFA in late 1977 opb Saratov Aviation Enterprise initially still in full Aeroflot c/s including titles; l/n as such KUF 20may96; CoFA expired 07jun98; soc 17aug98 as worn out; sat wfu (now without titles) at RTW, seen aug03/jun13; towed (without wings) from the dump at Saratov-Tsentrally to the square in front of the terminal 12jul14, reassembled and repainted in basic 'blue' Aeroflot c/s with 'Saratovskiy Avialinii' titles jul14 and preserved there (N51.558296 E46.030495) since, l/n 23jun20
9 73 055 09	CCCP-46332 CCCP-46332 RA-46332 RA-46332 no reg	An-24B An-24B An-24B An-24B An-24B	AFL/East Siberia AFL/Tyumen Aeroflot TyumenAviaTrans Solyaris	mfd trf IKT Ovn ph.	15sep69 04apr72 11may95 29jul96 mid2009	toc 23sep69; rgd 07oct69; f/n LED 01aug70 soc 23mar00 as life-time expired; canx 05apr00; photo exists, being transported as an underslung load by Mi-26 RA-06016 en route to its preservation site ?, see next line
9 73 055 10	CCCP-46333 CCCP-46333 RA-46333 RA-46333	An-24B An-24B An-24B An-24B	AFL/Belarus AFL/Yakutiya Aeroflot Polyarmyye Avial.	mfd trf YKS trf	26sep69 31may87 13may95 19oct94	in white c/s with grey belly and red tail, cheatline and trim, 'Kompyuterny salon Soyaris' titles; preserved at Byeloyarski (N63.715792 E66.674131); f/n summer 2009; l/n 31may12 toc 07oct69; rgd 04dec69 f/n YKS 03jul92
9 73 056 01	CCCP-46334 UN-46334 UN-46334	An-24B An-24B An-24B	AFL/Kazakhstan-TSE Aeroflot Airport Astana	mfd TSE	30sep69 14jul93	f/n YKS 14aug03; l/n GYG (N62.101121 E129.54022) 27jun12/05apr19 no engines, wfu toc 10oct69; rgd 17nov69; l/n IEV 11sep87 reported for Kazakhstan Airlines; wfu 26sep94 as ran out of hours; was trf 26sep96 to Air Kazakstan, Astana based, but never had titles as such; l/n TSE 13feb02, stored in basic Air Kazakstan c/s; displayed on the construction site of a recreation facility in Astana (N51.176333 E71.453263 near the crossing of ul. Sembinova and ul. Furmanova) since aug01, f/n 11apr03, was to become a restaurant; seen nov07 probably on the same site, but now near a pond, in amended colours and probably without registration and titles; l/n 10nov19
9 73 056 02	CCCP-46335	An-24B	AFL/Urals	mfd	30sep69	toc 10oct69; rgd 17dec69; initially opb Sverdlovski OAO; trf to Permski OAO before 1976; slightly damaged 16dec76 while taxiing to the apron when the right wing tip collided with the wing of an An-26 of Barnaulski OAO; f/n SVX 17jan77; w/o 21nov89 on a flight from Perm to Sovyetski when dropped below the glide path on final approach in below-minima weather conditions at night, failed to go around, struck tree tops 180 metres before the inner marker and crashed 700 metres before the runway threshold and 250 metres to the right of the runway's extended centreline, all 5 crew and 27 of the 35 passengers killed and all 8 survivors seriously injured; t/t 36,861 hours and 31,763 cycles; soc 15jan90; canx 07feb90
9 73 056 03	not known	An-24B	Soviet Navy	mfd	oct69	based at Ostafeyovo; for CCCP-46336 see An-24T c/n 8910709
9 73 056 04	CCCP-46337 RA-46337 5605 5605	An-24B An-24B An-24V An-24V	AFL/Tyumen TyumenAviaTrans Czechoslovak AF Slovak Air Force	mfd mfd IKT mfd trf	30sep69 06jul94 31oct69 01jan93	toc 10oct69; rgd 23oct69 soc 23mar99 as life-time expired; canx 31mar99 d/d nov69; f/n SXF 31jul72 l/n Malacky-Kuchyna 17apr05; w/o 19jan06 on a flight from Pristina to Kosice-Barca when crashed 700 m up in snowy, forested mountains near Telkibanya in north-eastern Hungary on approach to Kosice (some 20 km from the airport), 8 crew and 34 of the 35 passengers killed
9 73 056 06	CCCP-46338 RA-46338	An-24B An-24B	AFL/Privolzhsk-GOJ Avial. Tatarstana	mfd trf	23oct69 unknown	toc 06nov69; rgd 25nov69; f/n EVN 01jul72 on charge as of 01jul92; f/n KZN 13jun94, with 'AT' logo and additional Aeroflot titles; l/n KZN 14jul94; soc 03feb99 as life-time expired; canx 04feb99; seen stored KZN 15aug01/28aug05 (N55.606944 E49.288663) without engines; l/n aug18
9 73 056 07	CCCP-46339 RA-46339	An-24B An-24B	AFL/Privolzhsk Orenburg Airlines	mfd trf	30oct69 25nov93	toc 13nov69; rgd 16dec69; f/n UFA 12nov71 f/n SVX 23aug95, in Aeroflot c/s and titles; l/n REN 22apr97

	RA-46339	An-24B	Aeroflot c/s, n/t	REN	26aug03	wfu (wing spar cut) at REN, l/n oct07; listed in fleet list dated 15jan08 as no longer operated due to retirement toc 14nov69; rgd 27nov69; f/n AKX 25apr93
9 73 056 08	CCCP-46340 UN-46340 UN-46340 UN-46340 UN-46340 UP-AN408	An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Kazakhstan Aeroflot Kazakstan Airlines Tulpar SCAT SCAT	mfd VKO IEV ALA rgd	31oct69 05sep93 28jun95 10sep02 29feb08	l/n ALA 24oct97; not in 1998 fleet list reported in JP-01 f/n ALA 30may08 f/n KGF 28nov08; seen CIT 08may13, parked on grass with nose covered, possibly wfu; seen CIT 17may 17 definitely wfu; l/n CIT 13jul19 toc 11nov69; rgd 16dec69; f/n LOS 14may70
9 73 056 09	CCCP-46341 RA-46341	An-24B An-24B	AFL/Moscow SPIMVL Aeroflot	mfd BKA	27oct69 05sep93	l/n IWA 26aug97, in Aeroflot c/s and titles, stored toc 29nov69; rgd 11dec69; f/n KSN 24jul73
9 73 056 10	CCCP-46342 UN-46342	An-24B An-24B	AFL/Kazakhstan Kazakstan Airlines	mfd ALA	15nov69 oct94	titles not reported; was trf 26sep96 to Air Kazakhstan, Kostanai based, but never had such titles; seen DME 17aug96 with Kazakhstan Airlines titles rgd 24dec69; opb 36 split; canx 10oct73; see c/n 67302801 named 'Notec'; canx 14jan92; d/d ex WAW 19feb92
9 73 057 01	011 (2) SP-LTT CCCP-49255 49255	An-24V An-24V An-24V An-24V	Polish Air Force LOT Avialini. Ukrayiny Avialini. Ukrayiny	mfd rgd rgd IEV	dec69 10jan74 12mar92 14apr92	c/n confirmed in Ukraine register; very small additional 'Aeroflot' titles under cheatline beneath cockpit; l/n IEV 08sep92 l/n IEV 03may99; canx 15nov01
9 73 057 02	UR-49255 UR-49255 012 (2)	An-24V An-24V An-24V	Avialini. Ukrayiny Avial. Ukr c/s n/t Polish Air Force	IEV IEV rgd	16jun93 25may98 24dec69	opb 36 split; f/n SXF 11jun70; l/n SXF 15jul72; w/o 28feb73, crashed on approach to Goleniów at night on a flight from Warsaw, killing all 18 people on board (including Ministers of the Interior of Poland and Czechoslovakia); the official cause of the crash was given as sudden loss of altitude due to intense vortices of air or turbulence (the clash of warm and cold fronts at low altitude); see c/n 67302802 rgd 22dec69; f/n LED 06jul70
9 73 057 03	CCCP-46343 CCCP-46343 CCCP-46343 UN-46343	An-24B An-24B An-24B An-24B	AFL/Northern AFL/Tajikistan AFL/Kazakhstan Aeroflot	toc trf trf GUW	04dec69 28apr72 16apr75 27may04	not canx from the Soviet register derelict
9 73 057 04	CCCP-46344 RA-46344 RA-46344	An-24B An-24B An-24B	AFL/Yakutiya Sakha Avia Sakha Avia	mfd trf YKS	11dec69 19oct94 aug03	on charge as of 01jan70; rgd 09jan70; f/n SVO 22jul70; l/n IEV 08sep92 f/n YKS 13may95, in Aeroflot c/s and titles; not in 2000 fleet list wfu; l/n jun08 as such; in official fleet list 04may09 as "awaiting to be wfu" rgd 08jan70
9 73 057 05	CCCP-46346 CCCP-46346	An-24B An-24B	AFL/Privolzhsk Aeroflot/KShVLP	toc trf	24dec69 18apr72	trf as of 01oct83 to the Riga Technical School (RKIIGA); soc and canx 17apr84 as worn out; seen as instructional airframe at Riga-Spilve aug93/aug96; broken up by sep97; cockpit preserved in Latvijas Aviacijas Tehnikas Muzejs at Riga (c/n checked), l/n apr18 toc 14jan70; rgd 23jan70; f/n RVH 07jan91 cannibalised at TYA by 1995; soc 04apr01 as life-time expired; canx 20apr01 on charge as of 01feb70; rgd 30mar70; f/n ASB 16apr75
9 73 057 06	CCCP-46347 RA-46347	An-24B An-24B	AFL/Centr.Reg.-TYA Tula Air	mfd trf	27dec69 30mar94	l/n ASB 18may96; not in nov99 fleet list; for sale early 2008, t/t 42,194 hours and 38,696 cycles; photo, parked ASB 26oct09 still as such in faded c/s; report as Hazar AC, ASB 06nov08 with titles seems dubious !; reported broken up 2012
9 73 057 07	CCCP-46348 CCCP-46348 CCCP-46348 EZ-46348	An-24B An-24B An-24B An-24B	AFL/Turkmenis.-KRW Turkmenistan Al Turkmenistan Al	mfd BAK IEV	30dec69 08dec92 21jun93	toc 08jan70; rgd 21apr70; opb 105 LO; w/o 20nov75 on the leg from Rostov-na-Don to Kharkov of a flight from Mineralnyye Vody to Gomel when the crew received a wrong QNH from ATC so that the readings of the barometric altimeter differed from the real altitude by 220 metres, on approach to Kharkov in clouds the crew ignored the warning of the ground proximity warning system and kept descending, the aircraft hit trees and crashed into the slope of a hill 12 km west of the airport (N49.917 E36.117), 1 of the 4 crew and 18 of the 46 passengers killed; t/t 9,445 hours and 8,146 cycles; soc 30mar76 rgd 22jan70; dbr, probably in 1977 or 1978 on a flight from Dnepropetrovsk to Baikonor when the flight engineer forgot to switch off the water injection (it had to be switched on from time to time to prevent the pipes from bursting due to frost), the engines suffered from icing and stopped while the aircraft was flying at a height of 6 km, the aircraft force-landed in the steppe near Budyonovsk (Rostov region), the landing gear was lowered manually but the flaps could not be deployed, the nose gear collapsed during the landing run and the right wing hit a concrete pillar, all occupants escaped unhurt; photo exists; soc 09nov78 toc 15jan70; rgd 23jan70; f/n BKA 11apr91; l/n BKA 10sep92
9 73 057 08	CCCP-46349	An-24B	AFL/Belarus-GME	mfd	31dec69	l/n ASB 18may96; not in nov99 fleet list; for sale early 2008, t/t 42,194 hours and 38,696 cycles; photo, parked ASB 26oct09 still as such in faded c/s; report as Hazar AC, ASB 06nov08 with titles seems dubious !; reported broken up 2012
9 73 057 09	CCCP-46350	An-24B	AFL/Ukraine-DNK	toc	09jan70	rgd 22jan70; dbr, probably in 1977 or 1978 on a flight from Dnepropetrovsk to Baikonor when the flight engineer forgot to switch off the water injection (it had to be switched on from time to time to prevent the pipes from bursting due to frost), the engines suffered from icing and stopped while the aircraft was flying at a height of 6 km, the aircraft force-landed in the steppe near Budyonovsk (Rostov region), the landing gear was lowered manually but the flaps could not be deployed, the nose gear collapsed during the landing run and the right wing hit a concrete pillar, all occupants escaped unhurt; photo exists; soc 09nov78 toc 15jan70; rgd 23jan70; f/n BKA 11apr91; l/n BKA 10sep92
9 73 057 10	CCCP-46351 RA-46351 RA-46351	An-24B An-24B An-24B	AFL/Moscow SPIMVL Aeroflot Ivanovo Avn Ent.	mfd BKA trf	21dec69 20mar93 30mar94	l/n IWA 26aug97, in Aeroflot c/s and titles, stored toc 22jan70; rgd 19aug70; f/n MJZ 19may84 last overhaul completed 21dec94; in fleet list 31dec07, t/t 44,930 hours and 34,975 cycles; in official fleet list 04may09 as "awaiting wfu"; was seen stored MJZ aug10/jul13; l/n MJZ 06nov13/31oct16 with many parts missing; reported broken up in 2017 toc 10mar70; rgd 17apr70; photo Kurilsk 1990, in Aeroflot 'polar' c/s
0 73 058 01	CCCP-46352 RA-46352	An-24B An-24B	AFL/Yakutiya-Mirny Almazys Ros.-Sakha	mfd trf	31dec69 18oct94	in basic 'polar' Aeroflot c/s with 'Chukotavia' titles and badge on the fin; not in 1999 fleet list; seen wfu DYR (N64.712434 E177.74274 jun06/aug10; l/n DYR 26aug22 very derelict salon version; f/n PRG 29jun70; was used during jun74 by the VZLU for distance measurement tests l/n POV 18sep98; sold to Ukraine nov98 on overhaul and sold to Slovakia l/n Malacky-Kuchynia mar08/02sep23 stored toc 16feb70; rgd 26mar70; f/n OMS 07sep89 f/n OMS 12jun94, in Aeroflot c/s and titles in Aeroflot c/s and titles; l/n Novosibirsk-Severny 30aug07 wfu; probably one of the three An-24 cockpit sections seen there jul08 toc 14feb70; rgd 28apr70; f/n BKA 25sep91 f/n IWA 21aug96, in Aeroflot c/s and titles; l/n IWA 02sep97, stored toc 17feb70; rgd 27mar70; f/n ALA 22sep87 was under rework at ARZ-412 from 14sep95 according to document dated 26sep96, see next line Shymkent based; seen ALA 14may98, titles not reported; f/n ALA 24sep99 toc 11feb70; rgd 07apr70; opb 86 LO; w/o 06jan74 on the leg from Ivano-Frankovsk to Mukachevo of a flight from Kiev to Mukachevo, the de-icing system was switched off (too early) during the approach through clouds under conditions of icing, extending the flaps fully to 38 degrees with an ice-covered stabiliser resulted in the aircraft losing longitudinal stability and pitching over, it went out of control and crashed with a pitch of some 70 degrees on a dirt road 100 metres behind the DPRM marker and burnt out, all 6 crew and 18 passengers killed; t/t 9,280 hours and 8,083 cycles; soc and canx 30may74 toc 27feb70; rgd 08apr70; f/n MJZ 02jul92 f/n YKS 13may95; last overhaul completed 27mar96; reported for Katakavia in JP-99 in fleet list 31dec07, t/t 45,994 hours and 35357 cycles; in official fleet list 04may09 as "awaiting to be wfu" toc 13mar70; rgd 02jun70; f/n MHP 10sep87; l/n IEV 14apr92 was reported for Omega, Ukraine
0 73 058 02	CCCP-46353 RA-46353 RA-46353	An-24B An-24B An-24B	AFL/Far East-UUS Aeroflot Chukotavia	mfd UUS trf	30jan70 24may93 26may93	l/n GOM 09nov97; seen derelict IRP (N2.8223972 E27.596666) may03/23nov11; no longer visible on GE image dated 01nov13 l/n SOF 11feb97 l/n BUD 22jun99
0 73 058 03	5803 5803 5803 5803	An-24V An-24V An-24V An-24V	Czechoslovak AF Czech Air Force bare metal Slovak Air Force	d/d trf IEV PZY	feb70 01jan93 07jul99 summ'01	l/n IWA 26aug97, in Aeroflot c/s and titles, stored toc 22jan70; rgd 19aug70; f/n MJZ 19may84 last overhaul completed 21dec94; in fleet list 31dec07, t/t 44,930 hours and 34,975 cycles; in official fleet list 04may09 as "awaiting wfu"; was seen stored MJZ aug10/jul13; l/n MJZ 06nov13/31oct16 with many parts missing; reported broken up in 2017 toc 10mar70; rgd 17apr70; photo Kurilsk 1990, in Aeroflot 'polar' c/s
0 73 058 04	CCCP-46354 RA-46354 RA-46354	An-24B An-24B An-24B	AFL/West Sib.-OMS Omskavia Novosibirsk AE	mfd trf Ovn	30jan70 30mar94 jul00	in basic 'polar' Aeroflot c/s with 'Chukotavia' titles and badge on the fin; not in 1999 fleet list; seen wfu DYR (N64.712434 E177.74274 jun06/aug10; l/n DYR 26aug22 very derelict salon version; f/n PRG 29jun70; was used during jun74 by the VZLU for distance measurement tests l/n POV 18sep98; sold to Ukraine nov98 on overhaul and sold to Slovakia l/n Malacky-Kuchynia mar08/02sep23 stored toc 16feb70; rgd 26mar70; f/n OMS 07sep89 f/n OMS 12jun94, in Aeroflot c/s and titles in Aeroflot c/s and titles; l/n Novosibirsk-Severny 30aug07 wfu; probably one of the three An-24 cockpit sections seen there jul08 toc 14feb70; rgd 28apr70; f/n BKA 25sep91 f/n IWA 21aug96, in Aeroflot c/s and titles; l/n IWA 02sep97, stored toc 17feb70; rgd 27mar70; f/n ALA 22sep87 was under rework at ARZ-412 from 14sep95 according to document dated 26sep96, see next line Shymkent based; seen ALA 14may98, titles not reported; f/n ALA 24sep99 toc 11feb70; rgd 07apr70; opb 86 LO; w/o 06jan74 on the leg from Ivano-Frankovsk to Mukachevo of a flight from Kiev to Mukachevo, the de-icing system was switched off (too early) during the approach through clouds under conditions of icing, extending the flaps fully to 38 degrees with an ice-covered stabiliser resulted in the aircraft losing longitudinal stability and pitching over, it went out of control and crashed with a pitch of some 70 degrees on a dirt road 100 metres behind the DPRM marker and burnt out, all 6 crew and 18 passengers killed; t/t 9,280 hours and 8,083 cycles; soc and canx 30may74 toc 27feb70; rgd 08apr70; f/n MJZ 02jul92 f/n YKS 13may95; last overhaul completed 27mar96; reported for Katakavia in JP-99 in fleet list 31dec07, t/t 45,994 hours and 35357 cycles; in official fleet list 04may09 as "awaiting to be wfu" toc 13mar70; rgd 02jun70; f/n MHP 10sep87; l/n IEV 14apr92 was reported for Omega, Ukraine
0 73 058 05	CCCP-46355 RA-46355	An-24B An-24B	AFL/Moscow SPIMVL Ivanovo Avn Ent.	mfd trf	03jan70 30mar94	l/n GOM 09nov97; seen derelict IRP (N2.8223972 E27.596666) may03/23nov11; no longer visible on GE image dated 01nov13 l/n SOF 11feb97 l/n BUD 22jun99
0 73 058 06	CCCP-46356 UN-46356 UN-46356	An-24B An-24B An-24B	AFL/Kazakhstan-CIT Kazakstan Airlines Air Kazakstan	mfd no trf	27jan70 reports 26sep96	l/n GOM 09nov97; seen derelict IRP (N2.8223972 E27.596666) may03/23nov11; no longer visible on GE image dated 01nov13 l/n SOF 11feb97 l/n BUD 22jun99
0 73 058 07	CCCP-46357	An-24B	AFL/Ukraine-IEV	mfd	23jan70	l/n GOM 09nov97; seen derelict IRP (N2.8223972 E27.596666) may03/23nov11; no longer visible on GE image dated 01nov13 l/n SOF 11feb97 l/n BUD 22jun99
0 73 058 08	CCCP-46358 RA-46358 RA-46358	An-24B An-24B An-24B	AFL/Yakutiya-Mirny Almazys Ros.-Sakha Alosra	mfd trf no	28jan70 18oct94 reports	l/n GOM 09nov97; seen derelict IRP (N2.8223972 E27.596666) may03/23nov11; no longer visible on GE image dated 01nov13 l/n SOF 11feb97 l/n BUD 22jun99
0 73 058 09	CCCP-46359 EW-46359 UR-46359 EW-46359 EW-46359	An-24B An-24B An-24B An-24B An-24B	AFL/Belarus Belavia Crimea Airlines Belavia Air Pabson	mfd ROV SIP SVO GOM	25feb70 14jul94 06jul96 14apr97 06nov97	l/n GOM 09nov97; seen derelict IRP (N2.8223972 E27.596666) may03/23nov11; no longer visible on GE image dated 01nov13 l/n SOF 11feb97 l/n BUD 22jun99
0 73 058 10	040 LZ-MNI no reg 040 LZ-CBC LZ-CBC	An-24V An-24V An-24V An-24V An-24V	Bulgarian AF Scorpion Air, n/t no titles Bulgarian AF Heli Air Services Dandy Indep. Al	SXF BUD SOF SXF MLA VAR	06aug71 05feb98 05sep99 20mar00 08jun01 09aug01	l/n GOM 09nov97; seen derelict IRP (N2.8223972 E27.596666) may03/23nov11; no longer visible on GE image dated 01nov13 l/n SOF 11feb97 l/n BUD 22jun99
0 73 059 01	CCCP-46360 CCCP-46360 UK-46360	An-24B An-24B An-24B	AFL/Kyrgyzstan AFL/Uzbekistan-SKD Uzbekistan Airways	mfd trf IEV	24feb70 28mar75 28jun95	l/n GOM 09nov97; seen derelict IRP (N2.8223972 E27.596666) may03/23nov11; no longer visible on GE image dated 01nov13 l/n SOF 11feb97 l/n BUD 22jun99
0 73 059 02	CCCP-46361 RA-46361	An-24B An-24B	AFL/Privolzhsk Penza Air	mfd trf	24feb70 13dec93	l/n GOM 09nov97; seen derelict IRP (N2.8223972 E27.596666) may03/23nov11; no longer visible on GE image dated 01nov13 l/n SOF 11feb97 l/n BUD 22jun99
0 73 059 03	CCCP-46362 RA-46362 RA-46362 RA-46362	An-24B An-24B An-24B An-24B	AFL/Tyumen TyumenAviaTrans Utair Utair Express	mfd TJM rgd VKO	27feb70 27jul00 10dec02 24apr08	l/n GOM 09nov97; seen derelict IRP (N2.8223972 E27.596666) may03/23nov11; no longer visible on GE image dated 01nov13 l/n SOF 11feb97 l/n BUD 22jun99
0 73 059 04	CCCP-46363 RA-46363	An-24B An-24B	AFL/N.Kavkaz-STW Stavropol Avia	mfd trf	09mar70 20nov94	l/n GOM 09nov97; seen derelict IRP (N2.8223972 E27.596666) may03/23nov11; no longer visible on GE image dated 01nov13 l/n SOF 11feb97 l/n BUD 22jun99
0 73 059 05	CCCP-46364	An-24B	AFL/Moscow SPIMVL	toc	13mar70	l/n GOM 09nov97; seen derelict IRP (N2.8223972 E27.596666) may03/23nov11; no longer visible on GE image dated 01nov13 l/n SOF 11feb97 l/n BUD 22jun99
0 73 059 06	CCCP-46365 CCCP-46365 EY-46365	An-24B An-24B An-24B	AFL/Northern AFL/Tajikistan-LBD Tajikistan Al	mfd trf no	11mar70 24apr72 reports	l/n GOM 09nov97; seen derelict IRP (N2.8223972 E27.596666) may03/23nov11; no longer visible on GE image dated 01nov13 l/n SOF 11feb97 l/n BUD 22jun99
0 73 059 07	CCCP-46366 RA-46366 RA-46366	An-24B An-24B An-24B	AFL/Urals Aeroflot Kurgan Air	toc SVX trf	26mar70 20apr93 30mar94	l/n GOM 09nov97; seen derelict IRP (N2.8223972 E27.596666) may03/23nov11; no longer visible on GE image dated 01nov13 l/n SOF 11feb97 l/n BUD 22jun99
0 73 059 08	CCCP-46367 YL-LCC	An-24B An-24B	AFL/Latvia Latavio	mfd rgd	29mar70 21dec92	l/n GOM 09nov97; seen derelict IRP (N2.8223972 E27.596666) may03/23nov11; no longer visible on GE image dated 01nov13 l/n SOF 11feb97 l/n BUD 22jun99

0 73 062 07	BNMAU-6207 MT-1003 JU-1003	An-24V An-24V An-24V	MIAT Mongolia MIAT Mongolia MIAT Mongolia	ULN	20jun79 22jul98	l/n ULN 10may95 already allocated by early 1995 l/n ULN 27jun01; JU- prefix reported allocated by mar98; according to jan02 fleet list, cannibalised during 2001
0 73 062 08	CCCP-46394 CCCP-46394 RA-46394 RA-46394 CCCP-46395	An-24B An-24B An-24B An-24B An-24LR	AFL/Moscow SPIMVL AFL/Centr.Reg.-IWA Aeroflot Bryansk Avn Ent. AFL/GosNII GA	mfd trf BKA BKA mfd	10jul70 unknown 28aug93 31dec93 13aug70	toc 28jul70; rgd 14aug70 f/n BKA 13nov77 soc 22feb99 as life-time expired; canx 14jul99
0 73 062 09	CCCP-46395 RA-46395 RA-46395 RA-46395	An-24LR An-24B An-24B An-24B	AFL/Central Region Aeroflot Bykovo Avia Lyotnyye proverki	trf BKA trf rgd	08feb74 16mar93 30sep94 02jul02	ice-reconnaissance aircraft with a "Toros" (ice hummock) SLAR, built as a hybrid aircraft with the wing, engines, APU (RU-19A-300) and fuel system of the An-26; originally built for AFL/Polar; toc 24sep70 rgd 21feb74; in 'polar' c/s, no titles, but carried a "Polyarnaya Aviatysiya" badge on the nose; f/n BKA 25sep91; l/n BKA 10sep92; converted by 20 ARZ at Pushkin to, see next line laboratory aircraft (experimental navaid aircraft) with ASLK equipment; in standard 'blue' Aeroflot c/s with titles and version painted as 'An-24B'; l/n BKA 24sep94 laboratory aircraft (experimental navaid aircraft) with ASLK equipmwt; version painted as 'An-24B'; in standard 'blue' Aeroflot c/s, initially still with small 'Aeroflot' titles; f/n BKA 17may96; l/n with titles BKA 21may97; f/n without titles BKA 22aug97; l/n BKA 01aug02, as such; see rgd next line laboratory aircraft (experimental navaid aircraft) with upgraded ASLK-2005 equipment; version painted as 'An-24B' and in register also as an An-24B; full titles read 'Lyotnyye proverki i sistemy'; f/n IKT 16aug03; new CoFR issued 28nov08; entered into the operator's certificate of Lyotnyye proverki 28may10; l/n with titles PKC 22sep15; reportedly trf or leased to Goskorporatsiya po OrVd jun16; f/n without titles GOJ aug16; seen LED dec16; new CoFR issued 20jul17; l/n TBM 27dec19; new CoFR 21feb23 toc 04aug70; rgd 01sep70; f/n ALA 21apr84
0 73 062 10	CCCP-46396 UN-46396 UN-46396 CCCP-46397 RA-46397 UR-46397 UR-46397 UR-46397	An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Kazakhstan Aeroflot Air Kazakstan AFL/Far East-UUS Sakhal. AviaTrassy Sakhal. AviaTrassy Avialini. Ukrainy Poddilia Avia	mfd ALA mfd trf trf IEV KBP SAW	04aug70 23apr93 26sep96 30jul70 26may93 02jul96 12may98 09jan05	Shymkent based; seen as UR- primer IEV 04may99 on overhaul; f/n ALA 13may99; l/n ALA 08oct02 toc 19aug70; rgd 23sep70; photo UUS, in 'polar' c/s f/n UUS 07jul94, in Aeroflot c/s and titles UR- on overhaul, soc 1996 as life-time expired; canx 16may98 as to Factory No. 410, see next line Avialiniy Ukrainy; l/n CKY 10mar01 already in 2001 fleet list; in white c/s, grey undersides, with titles in Ukrainian and English; l/n operational LWO 09jul10; stored at HMJ, seen sep11/2018; canx 23jul13 rgd 23sep70; on charge as of 01oct70 wfu; current on register 31dec93; not in nov99 fleet list, but seen ASB 15apr02; for sale early 2008, t/t 40,132 hours and 36,997 cycles; l/n ASB 06nov08 with faded titles; reported broken up 2012 on charge as of 01oct70; rgd 27oct70; f/n SKD 25aug75; l/n SKD 18sep87; see c/n 57302005 seen SHJ 22mar00 in basic ex-Aeroflot c/s with Tajikistan tail logo, no titles; photo exists SHJ with additional Daallo sticker on tail with Tajikistan titles; l/n SHJ 24apr01, titles not reported; still in fleet list 01nov04 in white c/s, small blue cheatline and blue tail with titles and 'TAC' on tail; w/o 04mar05 on take-off from Impfondo (Congo) when ran off the runway into a field, caught fire and burnt out completely, no casualties; shown in Tajikistan Al fleet list 02oct07 as "out of operation" rgd 01sep70; f/n HRK 1975, in non-standard c/s with red cheatline; l/n IEV 08sep92 l/n IEV 28aug01 Natsionalni avialiniyi Ukrainy; based at Kiev; still in fleet list 31dec03; canx 13aug08 toc 26aug70; rgd 02oct70 f/n KRR 15jul94, in Aeroflot c/s and titles; soc 05dec96 as life-time expired; canx 14apr97 toc 09sep70; rgd 12oct70; f/n TAS 29oct79 f/n IKT 06jul94 in Aeroflot c/s and titles; leased to Eastern Airlines Mongolia in basic Aeroflot c/s with additional 'Avialinii Zabaikalya' titles; f/n UUS 19aug08; l/n HTA 10sep09; Dauriya was declared bankrupt 12may11; offered for sale 17sep11 f/n at the Technical School at IKT 26jun12 (E52.265654 E104.36096) with titles; l/n IKT 18may19/21aug22, derelict, many parts missing toc 03sep70; rgd 23sep70; f/n IEV 11sep87 seen ULN 26jul94, in Aeroflot c/s, no titles; leased to Mongolia 29mar98; canx from the Russian register 08sep98
0 73 063 01	CCCP-46399(2) EY-46399 EY-46399	An-24B An-24B An-24B	AFL/Tajikistan-LBD Tajikistan Al Trans Air Congo	mfd SHJ ph.	31jul70 apr96 2005	
0 73 063 02	CCCP-46398 EZ-46398	An-24B An-24B	AFL/Turkmenis.-ASB Turkmenistan Al	mfd ASB	30jul70 18may96	
0 73 063 03	CCCP-46399(2) EY-46399 EY-46399	An-24B An-24B An-24B	AFL/Tajikistan-LBD Tajikistan Al Trans Air Congo	mfd SHJ ph.	31jul70 apr96 2005	
0 73 063 04	CCCP-47266 UR-47266 UR-47266 CCCP-47267 RA-47267 CCCP-47268 RA-47268 RA-47268	An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Ukraine Avialini. Ukrainy Ukraine National AFL/North Kavkaz Kuban Airlines AFL/East Siberia Chita Avia Dauriya	toc BKA no reports mfd trf mfd trf rgd	06aug70 20mar93 18aug70 22feb94 29aug70 29jul93 24oct01	
0 73 063 05	CCCP-47268 RA-47268 RA-47268	An-24B An-24B An-24B	AFL/East Siberia Chita Avia Dauriya	mfd trf rgd	29aug70 29jul93 24oct01	
0 73 063 06	RA-47268	An-24B	Angara	slid	11may12	
0 73 063 07	CCCP-47269 RA-47269	An-24B An-24B	AFL/Moscow SPIMVL Aviata	mfd trf	21aug70 25jan94	
0 73 063 08	MT-7048 CCCP-47270 UN-47270 UP-AN420	An-24B An-24B An-24B An-24B	Hangard AFL/Kazakhstan SCAT SCAT	ULN mfd ALA rgd	10may95 28aug70 27aug99 29feb08	l/n ULN 10sep05; c/n confirmed toc 11sep70; rgd 23oct70; f/n ALA 22sep87 l/n ALA 23feb08 f/n ALA 14jun08; l/n CIT 13jul19/19sep23, wfu seen c/n 67302302; c/n confirmed by operator; ex reg unknown; photo HAN sep84 seen SGN 25oct93 operational, l/n SGN mar96/mar07 wfu, version painted as An-24B confirmed exported to Vietnam; soc in 1974 toc 15sep70; rgd 12oct70 leased from Tyumen directorate
0 73 063 09	VN-B224 (2) VN-B224 (2)	An-24B An-24B	Hàng Không Vietnam Vietnam Airlines	d/d fr.	oct76 1990	
0 73 063 10	not known	An-24V	Vietnam	mfd	oct70	
0 73 064 01	CCCP-47271 BNMAU-6401 RA-47271 RA-47271 RA-47271 CCCP-47272 RA-47272 RA-47272 CCCP-47273 RA-47273 RA-47273 RA-47273 RA-47273	An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Tyumen MIAT Mongolia TyumenAviaTrans Utair Utair Express AFL/Yakutiya Alosra AFL/Urals Kurgan Air Utair Utair Express	mfd ULN rgd rgd GOJ mfd trf mfd trf mfd NNM rgd trf IEV mfd trf	31aug70 20jun79 15feb94 07apr03 22dec07 31aug70 18oct94 17sep70 30mar94 14nov02 02jun08 12nov70 20jun77 30aug93 26sep70 11jul93 30mar94 aug98	
0 73 064 02	CCCP-47272 RA-47272 RA-47272	An-24B An-24B An-24B	AFL/Yakutiya Alosra AFL/Urals	mfd trf mfd	31aug70 18oct94 17sep70	
0 73 064 03	CCCP-47273 RA-47273 RA-47273 RA-47273 RA-47273	An-24B An-24B An-24B An-24B An-24B	AFL/Urals Kurgan Air Utair Utair Express	mfd trf trf NNM rgd	17sep70 30mar94 14nov02 02jun08 12nov70	
0 73 064 04	CCCP-47274 CCCP-47274 UK-47274 CCCP-47275 RA-47275 RA-47275 RA-47275	An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Magadan AFL/Uzbekistan Uzbekistan Airways AFL/West Sib.-OMS Aeroflot Omskavia Novosibirsk AE	rgd trf IEV mfd trf trf	12nov70 20jun77 30aug93 26sep70 11jul93 30mar94 aug98	
0 73 064 05	CCCP-47275 RA-47275 RA-47275	An-24B An-24B An-24B	AFL/West Sib.-OMS Aeroflot Omskavia	mfd trf trf	14oct70 30apr93 21oct70	
0 73 064 06	CCCP-47276 RA-47276 RA-47276 CCCP-47277 UN-47277 UN-47277 UP-AN421 CCCP-47278 UR-47278 UR-47278 UR-47278 UR-47278	An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Komi Aeroflot Komiinteravia AFL/Kazakhstan Aeroflot c/s, n/t Air Kazakstan SCAT AFL/Ukraine Avialini. Ukrainy Ukraine National Kiev ARP 410 Al South Airlines	mfd SCW trf mfd TAS trf rgd toc IEV IEV KBP SIP	28sep70 13jul93 unknown 30sep70 08may95 26sep96 29feb08 06oct70 16jun93 11jun99 08dec03 05sep07	
0 73 064 07	CCCP-47277 UN-47277 UN-47277 UP-AN421	An-24B An-24B An-24B An-24B	AFL/Kazakhstan Aeroflot c/s, n/t Air Kazakstan SCAT	mfd TAS trf rgd	30sep70 08may95 26sep96 29feb08	
0 73 064 08	CCCP-47278 UR-47278 UR-47278 UR-47278 UR-47278	An-24B An-24B An-24B An-24B An-24B	AFL/Ukraine Avialini. Ukrainy Ukraine National Kiev ARP 410 Al South Airlines	trf mfd IEV KBP SIP	30sep70 08may95 26sep96 29feb08 06oct70 16jun93 11jun99 08dec03 05sep07	
0 73 064 09	CCCP-47279 RA-47279	An-24B An-24B	AFL/Northern Pskovavia	mfd trf	14oct70 30apr93	
0 73 064 10	CCCP-47280	An-24B	AFL/Urals-KVX	mfd	21oct70	
0 73 065 01	CCCP-47281 CCCP-47281 UR-47281 CCCP-47282 RA-47282 CCCP-47283 RA-47283 RA-47283	An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Georgia-SUI AFL/Ukraine Avialini. Ukrainy AFL/West Sib.-OMS Omskavia AFL/Central Region Aeroflot Kurskavia	toc trf IEV mfd trf mfd BKA trf	04nov70 08jul77 16jun93 27oct70 30mar94 30oct70 09jul93 04mar94	
0 73 065 02	CCCP-47282 RA-47282 CCCP-47283 RA-47283 RA-47283	An-24B An-24B An-24B An-24B An-24B	AFL/Georgia-SUI AFL/Ukraine Avialini. Ukrainy AFL/West Sib.-OMS Omskavia AFL/Central Region Aeroflot Kurskavia	toc trf IEV mfd trf mfd BKA trf	04nov70 08jul77 16jun93 27oct70 30mar94 30oct70 09jul93 04mar94	
0 73 065 03	ER-AWJ LZ-VVI UR-SLI	An-24B An-24B An-24B	Aerocom Vivant Air Pivdenni Avialin.	rgd SOF rgd	18jul01 03aug02 24dec04	
0 73 065 04	UR-SLI UR-SLI CCCP-47284 UN-47284 UN-47284 UP-AN422 UP-AN422 CCCP-47285 RA-47285 RA-47285	An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AeroSvit South Airlines AFL/Kazakhstan Air Kazakstan SCAT SCAT Southern Sky AFL/Privolzhsk-GOJ Aeroflot Yoshkar-Ola AE	rgd SOF mfd trf TSE rgd rgd ALA mfd BKA trf	06sep06 30apr07 30oct70 26sep96 08jun06 29feb08 03may15 31oct70 30jun96 14jan94	
0 73 065 05	CCCP-47285 RA-47285 RA-47285	An-24B An-24B An-24B	AFL/Privolzhsk-GOJ Aeroflot Yoshkar-Ola AE	mfd BKA trf	31oct70 30jun96 14jan94	

	RA-46834	An-24RV	Astrakhan Airlines	trf	14apr94	f/n IEV 22sep94 in basic Aeroflot c/s, titles not reported; seen ASF 18may96 in basic Aeroflot c/s without titles; f/n in full c/s ROW 21jul01; l/n SAW 15feb05
	RA-46834	An-24RV	Polyarnyye Avial.	YKS	29mar07	seen IEV 03sep12; seen 31oct12 in bare metal wearing 46834; seen IEV 26dec12, in full c/s; l/n YKS 17jun22; damaged Belaya Gora 17mar23, when the starboard wing clipped a power supply pole whilst taxiing to the apron; l/n Tks1 06jun23 in service toc 19mar71; rgd 19apr71
1 73 068 02	CCCP-46835 EW-46835 EW-46835 EW-46835	An-24RV An-24RV An-24RV An-24RV	AFL/Belarus-GME Belavia Gomelavia no titles Gomelavia	mfd MHP SHJ MHP	17mar71 01jul96 05may98 30nov98 22mar07	l/n IEV 04may99/26jun99 in all primer c/s, on overhaul; in Gomelavia fleet list dec05 last flight 16jan08; sat wfu at GME, l/n may08/apr11; transferred to Brest (N52.113108 E23.88758) for use as a trainer by the MChS and MVD; f/n 07jun14; l/n 04jul15 toc 24mar71; rgd 06may71; f/n Sperenberg 05feb87; l/n RVH 30may92
1 73 068 03	CCCP-46836 RA-46836	An-24RV An-24RV	AFL/Privolzhsk-GOJ Aeroflot	mfd BKA	18mar71 15may93	f/n BKA 12may94, in Aeroflot c/s and titles; canx 25mar96; soc 06nov97 as life-time expired toc 31mar71; rgd 25may71; f/n VNO feb90
1 73 068 04	CCCP-46837 LY-AAH ST-FAL	An-24RV An-24RV An-24RV	AFL/Lithuania-VNO Aeroflot c/s, n/t Federal Airlines	mfd VNO KRT	23mar71 24jul92 nov98	f/n VNO 10sep93; CofA expired 20jan95; canx from register during 1996 c/n from Sudanese CAA; l/n KRT 26jan03 in basic Lithuanian Airlines c/s with Federal AI titles and logo, stored; canx before jan07 rgd 09aug71; f/n Sperenberg 05dec86; l/n BKA 20jul91; l/n IEV 08sep92
1 73 068 05	CCCP-46838 CCCP-46838 CCCP-46838 UR-46838 UR-46838	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Ukraine AFL/GosNII GA AFL/Ukraine Avialini. Ukrayiny Med-Air	toc trf trf IEV OPF	14jul71 23aug72 28aug72 16jun93 17nov99	l/n Corlu-Tekirdag 06oct99 in Natsionalni avialiniyi Ukrayiny fleet list 31dec03 (presumably leased to Med-Air); sat wfu at OPF (N25.911872 W80.260194) with one engine missing, seen feb05/oct08; by jun08 the registration on both sides was shown as 'UR-4683', with the last digit missing; canx 13aug08; still present OPF 17aug11; no longer visible on GE image dated 07mar13
1 73 068 06	CCCP-46839(1) CCCP-46839(1)	An-24RV An-24RV	Soviet AF/AFL c/s MAP Kiev MSZ	Spr rgd	02oct72 25sep79	not confirmed as Air Force; Salon version; see An-24T c/n 7910201 canx 09jan84
1 73 068 07	BNMAU-6807 MT-1004 JU-1004	An-24RV An-24RV An-24RV	MIAT Mongolia MIAT Mongolia MIAT Mongolia	VKO ULN ULN	18jun75 jul00 25mar14	l/n ULN 10may95 already allocated by early 1995 JU- prefix reported allocated by mar98; according to jan02 fleet list cannibalised during 2001, no longer in fleet list 31oct05; l/n ULN 10sep05 repainted into old MIAT c/s (blue/red c/l, red tail) with MONGOLIA titles, behind the MIAT hangar at ULN for preservation, later moved (N47.852689 E106.780291); l/n jan19 toc 02apr71; f/n FRU 01may71; rgd 04may71; 48 pax configuration; first FRU based An-24 f/n IKT 05sep89
1 73 068 08	CCCP-47799 CCCP-47799 RA-47799 RA-47799 RA-47799 RA-47799 RA-47799	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Kyrgyzstan AFL/East Siberia Aeroflot Ulan-Ude Avn Ent. Bural Polyarnyye Avial. Bural	mfd trf Niz trf YKS YKS	03jul71 09feb74 11jun93 28dec94 18may09 09jul09	l/n UUD 21apr97, in Aeroflot c/s and titles; the Ulan-Ude Aviation Enterprise was renamed Buryatskiye Avialinii (Bural) in 1998 CofR renewal 22aug02 to leased to Polyarnyye Avialinii since 13sep04; l/n UUD 26nov06 wfu; still as Bural in technical inspection document 02jun05/24sep08; last technical audit Ulan Ude jan09 with titles; l/n UUD 08oct18; the operator's certificate of Bural was revoked 07feb17 and the company was declared bankrupt 04mar19 listed in Bural's assets 13feb20 for a bankruptcy hearing on 24apr20
1 73 068 09	RA-47799 CCCP-47800 RA-47800 RA-47800 RA-47800 RA-47800 RA-47800 RA-47800 RA-47800 RA-47800 RA-47800	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Centr.Reg.-TBW Aeroflot Aviata Karat Tambov Avia Katekavia UTair UTair Express Pskovavia	rgd mfd BKA trf VKO DME Kjc GOJ AAQ URS	10may23 31mar71 05jul93 29aug95 17jun99 28jun03 09jul05 02jan07 aug08 nov14	toc 02apr71; rgd 09jul71; 52 pax configuration; f/n mar77 l/n TBW 31aug97, in Aeroflot c/s and titles leased from Aviata; l/n TBW 18aug99 leased from Aviata 06feb03/31dec05; in basic Aeroflot c/s, no titles l/n TJM 22jun06 already reported in technical inspection document 07dec06; l/n VKO 28sep07 seen KJA 31jul1; seen IKT 12mar12 in nose down position, possibly after the nosewheel undercarriage collapsed; l/n TJM 08sep13 active all white, not titles, operator from rusianplanes.net; seen LED 14mar15, white with small motif and titles on forward fuselage; l/n Vladimir Semyazin 029jun15; suffered a taxiway excursion as it taxied for take off at Pskov Airport 20jul15, there were no injuries; l/n NNM 12apr17 rgd 10may71; 52 pax configuration; f/n SIP 19sep87; l/n IEV 08sep92 l/n IEV 11may98; seen IEV 02may99, titles not reported Natsionalni avialiniyi Ukrayiny; based at Kiev; sat wfu on the grass at IEV, seen jun02/jan12; still in fleet list 31dec03; canx 13aug08 toc 15apr71; rgd 12may71; 52 pax configuration; f/n BKA 19may91 l/n jan96; leased from Kazakstan Airlines based at Kostanai in full c/s without titles; l/n SHJ 27feb01; seen DYU nov08 with Tajik Air titles; JSC Tajik Air was formed 30dec09; stored from 28mar11 according to an official document of assets dated 01jan18; seen LBD 20aug12/19jul16 stored; GE image dated 16aug18 suggests it is still there toc 12apr71; rgd 26may71; 52 pax configuration; l/n IKT 1977 seen IKT 06jul94, bare metal c/s; seen IKT 10may00, in Aeroflot c/s and titles; l/n IKT 04jul04, wfu on charge as of 01jul92 f/n BKA 24aug95, in Aeroflot c/s and titles; l/n IEV 11may98 l/n DME 21aug99; c/n painted as just 6903 f/n DME 27aug03; l/n ROV 20nov04; still as such in technical inspection document 26jul06 l/n IKT 15oct21 f/n FRA 11sep71; crashed on landing in bad weather at OTP 15nov71, all 4 crew and 18 passengers survived rgd 30jun71; f/n CPH 03mar73 supplied to owner this date according to Russian register; f/n Krasnoyarsk-Cheremshanka 12jun94; l/n Krasnoyarsk-Cheremshanka 09jul94 current on Russian register by feb98, see next line
1 73 068 10	CCCP-47801 UR-47801 UR-47801	An-24RV An-24RV An-24RV	AFL/Ukraine Avialini. Ukrayiny Ukraine National	toc IEV IEV	04apr71 16jul93 25jun00	f/n Krasnoyarsk-Cheremshanka 03jun01; l/n Novosibirsk-Severny 08jul05 as such; left ARZ-403 at Irkutsk after overhaul in full AirUnion c/s with small additional 'Aviakompaniya Sibaviatrans' titles 17jul06 (official overhaul date 27jul06); l/n KJA 08jul08; operator's certificate revoked 05oct08 and operator declared bankrupt 01oct09; offered for sale by Sberbank 17dec08 with t/t 35,913 hours and sold to Katekavia in white c/s with titles and motif on fin; l/n UFA 09jan15 f/n TOF 22feb15 with both Katekavia and Turukhan titles; seen Krasnoyarsk-Cheremshanka 09jun15; l/n there 17sep19, stored; canx 11nov19; broken up at Krasnoyarsk-Cheremshanka, remains only by 13may20 rgd 30jun71; f/n FRA 12sep71; damaged Bacau 09feb76 after landing 1300 metres short of the runway due to fog, causing the nose gear to collapse and coming to rest some 450 metres later, all 22 onboard survived; t/t 6,412 hours; canx 09may77; disassembled and taken by road to Bucharest-Baneasa where after reassembly it served as a simulator for many years; later moved to the Grupul Scolar de Aeronautica Henri Coanda at Bucharest-Baneasa (N44.493571 E26.092890); seen summer91/oct10 and subsequently repainted in the old TAROM c/s; believed scrapped in 2013 toc 12may71; rgd 29jun71; f/n BKA 11apr91 f/n IKT 10may95, in Aeroflot c/s and titles; l/n PEZ 18aug99, titles not reported; soc 11mar01 and canx 21mar01 as sold to Moldova in a non-airworthy condition f/n IEV 06aug02 at the overhaul plant l/n SSG 09nov03; additional 'Air Bridge Group' titles on the nose; current on register mar04; seen again SSG 19may04 titles not reported; canx 27oct05 as for sale and l/n KIV 06sep07 with 'Getra' titles; according to Antonov the aircraft has been regarded as no longer airworthy from jan03; restored to Moldova register 27nov07; canx as to Russia 21feb08 reported in technical inspection document; f/n DME 09jul08; l/n IKT 06jan15; landed heavily at OVB 15mar15 and sustained unspecified substantial damage on account of a tail scrape and initially reported w/o; seen IKT 17jul15 taxiing with anti-collision lights working, so presumably back in service; l/n IKT 22jul23 f/n 12jun71; on charge as of 01jul71; rgd 19jul71; 48 pax configuration on register 31dec93; not in nov99 fleet list; for sale early 2008, t/t 41,597 hours and 38,998 cycles rgd 30jun71; 52 pax configuration; f/n sep80
1 73 069 01	CCCP-47802 UN-47802 UN-47802 EY-47802	An-24RV An-24RV An-24RV An-24RV	AFL/Kazakhstan-KSN Lionair Air Kazakstan Tajikistan AI	mfd trf trf SHJ	31mar71 oct95 26sep96 14feb01	in Aeroflot c/s and titles soc 21mar95 as life-time expired; canx 21feb96 toc 07jun71; rgd 19jul71; 52 pax configuration; f/n LED jun78 l/n GME 30jun95 l/n MLA 04dec98 leased from Gomelavia leased from Gomelavia; see previous and next line leased from Gomelavia l/n MHP 22may03 sustained damage on landing at KBL 16sep04 after returning on a flight from Kabul to Mazar-i-Sharif, following an engine failure, overran the runway by 200 metres before coming to rest; repaired; l/n KBL 13dec05 without titles, operational l/n DME 20aug09; operational; stored by mar11 as airline ceased operations; seen GME 01jul14, without engines; seen GME 01oct16 with engines; l/n GME 06mar20 in good condition but was reported scrapped and removed within a week
1 73 069 02	CCCP-47803 RA-47803	An-24RV An-24RV	AFL/East Siberia Baikalavia	mfd trf	31mar71 30jun92	
1 73 069 03	CCCP-47804 CCCP-47804 CCCP-47804 RA-47804 RA-47804 RA-47804 RA-47804 RA-47804	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Privolzhsk-CSY Avial. Tatarstana Nizhnekamskoye AI Nizhnekamskoye AI Tatarstan IrAero TAROM TAROM Aeroflot	mfd mfd trf trf DME rgd IKT rgd mfd	14apr71 unknown 19apr94 03nov98 12jul01 14aug07 29jun71 30apr71 04feb94	
1 73 069 04	YR-AMA	An-24RV	TAROM	rgd	29jun71	
1 73 069 05	YR-AMB RA-49279	An-24RV An-24RV	TAROM Aeroflot	mfd	30apr71 04feb94	
	RA-49279 UN-49279 RA-49279	An-24RV An-24RV An-24RV	KrasAir Aeroflot c/s, n/t Sibaviatrans	trf ALA rgd	22dec95 04jun97 23dec99	
	RA-49279 RA-49279	An-24RV An-24RV	Katekavia Turukhan	KJA trf	29jun09 mar15	
1 73 069 06	YR-AMC	An-24RV	TAROM	mfd	17apr71	
1 73 069 07	CCCP-47805 RA-47805 ER-AWD ER-AWD	An-24RV An-24RV An-24RV An-24RV	AFL/Privolzhsk Penza Air Aerocom, n/t ? Getra	mfd trf rgd SSG	29apr71 31dec93 12apr01 31mar03	
	RA-47805	An-24RV	IrAero		28may08	
1 73 069 08	CCCP-47806 EZ-47806	An-24RV An-24RV	AFL/Turkmenistan Turkmenistan AI	mfd ph.	30apr71 jun93	
1 73 069 09	CCCP-47807 CCCP-47807 RA-47807 RA-47807	An-24RV An-24RV An-24RV An-24RV	AFL/Uzbekistan AFL/Yakutiya Aeroflot Almazay Ros.-Sakha	toc trf trf IKT	17may71 06jun74 06jul94 18oct94	
1 73 069 10	CCCP-47808 EW-47808 EW-47808 EW-47808 EW-47808 EW-47808 EW-47808 EW-47808	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Belarus Belavia Gomelavia Air Ivoire Inter Tropic AI Air Ivoire Gomelavia Kam Air	mfd BKA SVO ABJ CKY ABJ MHP MZR	31may71 12may94 25apr97 23feb99 14aug99 jun00 21may03 23jan04	
	EW-47808	An-24RV	Gomelavia, n/t	GME	06aug06	

	RA-47820	An-24RV	Turukhan	TOF	12nov17	was involved in an incident this date after rolling off the runway and became stuck in the snow, prior to departure to Strezhevoy; in all-white c/s with light grey undersides and titles; seen TJM 19jan18 reportedly opf UTair Cargo; seen TJM 29jun19; small UTair titles on rear fuselage, both sides; l/n HMA 20jul23 toc 13sep71; rgd 28sep71; f/n ALA 24mar86; l/n Novosibirsk-Severny 01jul92
1 73 072 02	CCCP-47821 RA-47821 RA-47821	An-24RV An-24RV An-24RV	AFL/West Sib.-NOZ Aeroflot Novosibirsk AE	mfd Ovn trf	31aug71 12jul93 11mar94	f/n Novosibirsk-Severny 23jul00 no titles; f/n Novosibirsk-Severny 08jul05 with Novosibirsk Avia titles; l/n Novosibirsk-Severny 21aug08 active all-white, small titles; reportedly operated by Komiinteravia; l/n SCW 04sep14 all-white c/s, small titles; l/n OVB 17jan16 all white c/s, no titles; seen IKT 04jun16, now with titles; l/n IKT 03mar17 full colours and titles; l/n YKS 07jul22; full colours and titles; l/n YKS 07jul22; landed on the frozen Kolyma River, 80 metres to the right of the airstrip at Zyranka Airport 28dec23, all 34 passengers and crew were not injured and the aircraft was not damaged and towed back to the airport toc 10sep71; rgd 21sep71; f/n ALA 02may89; reported for Kazakhstan Airlines based at Kostana; leased to Lionair 1996/1997; f/n ALA 04jun97, in Aeroflot c/s, no titles; l/n ALA 24sep99 l/n ALA 08oct02 stored, reported without prefix; seen ALA 04jan03 with titles, but engineless toc 13sep71; rgd 30sep71
1 73 072 03	CCCP-47822 UN-47822	An-24RV An-24RV	AFL/Kazakhstan Air Kazakstan	mfd trf	30aug71 26sep96	ALA 08jun01
1 73 072 04	CCCP-47823 CCCP-47823 CCCP-47823	An-24RV An-24RV An-24RV	AFL/Privolzhsk-KZN AFL/Moldova AFL/Privolzhsk-KZN	mfd trf trf	31aug71 11nov82 unknown	on charge as of 01jan83; opb Avialinii Tatarstana by autumn 1991; w/o 26nov91 on the leg from Tyumen to Bugulma of a flight from Nizhnevartovsk to Bugulma at night in bad visibility and conditions of icing with the de-icing system being switched on too late, when the aircraft deviated from the glide path on approach to Bugulma the crew initiated a go-around, but due to the ice-covered stabiliser the aircraft pitched and crashed 802 metres behind the runway threshold and 598 metres to the right of the runway's extended centre-line, all 4 crew and 37 passengers killed; soc 04mar92; canx 30mar92 toc 08sep71; rgd 24sep71
1 73 072 05	CCCP-47824 CCCP-47824 CCCP-47824 UR-47824 UR-47824 UR-47824 UR-47824 UR-47824	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Ukraine-IEV AFL/Kirovograd FS AFL/Ukraine-IEV Avialini. Ukrayiny Getra Kiev ARP 410 AI Ukraine National Kiev ARP 410 AI	mfd trf trf IEV SSG IEV no ph.	31aug71 01feb84 25apr84 16jun93 02mar00 06aug02 reports jul04	f/n BKA 29aug89; l/n IEV 14apr92 l/n IEV 04jul99 l/n IEV 28aug01 no longer in fleet list 12jan03 Natsionalni avialiniji Ukrayiny; already in fleet list 31dec03 named 'Zhyvchyk' (someone who is there always first to take well care of his own interests); canx 02oct09; l/n IEV dec11/apr19 (N50.403827 E30.431254), wfu toc 24sep71; rgd 01dec71; f/n MHP 09sep87; l/n MHP 08sep93 l/n VKO 31aug95 in basic Belavia c/s with large Han Air titles and tail logo, named 'Doluhan'; l/n AYT jul96 l/n MHP 08aug06 wfu toc 29sep71; rgd 26oct71
1 73 072 06	CCCP-47825 EW-47825 TC-ANK EW-47825	An-24B An-24B An-24B An-24B	AFL/Belarus-MHP Belavia Han Air Belavia, n/t	mfd SVO AYT MHP	06sep71 25may94 oct95 18aug97	stored without engines at TOF, seen jul04; t/t 49,793 hours and 36,392 cycles repaired and repainted in 2010 in the original old Aeroflot 'blue' c/s and preserved at Tomsk, l/n 07jul23, opposite the terminal (N56.390595 E.85.20987) t/t 49,793 hours, 36,392 cycles toc 27sep71; rgd 19oct71; l/n KJA 01jul92 seen IEV 19jun01 as 'UR-', but titles no reported, for flight testing ? seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07 l/n SGC 03may10 toc 30sep71; rgd 21oct71; l/n BKA 15mar90; l/n BKA 10sep92 reported for Kazakstan Airlines f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia
1 73 072 07	CCCP-47826 RA-47826 RA-47826 CCCP-47826	An-24B An-24B An-24B An-24B	AFL/West Siberia Aeroflot Tomsk Avia Aeroflot	mfd OVB trf ph.	14sep71 21apr93 30mar94 29jun11	in dark blue/white c/s, no titles; c/n checked KWI 05dec07; reported arrived FJR 16feb08 opb South Airlines; l/n FJR 04mar08; mentioned in ICAO/BV documentjun08 as owned and opb South Airlines; reported on ground FJR 01nov08; canx before 01jan09; this is a candidate for the South Airlines An-24 wrecked at HGA (photo may17) toc 30sep71; rgd 28oct71 f/n LED 15jun93, in Aeroflot c/s and titles; not in 1998 fleet list; l/n TJM 15aug99, titles not reported damaged 19feb00 on landing at Surgut in bad visibility when touched down late (2,410 metres from the runway threshold) and overran the runway by 435 metres; repaired f/n VKO 28jun05; initially still in basic Aeroflot c/s, l/n as such VKO 03mar06; seen in full c/s GOJ 21jul06; l/n GOJ 26feb08 l/n SCW 26dec14, possibly wfu; scrapped SCW 17jan15 toc 19oct71; rgd 10nov71; f/n YKS 03jul92 l/n YKS 13may95 not in 2000 fleet list; seen YKS aug03/jun08 wfu; listed in official Yakutiya fleet list dated 04may09 as "awaiting wfu" toc 14oct71; rgd 02nov71; f/n KHV 30aug89 f/n KHV 07jul94, in Aeroflot c/s and titles; l/n KHV 12may95, as such; soc and canx 22mar99 as further use not economically viable rgd 21sep71; f/n LED 05sep92; l/n Pushkin 06jul94; 'Aeroflot' titles; reported for NPP-MIR; canx 21feb03 as sold to Kazakhstan l/n TSE 19sep06 f/n as such ALA jun08; l/n ALA 03sep16 with titles; l/n ALA 28jan22 toc 08oct71; rgd 15nov71; f/n ALA 02may89 based at Shymkent; f/n ALA 04jun97; l/n ALA 01mar03; c/n confirmed toc 29oct71; rgd 15nov71 based at Shymkent; f/n ALA jun03; seen ALA jan03/mar03 stored engineless toc 28oct71; rgd 19nov71; f/n KUF 28jan72 l/n Novosibirsk-Severny 08jul05, in Aeroflot c/s, no titles
1 73 072 08	CCCP-47827 RA-47827 RA-47827 RA-47827	An-24B An-24B An-24B An-24B	AFL/Tyumen-SGC TyumenAviaTrans UTair UTair Express	mfd UFA rgd TJM	16sep71 13jun01 05dec02 22aug08	seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07 l/n SGC 03may10 toc 30sep71; rgd 21oct71; l/n BKA 15mar90; l/n BKA 10sep92 reported for Kazakstan Airlines f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia
1 73 072 09	CCCP-47828 UN-47828 RA-47828 EK-47828 EK-47828	An-24B An-24B An-24B An-24B An-24B	AFL/Centr.Reg.-TBW not reported Aviata all white c/s, n/t South Airlines	mfd BKA trf ADD SHJ	16sep71 11nov94 29aug95 16mar05 16nov06	in dark blue/white c/s, no titles; c/n checked KWI 05dec07; reported arrived FJR 16feb08 opb South Airlines; l/n FJR 04mar08; mentioned in ICAO/BV documentjun08 as owned and opb South Airlines; reported on ground FJR 01nov08; canx before 01jan09; this is a candidate for the South Airlines An-24 wrecked at HGA (photo may17) toc 30sep71; rgd 28oct71 f/n LED 15jun93, in Aeroflot c/s and titles; not in 1998 fleet list; l/n TJM 15aug99, titles not reported damaged 19feb00 on landing at Surgut in bad visibility when touched down late (2,410 metres from the runway threshold) and overran the runway by 435 metres; repaired f/n VKO 28jun05; initially still in basic Aeroflot c/s, l/n as such VKO 03mar06; seen in full c/s GOJ 21jul06; l/n GOJ 26feb08 l/n SCW 26dec14, possibly wfu; scrapped SCW 17jan15 toc 19oct71; rgd 10nov71; f/n YKS 03jul92 l/n YKS 13may95 not in 2000 fleet list; seen YKS aug03/jun08 wfu; listed in official Yakutiya fleet list dated 04may09 as "awaiting wfu" toc 14oct71; rgd 02nov71; f/n KHV 30aug89 f/n KHV 07jul94, in Aeroflot c/s and titles; l/n KHV 12may95, as such; soc and canx 22mar99 as further use not economically viable rgd 21sep71; f/n LED 05sep92; l/n Pushkin 06jul94; 'Aeroflot' titles; reported for NPP-MIR; canx 21feb03 as sold to Kazakhstan l/n TSE 19sep06 f/n as such ALA jun08; l/n ALA 03sep16 with titles; l/n ALA 28jan22 toc 08oct71; rgd 15nov71; f/n ALA 02may89 based at Shymkent; f/n ALA 04jun97; l/n ALA 01mar03; c/n confirmed toc 29oct71; rgd 15nov71 based at Shymkent; f/n ALA jun03; seen ALA jan03/mar03 stored engineless toc 28oct71; rgd 19nov71; f/n KUF 28jan72 l/n Novosibirsk-Severny 08jul05, in Aeroflot c/s, no titles
1 73 072 10	CCCP-47829 RA-47829 RA-47829	An-24B An-24B An-24B	AFL/Urals-KRO Kurgan Air TyumenAviaTrans	mfd trf OVB	20sep71 30mar93 07jun01	seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07 l/n SGC 03may10 toc 30sep71; rgd 21oct71; l/n BKA 15mar90; l/n BKA 10sep92 reported for Kazakstan Airlines f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia
1 73 073 01	RA-47829 CCCP-47830 RA-47830 RA-47830	An-24B An-24B An-24B An-24B	UTair Express AFL/Yakutiya Aeroflot Sakha Avia	GOJ mfd YKS trf	23sep08 22sep71 08jul94 19oct94	seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07 l/n SGC 03may10 toc 30sep71; rgd 21oct71; l/n BKA 15mar90; l/n BKA 10sep92 reported for Kazakstan Airlines f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia
1 73 073 02	CCCP-47831 RA-47831	An-24B An-24B	AFL/Far East-KHV Dalavia	mfd trf	23sep71 01jun93	seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07 l/n SGC 03may10 toc 30sep71; rgd 21oct71; l/n BKA 15mar90; l/n BKA 10sep92 reported for Kazakstan Airlines f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia
1 73 073 03	CCCP-26196 UN-26196 UP-AN404 UP-AN404	An-24B An-24B An-24B An-24B	MRP NPO "Leninets" SCAT SCAT Southern Sky	mfd ALA rgd ALA	01oct71 19may04 29feb08 20sep16	seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07 l/n SGC 03may10 toc 30sep71; rgd 21oct71; l/n BKA 15mar90; l/n BKA 10sep92 reported for Kazakstan Airlines f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia
1 73 073 04	CCCP-47833 UN-47833	An-24B An-24B	AFL/Kazakhstan Air Kazakstan	mfd trf	03oct71 26sep96	seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07 l/n SGC 03may10 toc 30sep71; rgd 21oct71; l/n BKA 15mar90; l/n BKA 10sep92 reported for Kazakstan Airlines f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia
1 73 073 05	CCCP-47832 UN-47832	An-24B An-24B	AFL/Kazakhstan Air Kazakstan	mfd trf	13oct71 26sep96	seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07 l/n SGC 03may10 toc 30sep71; rgd 21oct71; l/n BKA 15mar90; l/n BKA 10sep92 reported for Kazakstan Airlines f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia
1 73 073 06	CCCP-47834 RA-47834 RA-47834	An-24B An-24B An-24B	AFL/Privolzhsk Saransk Avn Ent. Aeroflot c/s, n/t	mfd SKX Ovn	22oct71 23apr98 08jul05	seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07 l/n SGC 03may10 toc 30sep71; rgd 21oct71; l/n BKA 15mar90; l/n BKA 10sep92 reported for Kazakstan Airlines f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia
1 73 073 07	CCCP-47835 RA-47835 RA-47835 EK-47835 EK-47835	An-24B An-24B An-24B An-24B An-24B	AFL/Centr.Reg.-TBW Aeroflot Aviata ex Aeroflot c/s ex Aeroflot c/s Petchabun Airlines	mfd BKA trf TBW SHJ PHY	21oct71 03sep93 25jan94 16aug01 28jan04 dec05	seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07 l/n SGC 03may10 toc 30sep71; rgd 21oct71; l/n BKA 15mar90; l/n BKA 10sep92 reported for Kazakstan Airlines f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia
1 73 073 08	CCCP-47836 UR-47836 UR-47836	An-24B An-24B An-24B	AFL/Ukraine Avialini. Ukrayiny Ukraine National	toc IEV IEV	28oct71 16jul93 11sep99	seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07 l/n SGC 03may10 toc 30sep71; rgd 21oct71; l/n BKA 15mar90; l/n BKA 10sep92 reported for Kazakstan Airlines f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia
1 73 073 09	CCCP-47837 UR-47837 UR-47837	An-24B An-24B An-24B	AFL/Ukraine-IEV Avialini. Ukrayiny Ukraine National	mfd IEV IEV	25oct71 16jun93 11sep99	seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07 l/n SGC 03may10 toc 30sep71; rgd 21oct71; l/n BKA 15mar90; l/n BKA 10sep92 reported for Kazakstan Airlines f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia
1 73 073 10	CCCP-47838 RA-47838 RA-47838	An-24B An-24B An-24B	AFL/East Sib.-HTA Chita Avia Dauriya	mfd trf IKT	02nov71 29jul93 07jun01	seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07 l/n SGC 03may10 toc 30sep71; rgd 21oct71; l/n BKA 15mar90; l/n BKA 10sep92 reported for Kazakstan Airlines f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia
1 73 074 01	CCCP-47839 RA-47839 RA-47839	An-24B An-24B An-24B	AFL/West Sib.-KEJ Aeroflot Novosibirsk AE	mfd ABA trf	19nov71 13jul93 11mar94	seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07 l/n SGC 03may10 toc 30sep71; rgd 21oct71; l/n BKA 15mar90; l/n BKA 10sep92 reported for Kazakstan Airlines f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia
1 73 074 02	RA-47839 CCCP-47840 RA-47840	An-24B An-24B An-24B	Novosibirsk AE AFL/Northern Pskovavia	Ovn mfd trf	30aug07 12nov71 30apr93	seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07 l/n SGC 03may10 toc 30sep71; rgd 21oct71; l/n BKA 15mar90; l/n BKA 10sep92 reported for Kazakstan Airlines f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia
1 73 074 03	D2-FRA CCCP-47841 RA-47841	An-24B An-24B An-24B	Alada AFL/Tyumen-SGC Aeroflot	mfd OMS	19nov71 12jun94	seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07 l/n SGC 03may10 toc 30sep71; rgd 21oct71; l/n BKA 15mar90; l/n BKA 10sep92 reported for Kazakstan Airlines f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia
1 73 074 04	RA-47841 CCCP-47842 RA-47842	An-24B An-24B An-24B	TyumenAviaTrans AFL/North Kavkaz Kuban Airlines	ROV toc trf	21jul01 28nov71 22feb94	seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07 l/n SGC 03may10 toc 30sep71; rgd 21oct71; l/n BKA 15mar90; l/n BKA 10sep92 reported for Kazakstan Airlines f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia
1 73 074 05	CCCP-47843 RA-47843 RA-47843	An-24B An-24B An-24B	AFL/Centr.Reg.-URS Aeroflot Kurskavia	mfd BKA trf	03nov71 15may93 04mar94	seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07 l/n SGC 03may10 toc 30sep71; rgd 21oct71; l/n BKA 15mar90; l/n BKA 10sep92 reported for Kazakstan Airlines f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia
1 73 074 06	CCCP-47844 UN-47844 UN-47844	An-24B An-24B An-24B	AFL/Kazakhstan white top, n/t Euro-Asia Air	mfd GUW GUW	17dec71 25feb03 16oct03	seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07 l/n SGC 03may10 toc 30sep71; rgd 21oct71; l/n BKA 15mar90; l/n BKA 10sep92 reported for Kazakstan Airlines f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia

1 73 074 07	UN-47844 UP-AN426 CCCP-47845 RA-47845 RA-47845	An-24B An-24B An-24B An-24B An-24B	SCAT SCAT AFL/Yakutiya Aeroflot Sakha Avia	CIT rgd mfd YKS trf	01oct04 29feb08 24dec71 13may95 19oct94	l/n ALA 25jan08 f/n ALA 08jun08; l/n CIT 13jul19/19sep23, wfu toc 10jan72; rgd 25jan72; f/n YKS 03jul92
1 73 074 08	CCCP-47846 UR-47846 UR-47846 UR-47846 UR-47846	An-24B An-24B An-24B An-24B An-24B	AFL/Ukraine-HRK Avialini. Ukrainyiny Donbass Donbassaero AeroSvit	mfd IEV KBP DOK KBP	18dec71 30aug93 25apr99 17sep04 01dec07	not in 2000 fleet list; seen YKS aug03/jun08 wfu; in official Yakutiya fleet list dated 04may09 as "awaiting wfu"; broken up at YKS; t/t 39,380 hours, 26,200 cycles toc 26dec71; rgd 11jan72 l/n IEV 11may98 in primer l/n KBP 01jun02 l/n KBP 02aug07 l/n KBP 10oct08; canx 20jul10 toc 25dec71; rgd 12jan72; f/n UFA late77
1 73 074 09	CCCP-47847 RA-47847 RA-47847 RA-47847 RA-47847	An-24B An-24B An-24B An-24B An-24B	AFL/Privolzhsk Aeroflot Orenburg Airlines Orenburg Airlines UTair	mfd OMS trf SVX SGC	16dec71 11jul93 25nov93 20aug99 06jul05	l/n KUF 20may96, in Aeroflot c/s and titles l/n REN 29aug04; seen IEV 20may04 titles not reported and as UR- probably whilst on maintenance l/n VKO 06sep08; reportedly for UTair Express but no sightings yet; l/n REN jun11, all white, no titles; broken up toc 28dec71; rgd 22mar72; opb Kirovski OAO
1 73 074 10	CCCP-47848 RA-47848 RA-47848	An-24B An-24B An-24B	AFL/Urals Kirov Avn Enterpr. Angara	mfd trf rgd	17dec71 18apr94 20sep02	in white/light grey c/s with blue cheatline and blue and yellow trim, with titles and initially with '403' on the blue fin; f/n IKT jan03; new CoFR issued 13feb08; l/n as such IKT 12sep09; received additional 'Eastland' titles; f/n as such IKT 13nov09; l/n with blue fin OVB 11may11; fin repainted in white; f/n as such IKT 27apr12; new CoFR issued 11mar14; severely damaged 17aug22 on a flight from Irkutsk to Ust'-Kut when approached in poor visibility (low clouds), had to go around twice, banked to the left after losing speed so that the left wing tip touched the ground 710 metres behind the runway threshold and 17 metres from the right edge of the runway and was destroyed, the aircraft came down with 2.6 g on the right shoulder of the runway, the nose gear folded and the aircraft veered off the runway to the left, all 4 crew members and 44 passengers escaped unhurt; t/t 61,041 cycles and 38,049 hours Kirovograd Advanced Flying Training College; toc 31dec71; rgd 14jan72
1 73 075 01	CCCP-47849 CCCP-47849 CCCP-47849	An-24RV An-24RV An-24RV	Aeroflot/KShVLP AFL/Ukraine Aeroflot/KShVLP	mfd trf trf	16dec71 23may72 23sep72	Kirovograd Advanced Flying Training College; toc 18aug83 as life-time expired; seen KGO jul93/sep94, still in good condition; l/n 05may07, (N48.540471 E32.274541) derelict LII im. Gromova (Gromov Flight Research Institute); d/d reported as 27jun71, but see mfd; rgd 24mar72; in 'blue' Aeroflot c/s; f/n Krasnodar-Tsentralny 1989
1 73 075 02	CCCP-83968 RA-83968 83968 RA-83968	An-24RV An-24RV An-24RV An-24RV	MAP LII Zhukovskii LII im. Gromova LII im. Gromova LII im. Gromova	mfd ZIA rgd ZIA	dec71 15may93 16apr01 sep05	in 'blue' Aeroflot c/s; initially carried small 'Aeroflot' titles; l/n as such ZIA 16may99; soc by jan01 and canx 27feb01; f/n without titles ZIA 17aug01; see rgd below on the Russian experimental aviation register; in basic 'blue' Aeroflot c/s, no titles; f/n ZIA 29jun02 prefix re-applied; in basic 'blue' Aeroflot c/s, no titles; undertook some flights sep05; sat wfu at ZIA, seen aug09/2020; offered by Rostekh to the administrations of the Russian regions 17dec20, for preservation or display; dismantled and transported by road; preserved close to Urai airport and re-assembled by jan22 (N60.122675 E64.815305) toc 27jan72; rgd 14feb72; f/n DME 24sep87; l/n BKA 20mar93 f/n KUF 28nov98, in Aeroflot c/s and titles toc 26jan72; rgd 14feb72; f/n IEV 22aug91
2 73 075 03	CCCP-46845 RA-46845	An-24RV An-24RV	AFL/Privolzhsk Sarasansk Avn Ent.	mfd trf	14jan72 04mar94	seen KUF 29nov97, in Aeroflot c/s and titles; l/n PEZ 18aug99 titles not reported; soc 11mar03 and canx 21mar01 as sold to Moldova in a non-airworthy condition; reported see seen IEV 20may04, titles not reported, as UR-46846 which seems strange canx 27oct05 as for sale; l/n KIV 06sep07 with small Air Bridge group titles below the port cockpit window; restored 27nov07; canx again 21feb08 as to Russia; l/n IEV 08aug08 reported in technical inspection document; l/n IKT 08nov23 Kirovograd Advanced Flying Training College; toc 24jan72; rgd 07feb72; w/o 08jul77 on a training flight from Sukhumi to Kirovograd at night when the crew lost control during the initial climb at a height of 120 metres (the reason for that could not be established) and the aircraft started to descend, the trainee pilot tried to recover but height was not sufficient and the aircraft hit the surface of the Black Sea 690 metres off the coast at a speed of 370 km/h with 1.85 g, broke up and sank, 6 of the 7 crew (3 instructors and 4 trainees) killed and the survivor seriously injured; t/t 5,698 hours and 16,941 cycles; soc and canx 09sep77; major parts of the wreckage and 5 bodies could be recovered from the sea floor toc 07mar72; rgd 27mar72; f/n BKA 07jul92; l/n BKA 15aug92
2 73 075 04	CCCP-46846 RA-46846 RA-46846	An-24RV An-24RV An-24RV	AFL/Privolzhsk Aeroflot Penza Air	mfd BKA trf	14jan72 28aug93 31dec93	l/n TBW 16aug01, in Aeroflot c/s, titles not reported leased to UTair since 13mar04 l/n VKO dec06
2 73 075 05	ER-AWC ER-AWC RA-46846 CCCP-46847	An-24RV An-24RV An-24RV An-24RV	Aerocom Tobruk Air IrAero Aeroflot/KShVLP	rgd KIV mfd	02may01 02sep04 25aug08 14jan72	l/n at a remote place at SGC oct11/sep19, all titles painted out and no engines, probably a rescue trainer toc 10feb72; rgd 17mar72; photo Bilbino-Keperveyem date unknown in Aeroflot c/s with blue tail f/n VKO 01jul95, in Aeroflot c/s and titles; l/n IST 23sep97; reported for Adygeya Avia in JP-01; soc 02aug01 and canx 09aug01 as leased to Congo l/n SHJ 09feb03; only 'T.A.C.' titles on tail seen KIV date unknown, in red/white c/s and named 'Ivan' according to Antonov the aircraft has been regarded as no longer airworthy from 20apr04; l/n PNR 13oct04, photo proof seen KIV 21mar06; the forward fuselage depicts a beach scene, the rear and tail a cascading waterfall, small Pectox titles on nose; still in fleet list 02nov06; seen PNR 15may07 still as such; l/n TMS oct10/20may11 stored and parked on the grass in the same c/s; current on register 12dec13; no longer visible on GE 15apr14; current on register 31dec15; canx between 01jan16 and 11mar16 toc 01mar72; rgd 24mar72; reported 08feb74 in a near-miss incident over Donetsk; f/n jun78
2 73 075 06	CCCP-46848 RA-46848 RA-46848 RA-46848 RA-46848 RA-46848 RA-46848 RA-46848	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Central Region Aeroflot Aviata Mil ZAK ZAO Skol UTair UTair Express	mfd SVO trf rgd rgd TJM SGC	24feb72 30aug93 29aug95 22jan03 09mar04 22jun06 29mar10	l/n TBW 16aug01, in Aeroflot c/s, titles not reported leased to UTair since 13mar04 l/n VKO dec06 l/n at a remote place at SGC oct11/sep19, all titles painted out and no engines, probably a rescue trainer toc 10feb72; rgd 17mar72; photo Bilbino-Keperveyem date unknown in Aeroflot c/s with blue tail f/n VKO 01jul95, in Aeroflot c/s and titles; l/n IST 23sep97; reported for Adygeya Avia in JP-01; soc 02aug01 and canx 09aug01 as leased to Congo l/n SHJ 09feb03; only 'T.A.C.' titles on tail seen KIV date unknown, in red/white c/s and named 'Ivan' according to Antonov the aircraft has been regarded as no longer airworthy from 20apr04; l/n PNR 13oct04, photo proof seen KIV 21mar06; the forward fuselage depicts a beach scene, the rear and tail a cascading waterfall, small Pectox titles on nose; still in fleet list 02nov06; seen PNR 15may07 still as such; l/n TMS oct10/20may11 stored and parked on the grass in the same c/s; current on register 12dec13; no longer visible on GE 15apr14; current on register 31dec15; canx between 01jan16 and 11mar16 toc 01mar72; rgd 24mar72; reported 08feb74 in a near-miss incident over Donetsk; f/n jun78
2 73 075 07	CCCP-47690 RA-47690 ER-AZB ER-AZB ER-AZB	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Magadan Kolymaavia Trans Air Congo Pectox Air Aero Service Pectox Air	mfd trf SHJ rgd BZV KIV	26jan72 24feb95 03apr02 12feb03 11aug04 02dec05	l/n at a remote place at SGC oct11/sep19, all titles painted out and no engines, probably a rescue trainer toc 10feb72; rgd 17mar72; photo Bilbino-Keperveyem date unknown in Aeroflot c/s with blue tail f/n VKO 01jul95, in Aeroflot c/s and titles; l/n IST 23sep97; reported for Adygeya Avia in JP-01; soc 02aug01 and canx 09aug01 as leased to Congo l/n SHJ 09feb03; only 'T.A.C.' titles on tail seen KIV date unknown, in red/white c/s and named 'Ivan' according to Antonov the aircraft has been regarded as no longer airworthy from 20apr04; l/n PNR 13oct04, photo proof seen KIV 21mar06; the forward fuselage depicts a beach scene, the rear and tail a cascading waterfall, small Pectox titles on nose; still in fleet list 02nov06; seen PNR 15may07 still as such; l/n TMS oct10/20may11 stored and parked on the grass in the same c/s; current on register 12dec13; no longer visible on GE 15apr14; current on register 31dec15; canx between 01jan16 and 11mar16 toc 01mar72; rgd 24mar72; reported 08feb74 in a near-miss incident over Donetsk; f/n jun78
2 73 075 08	CCCP-47691 RA-47691 RA-47691 CU-T1295 CU-T1295	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/N.Kavkaz-STW Stavropol Avia bare metal primer c/s, n/t Cubana	mfd trf ROV SXF HAV	18feb72 21oct94 13may96 26feb97 21nov97	l/n TBW 16aug01, in Aeroflot c/s, titles not reported leased to UTair since 13mar04 l/n VKO dec06 l/n at a remote place at SGC oct11/sep19, all titles painted out and no engines, probably a rescue trainer toc 10feb72; rgd 17mar72; photo Bilbino-Keperveyem date unknown in Aeroflot c/s with blue tail f/n VKO 01jul95, in Aeroflot c/s and titles; l/n IST 23sep97; reported for Adygeya Avia in JP-01; soc 02aug01 and canx 09aug01 as leased to Congo l/n SHJ 09feb03; only 'T.A.C.' titles on tail seen KIV date unknown, in red/white c/s and named 'Ivan' according to Antonov the aircraft has been regarded as no longer airworthy from 20apr04; l/n PNR 13oct04, photo proof seen KIV 21mar06; the forward fuselage depicts a beach scene, the rear and tail a cascading waterfall, small Pectox titles on nose; still in fleet list 02nov06; seen PNR 15may07 still as such; l/n TMS oct10/20may11 stored and parked on the grass in the same c/s; current on register 12dec13; no longer visible on GE 15apr14; current on register 31dec15; canx between 01jan16 and 11mar16 toc 01mar72; rgd 24mar72; reported 08feb74 in a near-miss incident over Donetsk; f/n jun78
2 73 075 09	CCCP-47692 CCCP-47692 CCCP-47692 UN-47692 UN-47692 UN-47692 UP-AN424 UP-AN424 RA-47692 CCCP-47693	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Kazakhstan-TSE AFL/East Siberia AFL/Kazakhstan-TSE Aeroflot Tselina SCAT SCAT Southern Sky	mfd trf trf OMS TSE ALA rgd TSE rgd rgd	28jan72 03jul88 10oct88 12jun94 oct98 12sep03 29feb08 08may15 20apr23 22mar72	reported for Kazakhstan Airlines l/n TSE sep02/mar03 stored/wfu l/n GYD 08jul07 f/n ALA 03aug08; l/n ALA 26oct14 l/n ALA 04oct22
2 73 075 10	CCCP-47693 EY-47693 EY-47693 EY-47693 EY-47693 EY-47693	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Tajikistan-LBD Daallo Airlines Tajikistan AI Daallo Airlines Tajikistan AI Daallo Airlines	rgd JIB SHJ SHJ SHJ SHJ DYU	22mar72 may95 12oct97 10may99 12may99 07oct00 22may05	on charge as of 01apr72; f/n DYU 25mar76 l/n ROV 14may96, in full green/white c/s, grey undersides with titles l/n SHJ 14oct98 returned the next day, see next line
2 73 076 01	CCCP-47694 CCCP-47694 RA-47694 RA-47694 RA-47694	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Uzbekistan AFL/Yakutiya Aeroflot Almaza Ros.-Sakha Alrosa	mfd trf KJA trf	08feb72 04jun74 12jun94 18oct94 31jul06	l/n IKT 06jun01; l/n IKT 17apr09; was rgd 02sep04 to Mirniy Aviation Enterprise reported in technical inspection document; f/n YKS 15aug06; listed as active in official fleet list dated 04may09; seen IKT 25jan10; seen ROV 03mar10/30apr10 on overhaul; seen ROV 07may10 flying; l/n MJZ 22dec22 rgd 22mar72; destroyed when it crashed and burned after take off from Tarko-Sale Airport 09dec77 when it took off at night and entered a steep attitude after the flaps were raised. descended and crashed into a taiga area killing 17 of the 23 occupants toc 07mar72; rgd 04apr72 f/n SCW 10jun94, in Aeroflot c/s and titles soc 10oct02 as life-time expired; canx 15oct02; wfu at SCW, l/n jun05/apr12 very derelict toc 03mar72; rgd 22mar72; f/n LED 28aug89
2 73 076 02	CCCP-47695	An-24RV	AFL/Tyumen	toc	02mar72	seen as 47697 bare metal IEV 07jul99 on overhaul; l/n MHP 05jan11; stored by mar11 as airline ceased operations; l/n GME 24apr11 CoFR renewal 24apr14; basic ex Gomelavia c/s with small badge and titles by the nose; l/n LED oct19; CoFR renewal 27sep22 toc 14mar72; rgd 17apr72; f/n DYU 27aug75
2 73 076 03	CCCP-47696 RA-47696 RA-47696	An-24RV An-24RV An-24RV	AFL/Komi-SCW Komiavia Komiinteravia	mfd trf SCW	18feb72 22feb94 24aug02	seen as 47697 bare metal IEV 07jul99 on overhaul; l/n MHP 05jan11; stored by mar11 as airline ceased operations; l/n GME 24apr11 CoFR renewal 24apr14; basic ex Gomelavia c/s with small badge and titles by the nose; l/n LED oct19; CoFR renewal 27sep22 toc 14mar72; rgd 17apr72; f/n DYU 27aug75
2 73 076 04	CCCP-47697 EW-47697 EW-47697 RA-47697	An-24RV An-24RV An-24RV An-24RV	AFL/Belarus-GME Belavia Gomelavia Pskovavia	mfd MHP SHJ DME	24feb72 08sep93 04jul98 23may14	seen as 47697 bare metal IEV 07jul99 on overhaul; l/n MHP 05jan11; stored by mar11 as airline ceased operations; l/n GME 24apr11 CoFR renewal 24apr14; basic ex Gomelavia c/s with small badge and titles by the nose; l/n LED oct19; CoFR renewal 27sep22 toc 14mar72; rgd 17apr72; f/n DYU 27aug75
2 73 076 05	CCCP-47698	An-24RV	AFL/Moldova	mfd	25feb72	seen as 47697 bare metal IEV 07jul99 on overhaul; l/n MHP 05jan11; stored by mar11 as airline ceased operations; l/n GME 24apr11 CoFR renewal 24apr14; basic ex Gomelavia c/s with small badge and titles by the nose; l/n LED oct19; CoFR renewal 27sep22 toc 14mar72; rgd 17apr72; f/n DYU 27aug75

	RA-47264 RA-47264 RA-47264 RA-47264 RA-47264	An-24RV An-24RV An-24RV An-24RV An-24RV	Balakovo Avn Ent. Karat Kirov Avn Enterpr. UTair Express Turukhan	trf VKO KVX NIM trf	20oct93 06jun99 08feb07 02may10 mar15	leased from Balakovo Aviation Enterprise; l/n VKO 05jul05 in all-white c/s, no titles; already reported in technical inspection document 10jan07; l/n VKO 23mar10 leased from Kirov Aviation Enterprise; l/n SCW 03oct14 seen ARH 07sep15, still with UTair titles only on starboard side seen SCW 30apr16, UTair and Turukhan titles on port side; seen KGP 17oct17; seen OVB 01dec19; seen OMS 24aug20 now with only UTair titles; l/n TJM 12feb23
2 73 078 07	CCCP-47265 UR-47265 UR-47265 UR-CFO UR-CFO	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Ukraine Crimea Airlines Kiev ARP 410 Al UM Air Bukovyna	mfd IST IST SIP no	jun72 18feb94 13dec99 09apr08 reports	toc 30jun72; rgd 25aug72; f/n SIP 19sep87 l/n PRG 12jan99 l/n SIP 07jul04 in white c/s with dark blue belly and blue/yellow trim based at Chernivtsi; canx 03feb10
2 73 078 08	CCCP-46462 RA-46462 RA-46462 RA-46462	An-24RV An-24RV An-24RV An-24RV	AFL/N.Kavkaz-STW Stravropol Avia Daallo Airlines Africa Cargo Air	mfd trf JIB HLA	26jun72 21nov94 30jan95 19aug96	full colour scheme and titles; l/n JIB may95 l/n HLA 04nov96; leased from Stavropol Avia; slide exists as such dated feb97, probably the slide was developed after, see next line l/n BVZ 19apr97; leased from Stavropol Avia; soc and canx 22jul98 as to Ghana; photo exists date and location unknown, in a very derelict condition with many missing parts toc 01jul72; rgd 15aug72; f/n GOJ 25jun83 c/n not confirmed c/n confirmed and photo proof as RA-; l/n PNH 26mar94; reported leased until jun94; see trf next line f/n GOJ 22aug95, in Aeroflot c/s and titles trf to Cambodia 07oct99; canx 11oct99, see next line
2 73 078 09	CCCP-46463 XU-310 RA-46463 RA-46463 RA-46463 RA-46463 XU-054 XU-054 UR-ELT	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Privolzhsk-GOJ Kampuchea Airlines Kampuchea Airlines Nizhni Novgorod Al Aeroflot c/s, n/t Royal Phnom Penh President Airlines Royal Phnom Penh Air Urga	mfd PNH REP trf BUD REP REP IEV	29jun72 13nov88 02oct93 25nov93 16sep96 07nov99 22apr00 15jan01 22may04	in full Royal Phnom Penh Airways c/s l/n BKA 24aug03 in fleet list oct04/dec05; initially in basic Aeroflot c/s, no titles; l/n as such SAW 15apr05; repainted in all- white c/s, no titles; f/n as such GRO 30jul05 leased from Air Urga; in full all-white UN c/s, carried code 'UN630'; l/n as such ADD jan07; seen NLV 10feb11, UN code not reported; stationed at BKY by 24aug11, allocated code 'UNO-816' in all-white c/s, no titles; offered for sale 31mar12 with t/t 48,675 hours; l/n UDJ 06oct12; canx 27oct15 on charge as of 01jul72; rgd 14jul72; f/n BKA 06dec89; seen with Aeroflot titles and a white tail sep92
2 73 078 10	UR-ELT CCCP-46464 UR-46464 UR-46464 ER-46464	An-24RV An-24RV An-24RV An-24RV An-24RV	United Nations Air Urga AFL/Ukraine Aeroflot c/s, n/t Crimea Airlines Air Moldova	ADD IEV mfd IST rgd	19apr06 22sep12 31may72 21jun93 18feb94 27may98	f/n SXF 13jul98; in all-white c/s with Air Moldova International titles and red tail logo; l/n WAW 22nov99; canx 25apr00
	UR-46464 UR-46464 UR-46464	An-24RV An-24RV An-24RV	not reported Kiev ARP 410 Al Mars RK Ltd	IEV KBP no	19jun01 08dec03 reports	l/n SAW 24jan07 in Air Urga fleet list mar07 and reported owned by Mars RK Ltd; seen KGO 07may07 in ex ARP-410 c/s no titles seen IST 04jul08 still with UN and United Nations titles; seen SIP 12jul09, white c/s, no titles; l/n IEV 21oct09 white, with red titles on forward fuselage; l/n OZH 07nov09 seen GOM between apr10 and jul10; l/n KGO 21aug14; canx 01jan14 toc 06jul72; rgd 09aug72
2 73 079 01	UR-46464 UR-46464 UR-46464 CCCP-46465 EW-46465 EW-46465 EW-46465	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	United Nations Air Urga United Nations AFL/Belarus Belavia Gomelavia Lionair	IST IEV FKI mfd LED trf lsd	01jun07 06nov09 03jan10 22jun72 12sep93 1996 1997	shot down by the LTTE 29sep98 with a surface to air missile and crashed 1.5 nautical miles south of Iranativu island, 10 minutes after take-off from Palaly, Jaffna, Sri Lanka, killing all 48 passengers and 8 crew; some remains of the wreckage were discovered in oct12 and recovered by the Sri Lankan Navy 04/05may13 w/o 05sep86, touched down nose-wheel first whilst landing at Cluj on a flight from Bucharest-Baneasa, a fire erupted killing 3 crew who became trapped in the cockpit, the remaining 2 crew and 50 passengers survived; canx 28may96
2 73 079 02	YR-AMF	An-24RV	TARDOM	rgd	24jul72	d/d 28jul72; named 'San'; canx 25nov87; d/d ex WAW 27nov87 rgd 24nov87; t/t 23,507 hours, 26,288 cycles at 01aug92; l/n VAR 27jun93 confirmation of titles welcome l/n KGO 05may98 l/n IST 13may99; was reported for Ukraine Air Alliance in two-tone blue star-burst c/s, no titles; seen PRG 13jun01 with titles; l/n SOF 15mar08 l/n SOF mar09/17sep09 stored ? reportedly flew TZX-HEA 01apr10, probably on delivery; c/n confirmed by operator; l/n KBL 11apr10; crashed 17may10 in a mountain pass in Afghanistan on a flight from Kunduz to Kabul with 5 crew members and 38 passengers on board
2 73 079 03	SP-LTS LZ-ANT RA-49290 RA-49290 RA-49290 LZ-ASZ Z3-AAJ YA-PIS	An-24V An-24V An-24V An-24V An-24V An-24V An-24V	LOT Balkan Mostarez Comandor Avia no titles Aviostart Airlift Service Pamir Airways	mfd WAW OSR OSR HRK ATH SOF TZX	29jun72 23nov87 14dec95 19feb96 27apr99 07apr00 15apr08 01apr10	toc 22jul72; rgd 15aug72; l/n RVH 06sep92 trf to Penza Aviation Enterprise 31dec93 l/n IEV 22jun97; seen PEZ 18aug99, titles not reported; rgd to Taimyr 20jun03; later probably trf to KrasAvia; was stored at Krasnoyarsk-Cheremshanka (with some parts missing) for 7 years, seen jun06/07apr09; re-flew 30jul09 and flew to Rostov-na-Donu for rework 31jul09; l/n ROV 01aug09; opb KrasAvia 2009 in full c/s; l/n KEJ 20mar22 toc 27jul72; rgd 29aug72; opb 241 LO; w/o 17nov75 on the leg from Tbilisi to Sukhumi of a flight from Tbilisi to Krasnodar when the crew decided to circumnavigate a thunderstorm at night, started to descend while being 25 km north of the standard flight path and crashed at a height of 2,250 metres into the southern slope of 2,580 metres high Mt. Apsara (25 km north-east of Gali, N42.830556 E41.887511), all 5 crew and 33 passengers killed; t/t 7,335 hours and 6,878 cycles; soc 16jun76 toc 27jul72; rgd 16aug72; f/n IEV 08sep92; l/n IEV 08sep93 f/n SCW 10jun94, in Aeroflot c/s and titles reported for Kominteravia f/n YKS 14aug03; l/n YKS 01jul04; lsf Kominteravia since 17jan03 full latest colours; l/n SVX 21jun06 reported in technical inspection document; f/n SCW 11jun07 in light blue c/s; l/n TJM 06oct13 l/n Krasnoyarsk-Cheremshanka 09jun15; canx 11nov19; broken up at Krasnoyarsk-Cheremshanka, remains only by 13may20 toc 02aug72; rgd 31aug72; f/n BKA 25sep91
2 73 079 04	CCCP-46466 RA-46466 RA-46466	An-24RV An-24RV An-24RV	AFL/Privolzhsk-REN Aeroflot Aeroflot c/s, n/t	mfd BKA IEV	07jul72 05jul93 02jul96	
2 73 079 05	RA-46466 CCCP-46467	An-24RV An-24RV	KrasAvia AFL/N.Kavkaz-KRR	NSK mfd	18apr10 21jul72	
2 73 079 06	CCCP-46468 RA-46468 RA-46468 RA-46468 RA-46468 RA-46468 RA-46468	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Komi-SCW Komiavia Komiavia Yakutiya Komiavia UTair Express Turukhan	mfd trf IEV rgd SCW trf	21jul72 22feb94 11may98 17jan03 29jun05 21feb07 jan15	toc 27jul72; rgd 16aug72; f/n IEV 08sep92; l/n IEV 08sep93 f/n SCW 10jun94, in Aeroflot c/s and titles reported for Kominteravia f/n YKS 14aug03; l/n YKS 01jul04; lsf Kominteravia since 17jan03 full latest colours; l/n SVX 21jun06 reported in technical inspection document; f/n SCW 11jun07 in light blue c/s; l/n TJM 06oct13 l/n Krasnoyarsk-Cheremshanka 09jun15; canx 11nov19; broken up at Krasnoyarsk-Cheremshanka, remains only by 13may20 toc 02aug72; rgd 31aug72; f/n BKA 25sep91
2 73 079 07	CCCP-46469 UR-46469 UR-46469 UR-46469 UR-46469 UR-46469	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Ukraine-VSG Avialini. Ukrayiny Avialini. Ukrayiny Aerotrans Ukraine National Getra Ukraine National	mfd IEV IEV IEV IEV IEV KBP	25jul72 08sep92 16jun93 04may99 26jun99 04jul00 30apr03	l/n IEV 12may98 Natsionalni avialiniyi Ukrayiny; based at Kiev; l/n IEV 04jul99 leased from Natsionalni avialiniyi Ukrayiny; l/n IST 11jul02, titles not reported Natsionalni avialiniyi Ukrayiny; still in fleet list 31dec03; sat wfu at IEV on the grass may04/01apr12; was canx 13aug08 toc 13sep72; rgd 20oct72; f/n IKT 1977; l/n KJA 01jul92
2 73 079 08	CCCP-46470 RA-46470 RA-46470 RA-46470 RA-46470	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Krasnoyar.-ABA Khakasiya Sakha Avia Magma Yakutiya	mfd trf rgd IKT YKS	26aug72 25nov93 23dec03 04jul04 17oct06	in overhaul plant in official Yakutiya fleet list 04may09 as active; l/n YKS 05jul12, wfu, no engines; visible on GE (N62.098409 E129.76489); canx between 10mar17 and 05may17 toc 15aug72; rgd 29aug72; f/n VNO feb90; l/n SVO 23sep91 l/n VNO 10sep93; CoFA expired 28oct94; reported canx from register during 1996 after a number of failed approaches to KRT in a sandstorm, made a force landing near Haj Yousif (NE Khartoum suburb) and struck a building; 6 crew and 47 passengers killed; c/n from Sudanese CAA rgd 07sep72; f/n TAS 27apr84; w/o 23mar91 on a flight from TAS to Navoi when the crew violated the approach pattern, the aircraft came in too high and too fast, touched down 710 m behind the runway threshold and overshot with a speed of 225 km/h at the runway's end, all three landing gear struts broke off and eventually the airframe was completely destroyed and caught fire when the right wing hit a pile of concrete slabs 317 m from the runway threshold, all 4 crew and 30 of the 59 passengers killed; canx 19nov91; soc 26nov91 toc 18aug72; rgd 01sep72; see c/n 27308101 f/n KRR 15jul94, in Aeroflot c/s and titles; severely damaged 21dec95 on a flight from Trabzon to Krasnodar with the centre of gravity being too far aft, on landing at Krasnodar at night the crew flared out quite late, the aircraft came down hard and bounced five times, suffering g-loads of up to 3.3 and resulting in the collapse of the nose gear, all 5 crew and 39 passengers escaped unhurt; canx 14feb97; soc 01apr97 rgd 29sep72; on charge as of 01oct72 l/n KHV 12may99 in basic Aeroflot c/s; l/n KHV 03dec07; scrapped at KHV in early 2012, only parts remained by 02apr12 rgd 29sep72; on charge as of 01oct72; l/n VKO 02oct72 f/n IEV 28jun95; reported in fleet list oct96 as stored on overhaul
2 73 079 09	CCCP-46471 LY-AAG ST-FAG	An-24RV An-24RV An-24RV	AFL/Lithuania-VNO Lithuanian Al Federal Airlines	mfd ARN w/o	28jul72 16may92 03may96	l/n IEV 12may98 Natsionalni avialiniyi Ukrayiny; based at Kiev; l/n IEV 04jul99 leased from Natsionalni avialiniyi Ukrayiny; l/n IST 11jul02, titles not reported Natsionalni avialiniyi Ukrayiny; still in fleet list 31dec03; sat wfu at IEV on the grass may04/01apr12; was canx 13aug08 toc 13sep72; rgd 20oct72; f/n IKT 1977; l/n KJA 01jul92
2 73 079 10	CCCP-46472	An-24RV	AFL/Uzbekistan-SKD	toc	18aug72	
2 73 080 01	CCCP-46473(1) RA-46473(1)	An-24RV An-24RV	AFL/North Kavkaz Kuban Airlines	mfd trf	27jul72 22feb94	
2 73 080 02	CCCP-46474 RA-46474 RA-46474	An-24RV An-24RV An-24RV	AFL/Far East Aeroflot Dalavia	mfd KHV KHV	25aug72 24may93 01aug01	
2 73 080 03	CCCP-46475 UR-46475 UR-46475 UR-46475 UR-46475 UR-46475	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Ukraine-VSG Avialini. Ukrayiny Avial. Ukr c/s n/t Lugansk Airlines Ukraine Intl Airl. AFL/Ukraine-IEV	mfd rgd IEV IEV LWO toc	04aug72 27apr93 04may99 07jul99 28may05 25aug72	l/n IEV 12may98 Natsionalni avialiniyi Ukrayiny; based at Kiev; l/n IEV 04jul99 leased from Natsionalni avialiniyi Ukrayiny; l/n IST 11jul02, titles not reported Natsionalni avialiniyi Ukrayiny; still in fleet list 31dec03; sat wfu at IEV on the grass may04/01apr12; was canx 13aug08 toc 13sep72; rgd 20oct72; f/n IKT 1977; l/n KJA 01jul92
2 73 080 04	CCCP-46476	An-24RV	AFL/Ukraine-IEV	mfd	04sep72	
2 73 080 05	CCCP-46477	An-24RV	AFL/Ukraine-SIP	mfd	04sep72	

	UR-46477 UR-46477 UR-46477 4L-GLG RA-46447(2)	An-24RV An-24RV An-24RV An-24RV An-24RV	Avialini. Ukrayiny Crimea Airlines Kiev ARP 410 Al Kiev ARP 410 c/s Desna-Avia	SIP IST SHJ HER rgd	07may93 18feb94 mar02 23aug04 12may09	in basic Aeroflot c/s, no titles l/n IEV 07jul99 in full c/s with; l/n UDJ 17may04 c/n confirmed; reportedly opb Sakaviashervice; l/n ROV 17jul08 was reportedly to be operated by NordAvia; current on register by aug10, but without a valid CofA; still in full ARP 410 c/s with additional small 'Kyiv Aircraft Repair Plant' titles; f/n ROV 30sep10; ferried ROV-DOK 01oct10 (as YRY7007) and stored at DOK since; destroyed during the fighting between Ukrainian and Novorossiia troops at Donetsk airport sep14, wreck l/n oct14 toc 14sep72; rgd 11nov72; opb Kustanaiski OAO; f/n LED 01sep88 w/o Kostanal 16jan93; the no. 1 engine failed on approach; the prop was feathered and the approach continued without informing ATC, at 60 m altitude, 400 m short of the runway, it veered left and ATC instructed the crew to go-around, power was added to the remaining no. 2 engine, but the aircraft kept descending until striking the ground 162 m short of the runway, 477 m left of the extended centreline, the aircraft slid onto a ramp and struck an unknown military An-24 which was also damaged beyond repair, no fatalities; parts of the fuselage and tail still present jul18 on charge as of 01oct72; rgd 22nov72 l/n IST 19dec99; reported for Adyghyeya Avia
2 73 080 06	CCCP-46478 46478	An-24RV An-24RV	AFL/Kazakhstan Kazakhstan Al	mfd trf	08sep72	
2 73 080 07	CCCP-46479 RA-46479 RA-46479 RA-46479	An-24RV An-24RV An-24RV An-24RV	AFL/Magadan Maikon Avia Kolymaavia Aero Service	mfd IST trf rgd	13sep72 dec93 24feb95 29jul02	in Russian Register as 'AERROSS' and leased abroad; seen SSG 26jun03 with titles not noted; a poor quality photo exists on the Aero Service website, in white c/s with blue/red stripes across the fuselage/engines and tail, with titles on the lower fuselage and Russian flag on the tail, although the registration is not 100% clear, it is likely to be this aircraft; soc and canx 22dec03 as leased to Moldova f/n PNR 11may05 in red/white c/s; named 'Lina' named 'Lina'; in red/white c/s; seen KIV 14sep05 in fantasy c/s with lion's head on fin; current on register 06may08; seen ROV at ARZ 412 jan08/aug08, stored in the same colours; l/n LBV 10oct09 l/n 26feb13 f/n YKS 14jun13 with titles f/n KHV 25jul15; l/n YKS 08oct19 seen YKS 09mar20, still in Yakutiya colours and titles; reported opb by Polyarnyye Avialinii; seen YKS 06oct20 now in Polar Airlines colours; CofR renewal 22nov22; l/n YKS 28apr23 toc 10sep72; mfd given in some documents as 23sep72; rgd 26oct72
2 73 080 08	CCCP-46480 CCCP-46480 RA-46480 RA-46480 RA-46480	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Privolzhsk-GOJ AFL/Privolzhsk-SKX Saransk Avn Ent. Vladimir Avn Ent. IrAero	mfd trf trf trf UUD	21sep72 unknown 04mar94 apr06 10aug07	seen BKA 22aug97, in Aeroflot c/s, no titles; CofR renewal 23nov98; l/n SVO mar01 reported as IrAero AK in technical inspection document 16feb07; in Aeroflot c/s, no titles; l/n HTA 31oct07, still with IrAero jan08 according to the latest technical audit; was leased to Bural in 2007/08; canx between 04aug17 and 13sep17 toc 22sep72; rgd 25oct72
2 73 080 09	CCCP-46481 RA-46481 RA-46481 RA-46481 RA-46481	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Tyumen-SLY Aeroflot TyumenAviaTrans UTair UTair Express	mfd Ovn TJM rgd GOJ	18sep72 21apr93 27jul00 05feb03 12dec08	f/n SVX 05jul03; l/n GOJ 18sep07 l/n SCW 15feb14, active; scrapped SCW 09feb15 toc 05oct72; rgd 02nov72; f/n IEV mid77
2 73 080 10	CCCP-46482 CCCP-46482 RA-46482	An-24RV An-24RV An-24RV	AFL/North Kavkaz AFL/Urals-MQF Magnitogorsk Air	mfd trf trf	26sep72 18oct80 12apr94	f/n DME sep96; impounded because of debts 02apr98 and offered for sale by Russian privatisation agency 19jun98; canx 24nov98 as to Moldova; soc 02dec98 f/n BGO 29jan99, ferried BGO-RKV this date; canx 17feb99; see An-26 c/n 12603 l/n CUZ feb00, named 'Anna'; CofA expired 28jun03; l/n LIM 23mar04; canx 10mar05 toc 04oct72; rgd 26oct72; f/n LED 24aug91
2 73 081 01	ER-AFU OB-1717 CCCP-46483 EW-46483 EW-46483 EW-46483 EW-46483 EW-46483 EW-46483 EW-46483 RA-46473(2)	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	Aerocom Star Up S.A AFL/Belarus-GME Belavia Gomelavia Lionair LA Félou Belavia Gomelavia Pskovavia	rgd rgd mfd TLL SVO RML IEV GME rgd	30nov98 14may99 28sep72 27apr95 late96 12sep97 jun00 06aug02 24apr11 11aug11	leased from Gomelavia leased from Gomelavia, returned dec00 l/n LED 24apr09; withdrawn from Belavia service 28may09 toc 03nov11; in basic Belavia c/s, logo on the nose; f/n DME 04jul12; damaged on landing at DME 22jan14 on a flight from Pskov, touched down between runway 14R and the airport boundary in poor visibility, the 4 crew and 24 passengers were not injured; wfu; l/n DME (N55.407046 E37.917569) jul15/may18 without engines; see c/n 27308001; was canx between 16feb18 and 22mar18 toc 26oct72; rgd 27nov72; f/n BKA 14dec77 f/n IST 07dec95, in Aeroflot c/s and titles l/n URS 01sep97; soc and canx 10oct00 as to Ukraine in a non-airworthy condition canx 22nov01 on delivery; l/n CUN 15jan05; still in fleet list 31dec05; reported in storage HAV mar07/apr08; l/n HAV apr09/nov11 preserved west of Terminal 3 at the Havana "Air Park"; photo 28oct11 with engines and many parts missing; l/n 31oct11; broken up toc 26oct72; rgd 22nov72; f/n BKA 29aug89 on charge as of 01jul92; f/n UFA 12jun94; last overhaul completed in 1994 (by ARZ-412); wfu at UFA (N54.559742 E55.891808) l/n 29aug97/18may10; still in fleet list 31dec00; offered for sale as a source of spare parts 05feb08 with t/t 49,379 hours and 37,464 cycles; not visible on GE by jul13 rgd 20nov72; f/n SVX 20apr93 l/n DME 25aug97; soc and canx 23jun99 as to Moldova c/n from Antonov; crashed after take-off Luanda 15nov00, failed to climb and started an uncontrolled turn to the left, hitting the ground and exploding on impact, killing all 40 on board and 1 on the ground toc 26oct72; rgd 20nov72 on charge as of 01apr76 f/n WAW 19apr93; l/n AMS 13jul93; canx 09dec94 in basic former Latavio/Aeroflot c/s with blue cheatline and white tail, Cuban flag behind the cockpit; l/n HAV 19nov96 hi-jacked to Key West 01apr03 and impounded there since, seen apr03/21sep18 (N24.556711 W81.770306); auctioned for \$ 6,500 to Matthew Overton and seen off airport at Key West 21sep18; l/n 31jan23 toc 15nov72; rgd 19jan73; f/n Nyurba 02jul92
2 73 081 02	CCCP-46484 RA-46484 RA-46484 ER-AWH CU-T1236	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Central Region Kurskavia all-white c/s, n/t Aerocom Cubana	mfd trf IST rgd SXF	17oct72 04mar94 14apr97 02jul01 05dec01	
2 73 081 03	CCCP-46485 RA-46485	An-24RV An-24RV	AFL/Privolzhsk-UFA Bashkirian Al	mfd trf	23oct72 unknown	
2 73 081 04	CCCP-46486 RA-46486 D2-FCG	An-24RV An-24RV An-24RV	AFL/Urals Magnitogorsk Air Asa Pesada	toc trf LAD	27oct72 12apr94 19aug99	
2 73 081 05	CCCP-46487 CCCP-46487 CCCP-46487 YL-LCF CU-T1294 CU-T1294	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Latvia-RIX AFL/Ukraine AFL/Latvia-RIX Latavio Cubana n/t Cubana	mfd trf trf rgd SXF	25oct72 unknown unknown 26oct92 25may96	
2 73 081 06	CCCP-46488 RA-46488 RA-46488 RA-46488	An-24RV An-24RV An-24RV An-24RV	AFL/Yakutiya Aeroflot Almazys Ros.-Sakha Alrosa	mfd KJA trf YKS	26oct72 09jul94 18oct94 15aug03	seen YKS 12jul07; listed in official fleet list dated 04may09 as undergoing re-work; seen IKT 13jan14, active; seen IKT 26mar18; seen MJZ 26jul18, bare metal, undergoing maintenance; seen MJZ 24sep18, full c/s; l/n MJZ 09aug23 toc 18nov72; rgd 13dec72; opb Kemerovsk OAO; f/n ALA 23apr84; l/n IEV 08sep92 leased to C-Air in 1995
2 73 081 07	CCCP-46489 RA-46489 46489 RA-46489 RA-46489 RA-46489	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/West Siberia Kemerovo Avn. Ent. primer Sibaviatrans Kuzbassaviafrakht Regional Airlines	mfd trf IEV Kjc rgd rgd	30oct72 19apr94 04jul96 03jun01 10jun03 20apr04	leased from Kemerovo Aviation Enterprise; last overhaul completed mar02 in white c/s with thin red/white/blue cheatlines and light grey belly, no titles; reportedly sold by Kemerovo Aviation Enterprise to Kuzbassaviafrakht already in 2001; f/n KJA 04jul03; l/n IKT 16aug03 in white c/s with thin red/white/blue cheatlines and light grey belly, no titles; w/o 16mar05 on the leg from Usinsk to Varandei (on the coast of the Barents Sea) of a flight from Ufa to Varandei when approached under VFR which was not permitted for this airport, dropped below the glide slope as the crew mistook the motorway for the runway, entered a slide-slip for more than 20 seconds when the pilot tried to align with the runway, lost speed and directional stability and stalled at a height of 26 metres, the left wing struck a sand heap 4,217 metres before the runway threshold and the aircraft crashed 30 metres further on, caught fire and burnt out, 2 of the 7 crew and 26 of the 45 passengers were killed and all 24 survivors seriously injured; t/t 48,416 and 36,464 cycles; canx 13dec06; the wreckage was dumped at Naryan-Mar, l/n jul11 toc 24nov72; rgd 18dec72
2 73 081 08	CCCP-46490 EZ-46490 UR-46490 EZ-46490	An-24RV An-24RV An-24RV An-24RV	AFL/Turkmenis.-KRW Turkmenistan Al not reported Turkmenistan Al	mfd KRW IEV ASB	31oct72 18may96 02may99 06nov08	presumably just for overhaul; in Turkmenistan fleet list nov99/jan04 stored with faded c/s; was already for sale early 2008, t/t 17,212 hours and 14,022 cycles; l/n ASB 23jan12, with titles and possibly back in service
2 73 081 09	B-432 B-3407 B-3407 B-434	An-24V Civ Avn Adm China An-24V Civ Avn Adm China	Civ Avn Adm China Civ Avn Adm China China Northern Civ Avn Adm China	rgd rgd post rgd	1972 may85 sep90 1971	f/n PEK 20apr79 f/n PEK 06apr86; l/n HRB 05oct88 f/n HRB 23nov91, stored in full CAAC c/s and titles; was previously reported broken up at Shenyang jun91 f/n SHA 20apr79; crashed on landing Jinan 18jan85 on a flight from Nanjing, aircraft stalled and plunged to the ground after the crew hesitated and did not act, having been instructed to go around due to the very poor weather conditions at the time, 30 passengers and 7 crew killed not taken up, see previous line
2 73 082 01	B-3408 B-436 B-3409	An-24V Civ Avn Adm China An-24V Civ Avn Adm China	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China	rgd rgd rgd	1972 may85 1972	f/n CAN 10dec82 f/n CAN 08nov86; seen Tianjin Technical School (N39.112103 E117.34839) 05oct99; l/n 01jul23
2 73 082 02	B-438 B-3410 B-3410	An-24V Civ Avn Adm China An-24V Civ Avn Adm China	Civ Avn Adm China Civ Avn Adm China China Southwest	rgd rgd post	1972 may85 sep87	f/n PEK 10jun85; l/n CTU 04nov86 l/n Chengdu Guanghan College sep99/dec21 (N30.94681 E104.32641) in use as an instructional airframe gettittt very dirty f/n SHA dec80
2 73 082 03	B-440 B-3411 B-3411	An-24V Civ Avn Adm China An-24V Civ Avn Adm China	Civ Avn Adm China Civ Avn Adm China China Southern	rgd rgd post	1972 may85 apr91	f/n CAN 13nov85; l/n CAN 15oct88 broken up WUH 1992 rgd 25jan73; in standard 'blue' Aeroflot c/s; f/n BKA 25sep91 in standard 'blue' Aeroflot c/s
2 73 082 04	CCCP-46491 RA-46491	An-24RV An-24RV	MAP Taganrog MSZ TANTK im. Berieva	mfd BKA	17nov72 09jul93	

	RA-46491	An-24RV	Tavia	trf	26may95	in basic 'blue' Aeroflot c/s; f/n BKA 21aug95; last overhaul completed 31jan00; soc and canx 26nov03, but still seen operational GDZ 04sep04
	3X-GEB (1)	An-24RV	Seba Airlines	rgd	11aug05	c/n from Guinean CAA in 2009 and in may13 register; f/n CKY 09jan06
	3X-GEB (1)	An-24RV	GR Avia	CKY	15may06	in all white c/s with grey undersides and 'G-R Avia' titles/logo on the tail
	3X-GEB (1)	An-24RV	Guinée Paramount	DKR	22feb07	with titles and additional 'G-R Avia' titles on the tail; seen IEV 05jul07 with 'Guinée Airlines' titles; canx by the Guinean CAA 03sep07 with the owner given as GR Avia 'Rostavia'; offered for sale by Rostavia 21apr08 with t/t 21,916 hours and 11,202 cycles; see c/n 37308403
	RA-46491	An-24RV	Katekavia	rgd	10apr09	in white c/s with blue Aeroflot-type cheatline, with titles; f/n IAA 08jul09; t/t 27,650 hours by 17jun13; l/n PEE 16aug14
	RA-46491	An-24RV	Turukhan	trf	jan15	Turukhan was a subsidiary of UTair; leased from Katekavia; in white c/s with blue Aeroflot-type cheatline, with titles; f/n KUF 25jul15; new CoFR issued 30nov15; l/n Sabetta 25feb19
	RA-46491	An-24RV	UTair	rgd	18jul19	in white c/s with blue Aeroflot-type cheatline, with titles; f/n HMA 12sep19; stored at Surgut from 08jul20; CoFA expired 17jul20; l/n SGC 13may23 engineless
2 73 082 05	CCCP-46492 UN-46492 UN-46492	An-24RV An-24RV An-24RV	AFL/Kazakhstan-KSN Kazakstan Airlines Avia Jaynar	mfd UKK TSE	25nov72 22jul94 05nov06	toc 25nov72; rgd 02jan73; f/n OMS 19aug92 trf to Air Kazakstan 26sep96; based at Kostanai; not seen until, see next line c/n checked; registration without dash; in basic Arkhangelskiye Avialinii c/s but has not been operated by them as far as it is known; l/n IEV 19apr08
2 73 082 06	UP-AN403 RA-46492 CCCP-46493 RA-46493 RA-46493 RA-46493	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	Avia Jaynar Angara AFL/West Siberia Katekavia Sibaviatrans Katekavia	KGF rgd mfd trf Kjc rgd	26sep08 30nov22 13dec72 19apr94 03jun01 25dec02	l/n Kostanay 07may15 purchased by Angara 28nov22; transferred to IKT 26dec22; f/n with titles IKT 02jun23; l/n IKT 23dec23 on charge as of 01jan73; rgd 15jan73; opb Kemerovskii OAO
	RA-46493	An-24RV	Turukhan	lsd	jan15	leased from Katekavia in 1998/2002; l/n KJA 27jan02
	RA-46493	An-24RV	Katekavia	rgd	30nov15	in basic 'blue' Aeroflot c/s with own titles; f/n KJA 04jul03; new CoFR issued 13oct04; seen after overhaul IEV 12jan10; included into the operator's certificate 28jun10; t/t 60,681 hours by 15jun13; l/n TOF 05sep14 from Katekavia; in basic 'blue' Aeroflot c/s; initially still with 'Katekavia' titles; seen as such SCW 17mar15; received additional 'Turukhan' titles on the rear fuselage; f/n as such PEE 10may15; l/n as such UCT 15jun15 in basic 'blue' Aeroflot c/s with own titles; f/n OVB 21may16; l/n with titles Mys Kamenny 24may16; f/n without titles TJM 22oct16; l/n operational HMA 23jun17; stored at Krasnoyarsk-Cheremshanka, seen nov18/sep19; new CoFR issued 30aug19 (to Katekavia again or to UTair now?); under heavy maintenance with UTair at Krasnoyarsk-Cheremshanka by jun20
2 73 082 07	RA-46493 CCCP-46494 RA-46494 RA-46494 RA-46494	An-24RV An-24RV An-24RV An-24RV An-24RV	UTair AFL/Centr.Reg.-BKA Komiavia Komiavia UTair Express	TJM mfd trf SCW	12dec20 15dec72 22feb94 29jun05 26may06	active, with small UTair titles on the starboard side; l/n SGC 18sep22 toc 23dec72; rgd 10jan73 f/n SCW 10jun94, in Aeroflot c/s and titles; l/n KUF 10feb98 as such stored; not in fleet list jan04, but in fleet list dec05 reported in technical inspection document; f/n NNM 07jul07 still in basic former Yakutiya c/s; l/n SCW 16aug13
	RA-46494	An-24RV	Katekavia	IKT	24apr14	l/n Krasnoyarsk-Cheremshanka 09jun15, stored, still with small UTair titles; canx 11nov19; broken up at Krasnoyarsk-Cheremshanka, remains only by 13may20
2 73 082 08	CCCP-46495 RA-46495 RA-46495 RA-46495	An-24RV An-24RV An-24RV An-24RV	AFL/N.Kavkaz-STW Daallo Airlines Stavropol Avia Trans Air Congo	mfd JIB trf BZV	09dec72 20feb94 21oct94 31mar96	toc 29dec72; rgd 22jan73; f/n BKA 19may91 in basic Aeroflot c/s; l/n JIB 30jan95, still lsd to Daallo; see trf date next line
2 73 082 09	CCCP-46496 RA-46496 RA-46496 RA-46496 RA-46496 RA-46496 RA-46496	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Privolzhsk Aeroflot Yoshkar-Ola AE blue c/s, n/t Yakutiya Polet Yakutiya	mfd BKA trf ROV YKS DME YKS	22dec72 20mar93 14jan94 15nov04 18apr07 02jul08 18sep08	leased from Stavropol Avia; seen STW 30jun12, wfu, still with Trans Air Congo and TAC titles; l/n STW 10nov14/02jun23 in poor condition; canx between 26aug16 and 28sep16 toc 28dec72; rgd 29jan73 l/n BKA 27apr93 in Aeroflot c/s and titles; l/n BKA 21sep98 blue tail and blue striped engines l/n IKT 14aug07 basic Yakutiya c/s, small Polet titles in full Yakutiya c/s and titles; seen YKS 03mar13/23dec13, starboard engine missing; canx between 13sep17 and 24oct17; l/n YKS 06oct20, derelict, with engines and other parts missing toc 29dec72; rgd 22jan73; f/n ABA 07jan80
2 73 082 10	CCCP-46497 RA-46497 RA-46497 RA-46497 RA-46497 RA-46497 RA-46497	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Krasnoyar.-ABA Aeroflot Khakasiya Sibaviatrans Vladivostok Avia Katekavia Turukhan	mfd ABA trf Kjc KEJ SVX trf	20dec72 13jul93 25nov93 03jun01 apr05 31aug07 feb15	leased from Khakasia named 'Abakan'; leased from Khakasia 23jan03/20dec07; l/n VVO 19jun06 l/n IEV 15jan10; seen IEV 23mar10, bare metal; seen IEV 31mar10 in full c/s and titles; l/n SGC 30nov14 f/n URS 03jun16 with titles; l/n PEX 17jul18
2 73 083 01	RA-46497 CCCP-46498 EW-46498	An-24RV An-24RV An-24RV	UTair AFL/Belarus Belavia	KJA mfd MHP	04jun19 25dec72 08sep93	l/n TJM 13may23 toc 03jan73; rgd 22jan73; f/n SXF 02may73 seen MST 03feb95 with additional 'Express Air' and 'Minex Aviation' titles; seen Kinshasa-N'djili 01apr96 and MHP 13may96 with additional 'Malift Air' titles; not in 2001 fleet list in basic Belavia c/s; named 'Ville de Tshikapa'; l/n MHP jun08/apr09, stored toc 09jan73; rgd 29jan73
2 73 083 02	EW-46498 CCCP-46499 RA-46499 RA-46499	An-24RV An-24RV An-24RV An-24RV	Malift Air AFL/Privolzhsk-GOJ not reported Cheboksary Avn Ent	MHP mfd CSY trf	21may03 26dec72 07jun96 25nov95	l/n IEV 11may98 in white c/s with thin blue/red cheatline and 'Cheboksarskoye Aviapredpriyatiye' titles; f/n DME 05sep00; severely damaged 05nov00 on take-off from CSY in fog (visibility 350 metres) when the take-off run was aborted well above V1, the aircraft overran the runway by 270 metres and the nose-gear collapsed; on Russian register sep01/mar03 as 'air incident'; hulk sat at CSY, l/n 27aug04; soc 20sep05 as life-time expired; broken up late mfd; rgd 12may73; canx 18aug93 as exported to Russia f/n Krasnoyarsk-Cheremshanka 12jun94; in Aeroflot c/s and titles; l/n Krasnoyarsk-Cheremshanka 09jul94 f/n IQT 20sep94 leased from Express Aéreo; canx 07aug96 LIM 05feb97; named 'Niño Jesús de Huamanga'; l/n LIM 17sep97; canx 14oct98 to OB-1706 for TARSAs but ntu but ntu and canx 06jul99; remained as OB-1651 l/n CUZ 25jun00 with TAR logo on tail; l/n LIM 28jun02 as such, see next line l/n CJA 08oct05, in red and white c/s
2 73 083 03	YR-AMG RA-49286 OB-1571 OB-1571 OB-1651 OB-1706 OB-1651 OB-1651 OB-1651 OB-1651 OB-1651 OB-1651	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	TAROM Cheremshanka AI Expresso Aéreo Aero Sur T Doble A TARSA TARSA Aero Condor Marcel G Alarcon Aero Condor TA Cielos Andinos	mfd trf rgd LPB rgd rgd lsd lsd lsd lsd lsd	26apr73 19nov93 18aug94 sep95 07aug96 14oct98 23aug99 21mar02 10jun05 13jun05 16jun06	seen LIM 05mar06 in basic Aero Condor c/s with titles seen LIM 05mar08 in all-white c/s, no titles; l/n LIM 03jul09; CoFA expired 19dec09; current on register 2016 but with expired CoFA
2 73 083 04	0001	An-24RV	Bangladesh AF		1977	in white c/s with grey undersides and titles in English and Bengali; preserved in the Bangladesh Air Force Museum at BAF Base Bashar in Dhaka-Tejgoan (N23.779511 E90.381041), seen dec98/30sep23 toc 02feb73; rgd 09mar73; f/n BKA 20jul91; c/n given as 37308305 in MGA document
2 73 083 05	CCCP-46500 UN-46500 UN-46500	An-24RV An-24RV An-24RV	AFL/Kazakhstan Aeroflot Kazakstan Airlines	mfd LED BKA	18jan73 12sep93 12may94	according to an official document dated 20aug96 regarding the transfer of aircraft to Air Kazakstan 26sep96, was operating in Sri Lanka, see next line; opb Lionair? Kostanai based; see previous line; f/n ALA 13may99; l/n ALA apr03/may04 stored
3 73 083 06	UN-46500 UN-46500 UP-AN413 CCCP-46501 RA-46501	An-24RV An-24RV An-24RV An-24RV An-24RV	Air Kazakstan Tulpar Air SCAT AFL/Yakutiya Almazy Ros.-Sakha	trf ALA rgd toc trf	26sep96 01may05 29feb08 15feb73 18oct94	c/n given as 37308305 in SCAT document; f/n ALA 22mar10; l/n CIT 13jul19 rgd 12mar73; f/n MJZ 02jul92 f/n IKT 11may95, in Aeroflot c/s and titles; soc by jan01 as life-time expired; seen stored MJZ aug10/jul13 still in Aeroflot c/s and titles rgd 09apr73; on charge as of 01may73; f/n IEV 12sep87 leased to Aerolat; f/n AER 14may96, in Aeroflot c/s and titles; l/n DXB 20feb99
3 73 083 07	CCCP-46502 RA-46502 RA-46502 RA-46502 RA-46502 EX-008 EX-008 EX-008	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Centr.Reg.-TYA Tula Air Daallo Airlines all-white STAERO blue logo, n/t Djibouti Airlines Canadian Aw Congo Skylink	mfd trf DXB SHJ rgd FJR SHJ PNR FJR	31jan73 30mar94 27mar99 05jan01 25sep01 29dec01 27jan03 11oct04 19jan07	with black logo on tail; l/n IST 24sep01 f/n IST 01oct01, with titles? soc 14nov02 and canx 21nov02 as sold to Kyrgyzstan l/n SHJ 02nov03 opb Compagnie Aérienne Maouene; l/n BZV 19apr05 small titles behind cockpit; seen BSA 01oct07 with large 'Daallo Airlines' titles on the forward fuselage and large 'Skylink Arabia' titles on the rear fuselage; l/n FJR 15nov07; c/n advertised for sale jan08 by Avia Traffic, with t/t 43,852 hours and 27,780 cycles; l/n FRU 27apr08, in all-white c/s, no titles freshly painted; c/n not checked; seen TII 07jun10; canx prior to 20dec13; l/n FRU 04may15, stored toc 15apr73; rgd 26apr73; f/n BKA 15mar90; l/n IEV 14apr92 f/n IST 07jul92; l/n BKA 24aug95; named 'Bodrum'; leased from Bykovo Avia, see next line f/n BKA 12mar96, in ex Mas Ar c/s; l/n BKA apr97; soc and canx 11mar97 as to Angola toc 18apr73; rgd 04may73; opb Voronezhskii OAO; f/n BKA 06dec89
3 73 083 08	EX-008 CCCP-46504 TC-MOA RA-46504	An-24RV An-24RV An-24RV An-24RV	Avia Traffic AFL/Centr.Reg.-BKA Mas Air Bykovo Avia	OVB mfd rgd trf	14sep08 30jan73 15may92 30sep94	f/n IEV 25jun97; seen without titles DME 11jul98 in basic 'blue' Aeroflot c/s, no titles; f/n AER 20jun03; l/n PEE 18aug07 the new name for Saransk Aviation Enterprise; in basic 'blue' Aeroflot c/s, no titles; f/n DME 28nov07; AOC revoked feb13; l/n DME 01feb14 in white c/s with blue cheatline, 'Avialinii Mordovii' titles on both sides and additional 'IrAero' titles on the left side; new CoFR issued 23jun17; l/n IKT 20oct23 already rgd 05jan73
3 73 083 09	CCCP-46505 RA-46505 RA-46505 RA-46505 RA-46505	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Central Region Aeroflot Voronezh Avia Saransk Avn Ent. Avialinii Mordovii	mfd VOZ trf rgd rgd	30jan73 13sep93 01aug94 17jul01 31aug07	initially in basic Aeroflot c/s, no titles; f/n BKA 23aug96; l/n as such BKA 24aug97; repainted in white c/s with blue trim and fin and 'Berezniki' titles; f/n as such DME 10jul00; l/n LED 10jul03 leased from the Berezniki Aviation Enterprise 11sep01/31dec03 and later bought from them; in white c/s with blue fin and grey belly, with titles plus logo on fin; new CoFR issued 24aug04; l/n NNM 02apr08; new CoFR issued 02feb09
	RA-46505	An-24RV	IrAero	GOJ	05mar14	
3 73 083 10	CCCP-13344 RA-13344 RA-13344	An-24RV An-24RV An-24RV	MRP ILITs "Vzlyot" Aeroflot c/s, n/t Berezniki Avn Ent.	mfd SHJ trf	21apr73 08may94 29aug95	
	RA-13344	An-24RV	Permskiye Avialin.	IEV	09jul04	

	RA-13344 RA-13344	An-24RV An-24RV	UTair Express Katekavia	NNM VKO	05apr09 20sep14	in white c/s with blue fin and grey belly, with titles; new CoFR issued 30dec14; l/n NNM 15aug14 in white c/s with blue fin and grey belly, with both 'UTair' and 'Katekavia' titles; l/n as such SCW 03oct14; f/n without titles SCW 29dec14
	RA-13344 RA-13344	An-24RV An-24RV	Amur Pskovavia	KHV LED	05feb15 22jan16	in white c/s with blue fin and grey belly, no titles; l/n OHA 05dec15 in white c/s with blue fin and grey belly, with a logo below the cockpit; l/n operational VKO 19mar18; CofA expired 21oct18; stored at PKV, seen 12feb20
3 73 084 01	RA-13344 BNMAU-8401	An-24RV An-24RV	KomiAviaTrans MIAT Mongolia	SCW IKT	13apr21 1978	in white c/s with blue fin and grey belly, with titles; l/n SCW 26apr22 dbr 25jun83 on a flight from Khovd to Ulaanbaatar-Buyant Ukhaa when the engines failed on final approach, the aircraft lost height, came down hard and suffered substantial damage (probably the landing gear collapsed), all 5 crew members and 42 passengers escaped (only 1 occupant was injured) toc 07mar73; rgd 20mar73; opb Ust'-Kutski OAO; in standard 'blue' c/s; f/n UKX 19nov78
3 73 084 02	CCCP-46506 RA-46506 RA-46506	An-24RV An-24RV An-24RV	AFL/East Siberia Aeroflot Ulan-Ude Avn Ent.	mfd UUD trf	20feb73 07jun93 20oct93	in basic 'blue' Aeroflot c/s, no titles; f/n UUD 20apr97; the Ulan-Ude Aviation Enterprise was renamed Buryatskiye Avialinii (Bural) in 1998; l/n Nizhneangarsk jul01 initially in basic 'blue' Aeroflot c/s, no titles; l/n as such YKS 01jul04; repainted in full c/s with 'AK Buryatskiye Avialinii' titles; f/n as such Nizhneangarsk 24jul05; l/n KJA 21jun06 leased from Bural (from 19may06 ?); in basic Bural c/s with own titles; l/n Baikit 02jul09 in basic Bural c/s with own titles; l/n Kodinsk 23dec09 in full c/s with 'AK Buryatskiye Avialinii' titles; f/n UUD 20aug10; l/n operational YKS 25may15; the operator's certificate of Bural was revoked 07feb17 and the company was declared bankrupt 04mar19; current on register 13jan20; listed in Bural's assets 13feb20 for a bankruptcy hearing on 24apr20
	RA-46506 RA-46506 RA-46506	An-24RV An-24RV An-24RV	Sibaviatrans KrasAvia Bural	KJA KJA rgd	24jul06 14oct09 09mar10	
3 73 084 03	RA-46506 CCCP-46507 RA-46507 RA-46507	An-24RV An-24RV An-24RV An-24RV	AFL/West Sib.-NOZ Aerokuznetsk Sarit Airlines	rgd mfd trf SHJ	10may23 20feb73 31mar93 22mar00	toc 01mar73; rgd 19mar73; f/n IKT 05sep89 in dec99 fleet list as sold; reported for Siber without titles; seen SHJ 23feb01 with titles; l/n SHJ 27feb01, with a Sudanair Express sticker over the Sarit Airlines titles soc 11mar02 and canx 14mar02 as sold to Congo l/n DXB 03nov04 l/n RKT jan05/apr05 ex Sudanair colours, but yellow now orange now with blue belly, engines, cheatline and rudder and white top; mentioned in ICAO/Bureau Veritas document jun08 as owned and opb by South Airlines; canx before 01jan09; seen KWI 28mar09; l/n FJR 01jul09
	RA-46507 EK-46507 EK-46507 EK-46507	An-24RV An-24RV An-24RV An-24RV	Sudanair Express Sudanair Express no titles no titles	SHJ SHJ SHJ KDH	08dec01 21jan04 21nov04 31dec07	
	3X-GEB (2) 3X-GEB (2)	An-24RV An-24RV	GR Avia Jubba Airways	rgd lsd	19aug09	f/n JIB mar10; in basic ex-South Airlines colours; l/n Bosaso 16feb12 in basic ex-South Airlines colours; w/o at Galkayo 28apr12 on a flight from Hargeisa, burst both nose wheel tyres on landing and veered off the runway, the entire wing separated from the aircraft with no injuries to the 32 passengers and 4 crew; see c/n 27308204 toc 27feb73; rgd 29mar73; f/n SIP 18jul88 was already f/n TLV 30aug93; l/n KIV 21sep03; seen stored KIV sep05/21may19; no reg on the later date; cancelled from the register between 09oct14 and 26jan15 toc 09mar73; rgd 03apr73; opb Penzenski OAO; f/n BKA 02aug90 opb Penza Aviation Enterprise still in full Aeroflot c/s including titles; f/n BKA 15apr97; l/n TJM 15aug99
3 73 084 04	CCCP-46508 ER-46508	An-24RV An-24RV	AFL/Moldova-KIV Air Moldova	mfd rgd	20feb73 31mar94	to Kievskaya Rus; in full c/s; f/n GOJ 22nov07; new CoFR issued 08apr08, again to Kievskaya Rus; l/n operational VKO 02sep09; CofA expired 27dec09; t/t 54,665 hours and 33,470 cycles by 01jan10; offered for sale 23aug16, was not airworthy by then; sat wfu at Ivanovo-Severnoy by 2016; canx between 25apr18 and 23may18; placed in a divers' park on the floor of the Black Sea off the Hotel "Mriya" on the Crimea toc 14mar73; rgd 19apr73 year digit not clear in the MGA listing (the register had 01aug78) opb Kolymaavia still in full Aeroflot c/s including titles; l/n as such GDX 12may95; leased to Katekavia from 30jun03
3 73 084 05	CCCP-46509 RA-46509 RA-46509 RA-46509 RA-46509	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Privolzhsk Aeroflot Yoshkar-Ola AE Kirov Avn Enterpr. UTair	mfd BKA trf rgd rgd	28feb73 20mar93 01apr94 29jul02 28aug07	
3 73 084 06	CCCP-46510 CCCP-46510 RA-46510 RA-46510 RA-46510 RA-46510 RA-46510	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Uzbekistan AFL/Magadan Aeroflot Kolymaavia Magma Yakutiya	mfd trf GDX trf YKS rgd	28feb73 09jul76 08jul94 24feb95 01jul04 27jun05	to Aviatekhnika; in full c/s; f/n YKS 19mar07; t/t 41,082 hours and 29,122 cycles by 01jan11; l/n NGK 18oct12 leased from to Aviatekhnika; in basic Yakutiya c/s with own titles; l/n ADH 26may14 on register still with the rgd 27jun05; suffered engine problems en route Blagoveshchensk-Yakutsk 15feb18; l/n YKS dec19 f/n YKS 09mar20, full colours and titles; l/n YKS 20jul22; CofR renewal 21mar23 toc 13mar73; rgd 29mar73; f/n BKA 13nov77 l/n BKA 19may91
	RA-46510 RA-46510	An-24RV An-24RV	Polyarnyye Avial. Yakutiya	KHV YKS	19jun13 28apr15	
3 73 084 07	RA-46510 CCCP-46511 CCCP-46511 RA-46511 RA-46511 RA-46511 EL-ALF	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	Polyarnyye Avial. AFL/Arkhangel.-ARH AFL/Centr.Reg.-BZK Aeroflot Bryansk Avn Ent. Special Cargo Al Santa Cruz Imp.	trf mfd trf BKA trf rgd SHJ	nov19 28feb73 19feb74 20mar93 31dec93 18mar97 20may97	in Aeroflot c/s and titles; l/n KRR 15jul94 soc and canx 13jun97 as to United Arab Emirates c/n not confirmed; in full c/s; l/n SHJ 04jul98; probably sold to Afghanistan (Ariana) in 1998; not on Liberian register 13jul01 toc 10mar73; rgd 19apr73 not in 2001 fleet list; for sale early 2008, t/t 45,121 hours and 37,969 cycles; l/n ASB 06nov08 with faded c/s; reported scrapped 2012 toc 12mar73; rgd 09apr73; f/n LED 12sep87; l/n LED 06sep92 CofR renewal issued 29oct93 to Pskovavia ? with orange tail, no titles seen PKV 20aug95, still with orange tail, no titles; leased to Ukraine; soc 18feb97 as to Armenia, see two lines down l/n IST 06nov97; see previous and next line small titles; l/n SHJ jul99; see two lines up l/n EVN 25may04; still in Aviakompany Veteran fleet list jan05 mentioned in ICAO/BV document jun08 as owned by Adien Inc and opb South Airlines; in blue/white c/s, no titles; seen SHJ 02nov08; canx before 01jan09; l/n JIB 05may09 rgd 20apr73; f/n IEV 08sep92 l/n IST 07dec95, opb Lugansk Airlines; l/n VKO 20jun99 in basic Avialiniyi Ukrainy c/s; l/n KBP 23aug06 leased from Lugansk Airlines; in all-white c/s with large 'AeroSvit' and small 'Lugansk Airlines' titles; l/n active KBP 17jul08; canx 20jul10; seen preserved in Lugansk-Ostraya Mogila Aircraft Plant Museum (N48.527216 E39.384045) 21jun12, engines, outer wings, nose and tail missing; seen again 09oct13, now complete but without engines toc 03apr73; rgd 10apr73; trf to Cuba 23feb84 seen Shannon this date on delivery, c/n confirmed; seen HAV jun95/jul99, wfu in poor condition; not in 2001 fleet list, likely to be one of two An-24RVs seen HAV 20apr02, in basic ex Cubana c/s with registrations toc 02apr73; rgd 26apr73; f/n BKA 20jul91; last overhaul completed 26sep91 seen VKO 25jan94, titles not noted f/n HRE 15dec94; operated in Africa (Zimbabwe and DR Congo) 15aug94/28dec95 w/o 18mar97 on a charter flight from Stavropol to Trabzon when broke up at a height of 6,000 metres due to severe corrosion of the rear fuselage (toilet and pantry area) and crashed 1 km east of Cherkessk (N44.217, E42.083), all 6 crew and 44 passengers killed; t/t 41,181 hours 46 minutes and 27,628 cycles; soc and canx 08sep97 toc 01apr73; rgd 20apr73; f/n AER 21sep87; l/n IEV 08sep92 f/n VKO 16jun94; l/n VKO 22aug99
3 73 084 08	CCCP-46512 EZ-46512	An-24RV An-24RV	AFL/Turkmenis.-ASB Turkmenistan Al	mfd ASB	28mar73 06may98	
3 73 084 09	CCCP-46513 RA-46513 RA-46513 RA-46513	An-24RV An-24RV An-24RV An-24RV	AFL/Northern Guinée Inter Air Guinée Inter c/s Pskovavia	mfd CKY trf PKV	28feb73 jun93 25oct94 25apr95	
	UR-46513 EK-46513 EK-46513 EK-46513	An-24RV An-24RV An-24RV An-24RV	Avialini. Ukrainy Jupiter Veteran, n/t South Airlines	IST LCA Erb FJR	jun96 jan99 22sep01 15nov07	
3 73 084 10	CCCP-46514 UR-46514 UR-46514 UR-46514 UR-46514	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Ukraine Avialini. Ukrainy Lugansk Airlines AeroSvit	toc rgd VSG KBP	22mar73 21jan93 27apr99 18feb07	
3 73 085 01	CCCP-46515 CU-T1261	An-24RV An-24RV	AFL/Komi Cubana	mfd d/d	22mar73 23dec84	
3 73 085 02	CCCP-46516 RA-46516 RA-46516 RA-46516	An-24RV An-24RV An-24RV An-24RV	AFL/N.Kavkaz-STW Stavropol Avia Musee Air Service Stavropol Avia	mfd rgd trf trf	28mar73 20jan93 21oct94 jan97	
3 73 085 03	CCCP-46517 UR-46517 UR-46517 UR-46517 UR-46517 UR-46517	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Ukraine-VSG Avialini. Ukrainy Lugansk Airlines Kiev ARP 410 Al Air Parabat UTAGE Kiev ARP 410 Al	mfd rgd VSG OSR DAC DLA IEV	26mar73 21jan93 23apr98 07jan00 17jul00 apr01 06aug02	carried additional 'Arsenal Kiev' (a football club) titles; still in fleet list 12jan03; seen KBP 30apr03 in all- white c/s without titles; l/n KBP 08dec03, titles not reported in white c/s with grey belly; l/n with titles LWO jun05; seen IEV apr06 without titles, but still with logo on fin; l/n active IFO 06jan08; canx 20jul10; l/n VSG 15mar12 toc 05apr73; rgd 24apr73; opb 105 LO Gomelskogo OAO; w/o 09sep76 on the leg from Donetsk to Sochi of a flight from Gornel to Sochi when collided at a height of 5,700 metres over the Black Sea near Anapa (at N44.55 E37.30) with Yak-40 CCCP-87772 due to ATC error and crashed into the sea, all 5 crew and 47 passengers killed; t/t 6,107 hours and 4,626 cycles; only minor parts of the wreckage could be recovered from a depth of some 500 to 600 metres; soc 27sep76 and canx the same day toc 04apr73; rgd 17apr73; l/n OVB 25sep86
	UR-46517	An-24RV	Lugansk Airlines	IEV	20may04	
3 73 085 04	CCCP-46518	An-24RV	AFL/Belarus	mfd	30mar73	
3 73 085 05	CCCP-46519 RA-46519 RA-46519 RA-46519	An-24RV An-24RV An-24RV An-24RV	AFL/Centr.Reg.-TBW Aeroflot Aviata Yakutskie Avial.	mfd KUF trf TBW	30mar73 25apr93 28sep95 16aug01	in Aeroflot c/s, no titles; leased to Tambov Avia 04apr01/31dec05; l/n DME 24aug03
3 73 085 06	RA-46519 CCCP-46520 RA-46520 RA-46520 RA-46520 RA-46520 RA-46520	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	UTair AFL/Privolzhsk Aeroflot Balakovo Avn Ent. Kuzbassaviafrakt Katekavia Turukhan	SVX mfd RTW trf rgd NNM trf	23jun06 30mar73 14jul93 20oct93 16mar01 15jun06 feb15	toc 04apr73; rgd 03may73 f/n Krasnoyarsk-Cheremshanka 03jun01 with additional 'Katekavia' titles; l/n KJA 04jul03 with titles; l/n IAA 24oct12 f/n SGC 31oct15, with titles; CoFR renewal 30nov15; seen ARH 25jun19, hanged; seen TOM 20oct21 now with UTair titles on the port side; l/n apr23 location withheld toc 30mar73; rgd 17apr74; based at TYA; f/n TYA 12jan77; soc before jan01 as life-time expired toc 18apr73; rgd 04may73; f/n SIP 19sep87
3 73 085 07	CCCP-46600	An-24RV	AFL/Central Region	mfd	30mar73	
3 73 085 08	CCCP-46601	An-24RV	AFL/Privolzhsk	mfd	14apr73	

3 73 085 09	RA-46601	An-24RV	Aeroflot	RTW	14jul93	l/n RTW 30aug97, in Aeroflot c/s and titles; soc 09jun98 as life-time expired; canx 19oct98 rgd 30may73; on charge as of 01jul73; f/n SXF 20apr78 (year not sure); l/n ALA 22apr93; to Tajik Air in 1993 which was renamed Tajikistan Airlines
	RA-46601	An-24RV	Saravia	trf	28dec94	
	CCCP-46602	An-24RV	AFL/Tajikistan-LBD	mfd	17apr73	
3 73 085 10	EY-46602	An-24RV	Daallo Airlines	JIB	30jun95	in full c/s with titles; named "Hare" in full c/s with Tajikistan titles; seen SHJ 02jul98 leased to Daallo Airlines, with Daallo sticker by the rear entry door; l/n SHJ 22mar00 in full colours
	EY-46602	An-24RV	Tajikistan AI	IEV	20mar97	
	EY-46602	An-24RV	C.O.A.G.E.Airlines	COO	nov00	
3 73 086 01	RA-46603	An-24RV	Tajikistan AI	FRU	30sep04	in fleet list 01nov04; in fleet list 02oct07 as "out of operation"; JSC Tajik Air was formed 30dec09; seen ALA 11aug11, operational with Tajik Air titles; out of service from 2012 according to an official document of assets dated 01jan18; l/n LBD 19jul16 stored; GE image dated 16aug18 suggests it is still there toc 27apr73; rgd 24may73; opb Magnitogorski OAO; f/n BKA 07jul92
	RA-46603	An-24RV	Magnitogorsk Air	mfd	21apr73	
	RA-46603	An-24RV	Komiinteravia	trf	12apr94	
3 73 086 02	RA-46603	An-24RV	UTair Express	ROV	13aug01	in light blue c/s with titles; not in fleet list jan04 but in fleet list dec05; l/n UFA 27aug06 in light blue c/s with titles in Russian; f/n SCW 20oct07; t/t 53,475 hours and 37,728 cycles by 01oct10; l/n NNM 05feb14
	RA-46603	An-24RV	Katekavia	TJM	09feb15	
	RA-46603	An-24RV	Turukhan	trf	mar15	
3 73 086 03	RA-46603	An-24RV	Turukhan	trf	mar15	in light blue c/s, no titles on the left side; l/n SGC 11feb15 in light blue c/s with 'Turukhan' titles on the left side and 'UTair Express' titles on the right side; f/n TJM 05apr15 (first photo proof of the 'Turukhan' titles aug15); new CoFR issued 14oct16; seen Krasnoyarsk Cheremshanka 03nov18; l/n there 17sep19/04feb20, reported stored; canx 21dec20 toc 29apr73; rgd 24may73; f/n TAS 15sep87
	RA-46604	An-24RV	AFL/West Siberia	mfd	21apr73	
	RA-46604	An-24RV	Kemerovo Avn. Ent.	trf	19apr94	
3 73 086 04	RA-46604	An-24RV	Sibaviatrans	KJA	03jun01	f/n KJA 04jul03, in red/blue c/s, no titles; l/n NSK 08sep06 reported in technical inspection document; f/n Krasnoyarsk-Cheremshanka 27aug07; l/n IEV 1720jun09, all metal undergoing maintenance; seen test flying as 46604 IEV 23jun09; seen 01jul09 repainted in full colours; l/n SGC 29nov14 seen PEE 26mar15, Turukhan titles not visible; seen SWT 11may15, now with Turukhan titles; l/n PEX 13sep18 with just UTair titles on the port side; l/n ARH 21jun21 toc 09may73; rgd 24may73; f/n ALA 1976
	RA-46604	An-24RV	Kuzbassaviafrakht	KJA	16may03	
	RA-46604	An-24RV	Katekavia	rgd	23apr07	
3 73 086 05	RA-46604	An-24RV	Turukhan	trf	mar15	soc 08dec93 as involved in an accident, details unknown; hulk seen Egvekinot -Zali Kresta 07jul22; l/n 01aug22 with much graffiti toc 08may73; rgd 17aug73; f/n ODS 16sep87
	RA-46604	An-24RV	UTair	IJK	21jul19	
	RA-46604	An-24RV	AFL/Uzbekistan	mfd	25apr73	
3 73 086 06	RA-46604	An-24RV	AFL/Magadan	trf	28jun74	see rgd next line f/n AYT 08oct95; lsd from Stavropol Avia 1994/1995; in white c/s with blue/red/blue cheatlines, Karadeniz Airlines titles, 'dolphin' logo on the tail and named 'Asiye'; already canx aug95
	RA-46604	An-24RV	Aeroflot	KUF	26apr93	
	RA-46604	An-24RV	AFL/N.Kavkaz-STW	mfd	28apr73	
3 73 086 07	RA-46606	An-24RV	Stavropol Avia	trf	21oct94	leased from Stavropol Avia; in basic ex Karadeniz Airlines c/s; soc and canx 22jul98 as to Ghana; seen Kumasi, Ghana end00/apr13 stored, with ex reg TC-KHT and Turkish flag clearly visible; moved to (N6.714363 W1.5931775) and re-painted in a brown colour scheme, visible on GE 12jan11; seen 16aug12 with large 'CLASS' titles on the starboard engine nacelle, advertising perfume; l/n 13jan15 in the Kumasi Airport car park, white with a blue tail, no reg visible, advertising the Golden Tulip-Kumasi Hotel; probably this is the An-24 preserved at the "Centre For National Culture Kumasi" (N6.701679 W1.629737), l/n there dec21
	RA-46606	An-24RV	Karadeniz Airlines	rgd	31aug94	
	RA-46606	An-24RV	Stavropol Avia	rgd	16aug96	
3 73 086 08	RA-46606	An-24RV	Golden Airways	ACC	17jan97	rgd 30may73; f/n VKO mid 1975 trf to the Minsk-Chizovka technical School 20jul78; soc 20jun81 as worn out; seen Minsk-Chizovka sep93/jul95
	RA-46606	An-24RV	AFL/Ukraine	trf	15may73	
	RA-46606	An-24RV	AFL/Belarus-MHP	trf	20jun78	
3 73 086 09	RA-46606	An-24RV	Aeroflot		07oct95	painted as such at the Minsk-Chizovka technical School (N53.841797 E27.661530) without flag; l/n 18oct17 Kirovograd Advanced Flying Training College; toc 21may73; rgd 02jun73 in Aeroflot c/s, no titles in Aeroflot c/s, Air Urga logo in Aeroflot c/s, no titles; l/n SOF 01may99
	RA-46606	An-24RV	Ukr Fit State Ac	mfd	11may73	
	RA-46606	An-24RV	Ukr Fit State Ac	KGO	15jul93	
3 73 086 10	RA-46606	An-24RV	Air Sofia	KGO	21sep94	f/n SHJ 27may02; named 'Charlie' f/n FJR 27nov05; was named 'Charlie'; still in fleet list 28apr05; current on register 06may08; l/n FJR 14sep08; offered for sale jun07 for \$ 450,000 with t/t 16,893 hours and 38,542 cycles date not confirmed, but photo uploaded on the web this date; c/n confirmed from operator; l/n KBL 06mar11; the company was shutdown by the Afghan Government following the crash of An-24V YA-PIS and AOC revoked 19mar11
	RA-46606	An-24RV	all-white c/s, n/t	HAM	08jul96	
	RA-46606	An-24RV	Jet Line Internat.	rgd	02may02	
3 73 086 11	YA-CAH	An-24RV	Pamir Airways	KBL	18mar09	offered for sale by Ariana apr17, with location given as KBL toc 29may73; rgd 12jun73; opb 2-i Tyumenski OAO l/n VKO 24jun05; see rgd date below
	YA-CAH	An-24RV	Ariana	no	reports	
	YA-CAH	An-24RV	AFL/Tyumen	mfd	17may73	
3 73 086 12	YA-CAH	An-24RV	TyumenAviaTrans	trf	1994 ?	in all-white c/s with titles in English and Russian; f/n GOJ 27dec05; l/n VKO feb08 on all-white c/s with titles in English and Russian; f/n TJM apr09; t/t 62,539 hours and 35,888 cycles by 01jan10; new CoFR issued 04feb14; l/n ARH 31aug14
	YA-CAH	An-24RV	UTair	rgd	05dec02	
	YA-CAH	An-24RV	UTair Express	rgd	11feb08	
3 73 087 01	YA-CAH	An-24RV	Katekavia	KUF	27oct14	in all-white c/s with 'UTair' and additional 'Katekavia' titles; l/n KUF 08feb15 in all-white c/s with 'UTair' and additional 'Turukhan' titles on the left side only; f/n TOF 12apr15; new CoFR issued 17oct16; l/n ARH 01aug19; canx 01feb21
	YA-CAH	An-24RV	Turukhan	trf	mar15	
	YA-CAH	An-24RV	AFL/Komi	mfd	04may73	
3 73 087 02	YA-CAH	An-24RV	Aeroflot	KUF	25apr93	later Komiinteravia; f/n IEV 04jul96 in Aeroflot c/s, no titles
	YA-CAH	An-24RV	Komiavia	trf	22feb94	
	YA-CAH	An-24RV	Aeroflot c/s, n/t	IEV	04jul96	
3 73 087 03	YA-CAH	An-24RV	Volga Avia	rgd	03feb03	f/n GOJ 09jul03; l/n GOJ 16jan04 leased from Volga Avia 30apr04/01may05; l/n GOJ 26jun06 reported in technical inspection document; f/n ROV 09aug10 in basic Aeroflot c/s; l/n SCW 15may12; no longer visible on GE 08may15 and presumed scrapped toc 04jun73; rgd 13jun73; f/n BKA 22feb92
	YA-CAH	An-24RV	Karat	VKO	27jun04	
	YA-CAH	An-24RV	Komiinteravia	trf	26jun06	
3 73 087 04	YA-CAH	An-24RV	UTair Express	NM	15sep07	according to an official document dated 20aug96 regarding the transfer of aircraft to Air Kazakstan 26sep96, was operating in Sri Lanka, opb Lionair ?; seen ALA 13may98, titles not reported; see next line based at Kostana; see previous line; f/n ALA 13may99; l/n ALA 30jun99 c/n checked; in basic Arkhangelskiye Avialinii c/s but has not been operated by them as far as is known; l/n TSE 20apr07
	YA-CAH	An-24RV	AFL/Kazakhstan	mfd	25may73	
	YA-CAH	An-24RV	Aeroflot c/s, n/t	ROV	14jul94	
3 73 087 05	YA-CAH	An-24RV	Air Kazakstan	trf	26sep96	in document mar10; l/n ALA 17nov19; reported in the Russian RA- register as canx 01feb21 purchased by Angara 28nov22; transferred to IKT 21dec22; f/n IKT 20jun23, non-standard blue colours; l/n IKT 23jun23
	YA-CAH	An-24RV	Avia Jaynar	TSE	07jun06	
	YA-CAH	An-24RV	Avia Jaynar	rgd	30nov22	
3 73 087 06	YA-CAH	An-24RV	Angara	rgd	30nov22	toc 05jun73; rgd 14jun73; f/n MHP 11sep87
	YA-CAH	An-24RV	AFL/Centr.Reg.-VOZ	mfd	03may73	
	YA-CAH	An-24RV	Aeroflot	BKA	28aug93	
3 73 087 07	YA-CAH	An-24RV	Voronezh Avia	trf	01aug94	f/n DME 02sep97; l/n DME 29jun98 in white c/s with gold cheatline and tail logo, grey undersides and titles; already in fleet list dec99; CoFR renewal 17oct14; l/n KHV 04aug23
	YA-CAH	An-24RV	Amur	KHV	14aug03	
	YA-CAH	An-24RV	AFL/Privolzhsk-UFA	rgd	14jun73	
3 73 087 08	YA-CAH	An-24RV	AFL/Privolzhsk-UFA	rgd	14jun73	on charge by 01jul73; opb Ufimski OAO; w/o 10mar76 on a flight from Ufa to Saratov when dropped below the glide path on approach to Saratov at night, touched down on the runway threshold with 2.35 g, bounced, came down on the nose gear with 3 g, suffered structural damage, caught fire and burnt out, all 5 crew and 52 passengers escaped unhurt; soc 07apr76
	YA-CAH	An-24RV	AFL/East Sib.-UUD	mfd	31may73	
	YA-CAH	An-24RV	Aeroflot	UUD	07jun93	
3 73 087 09	YA-CAH	An-24RV	Ulan-Ude Avn Ent.	trf	20oct93	toc 14jun73; rgd 29jun73; f/n IKT 06sep89
	YA-CAH	An-24RV	Bural	UUD	26nov05	
	YA-CAH	An-24RV	Bural	KJA	27aug07	
3 73 087 10	YA-CAH	An-24RV	Bural	KJA	27aug07	seen UUD 21apr97, in Aeroflot c/s and titles; the Ulan-Ude Aviation Enterprise was renamed Buryatskiye Avialinii (Bural) in 1998 CoFR renewals 10aug00 and 31jan03; reported UUD 16jun03 in an incident report; l/n UUD 26nov06 still in Aeroflot c/s and titles
	YA-CAH	An-24RV	Bural	UUD	26nov05	
	YA-CAH	An-24RV	Bural	KJA	27aug07	
3 73 087 11	YA-CAH	An-24RV	Bural	KJA	27aug07	with titles; seen YKS may10, in basic ex Aeroflot c/s with AK Buryatskiye Avialinii titles; l/n YKS 17may11 as such; repainted by mar13 in white/grey c/s, still with titles; operator reported by russianplannes.net as Pioneer from feb16, but still with Buryatskie titles jun16; the operator's certificate of Bural was revoked 07feb17 and the company was declared bankrupt 04mar19; l/n UUD 08oct18, no titles; listed in Bural's assets 13feb20 for a bankruptcy hearing on 24apr20
	YA-CAH	An-24RV	Bural	UUD	26nov05	
	YA-CAH	An-24RV	Bural	KJA	27aug07	
3 73 087 12	YA-CAH	An-24RV	Bural	KJA	27aug07	toc 06jun73; rgd 13jun73; f/n SXF 25jul73
	YA-CAH	An-24RV	AFL/Belarus-MHP	rgd	03feb23	
	YA-CAH	An-24RV	Aeroflot	mfd	31may73	
3 73 087 13	YA-CAH	An-24RV	Aeroflot	SVO	17may93	l/n KLV 11oct98 leased from Belavia; l/n MHP jun01 titles not reported
	YA-CAH	An-24RV	Belavia	IEV	30aug93	
	YA-CAH	An-24RV	Guinée Air Inter	KLV	07feb99	
3 73 087 14	YA-CAH	An-24RV	Belavia	SVO	20aug01	l/n MHP 11aug06; l/n MSQ aug07/may12 wfu toc 13jul73; rgd 08aug73; f/n ANC 31mar90, in 'polar' c/s with Chukotka-Alaska emblem depicting the flags of the Soviet Union and the USA; l/n ANC aug90
	YA-CAH	An-24RV	AFL/Magadan-Anadyr	mfd	12jun73	
	YA-CAH	An-24RV	Chukotavia	trf	11aug94	
3 73 087 15	YA-CAH	An-24RV	Chukotavia	trf	11aug94	in basic 'polar' Aeroflot c/s with 'Chukotavia' titles; l/n DZR 18aug21 toc 22jun73; rgd 17jul73
	YA-CAH	An-24RV	AFL/Centr.Reg.-BKA	mfd	05jun73	
	YA-CAH	An-24RV	AFL/Arkhangel.-ARH	trf	15apr74	
3 73 087 16	YA-CAH	An-24RV	AFL/Arkhangel.-ARH	trf	15apr74	opb 392 LO; w/o 24dec83 on a flight from Arkhangelsk-Talagi to Leshukonskoye when the crew had difficulty aligning with the runway on final approach in bad visibility, the decision to go around was taken too late, the aircraft stalled and crashed with a left bank angle of 90 degrees 230 metres behind the runway threshold and 110 metres right of the runway's extended centreline, 4 of the 5 crew and 40 of the 44 passengers killed; t/t 20,761 hours and 14,302 cycles; soc 17jan84; wreck still present by 1993
	YA-CAH	An-24RV	AFL/Far East-UUS	mfd	22jun73	
	YA-CAH	An-24RV	Aeroflot	UUS	24may93	
3 73 087 17	YA-CAH	An-24RV	Aeroflot	UUS	24may93	with large 'SAT' titles; f/n CTS 29jul01; l/n active UUS 18jun06; dbr in a hard landing at UUS, date unknown, nose-gear collapsed and pierced the fuselage; wfu at UUS without engines, f/n mar07, seen 21may13; moved
	YA-CAH	An-24RV	Sakhal. AviaTrassy	trf	26may95	
	YA-CAH	An-24RV	Sakhal. AviaTrassy	trf	26may95	

3 73 089 02	3X-GDG CCCP-46636 CCCP-46636 RA-46636 TC-MOC	An-24RV An-24RV An-24RV An-24RV An-24RV	Guinée Paramount AFL/Privolzhsk-KZN AFL/Central Region Aeroflot Mas Air	rgd mfd trf BKA rgd	19jul99 28aug73 06may88 15may93 28may93	f/n BJL 18oct00; l/n CKY 16jul05 wfu; canx 24nov06 toc 06sep73; rgd 27sep73; f/n UFA late 1977 l/n BKA 15aug92
	RA-46636 UR-46636 UR-BXC	An-24RV An-24RV An-24RV	ex Mas Air, c/s Motor Sich Motor Sich	BKA OZH IST	11may96 06may98 26nov98	f/n IST jul93; in modified ex Aeroflot c/s with titles and logo; leased from Bykovo Avia (trf 30sep94); l/n BKA 25aug95; named 'Gökcebel' l/n BKA 22apr97; soc and canx 24jun98 as to Ukraine
3 73 089 03	CCCP-46637	An-24RV	AFL/Urals	mfd	31aug73	l/n OZH 06apr14; l/n IEV 26jun14, test flying in bare metal marked as '20'; seen fully painted 01aug14; l/n IEV 15feb22; current on register 13aug22 toc 05sep73; rgd 07dec73; initially opb 318 LO Sverdlovskogo OAO; trf to Izhevski OAO probably around 1980; f/n BKA 25sep91
	RA-46637	An-24RV	Izhavia	trf	19apr94	initially in basic Aeroflot c/s, no titles; f/n KUF 28nov97; l/n as such SVX 24aug03; new CoFR issued 10nov05; repainted in all-white c/s with titles, logo and additional 'Udmurtia' titles; f/n as such NOJ 21apr07; l/n LED 09aug15
	RA-46637 RA-46637 RA-46637	An-24RV An-24RV An-24RV	Pioner Izhavia RusLine	SIP URS GOJ	27jun16 oct17 01feb18	leased from Izhavia; in all-white c/s, no titles; l/n URS 25oct16 in all-white c/s with titles; f/n without titles PEX 16nov17; l/n PEX 19jan18 leased from Izhavia; opb Sirius Aero which became a partner company of the RusLine group in 2011; in all-white c/s with tiny 'Sirius Aero' titles behind the cockpit and large 'RusLine' titles on the rear fuselage; made a precautionary landing at Ust'-Kut 07sep18 after the right engine had to be shut down; l/n operational UUD 07oct18; excluded from the operator's certificate of Sirius Aero 01jan19
	RA-46637	An-24RV	Izhavia	IJK	07feb20	in all-white c/s with titles; CoFA expired 31jul19; sat wfu at IJK, seen feb20; was used for shooting the film "Odná" (The Sole One) during the summer of 2020 (the film was relating to the crash of An-24RV CCCP-46653 which collided with a Tu-16K 24aug81), was painted as 46653 on the left side and the number was also painted on the control columns; seen at IJK 12dec20 with all markings on the right side painted out and still had the number 46653 on the control columns when seen IJK 18dec20; still current on register 14jan21 with the rgd 10nov05
	no reg	An-24RV	all white c/s, n/t	IJK	28may21	departed this date on delivery to OVB for Angara Airlines, with no registration worn; CoFR renewal 21may21 as RA-46637
3 73 089 04	RA-46637 CCCP-46638	An-24RV An-24RV	Angara AFL/Ukraine	IKT toc	04jun22 06sep73	l/n Yuzhno-Sakhalinsk Khomutovo 22sep23 rgd 18sep73; trf to Aviaexport 08apr82 on the basis of a decree of the Council of Ministers dated 20sep79; canx as trf to Cambodia but no date mentioned
	XU-312 RA-46638 XU-312 XU-312	An-24RV An-24RV An-24RV An-24RV	Kampuchea Airlines Aeroflot Royal Cambodian AF Royal Cambodian AF	PNH PNH PNH PNH	30sep92 15apr93 07mar00 23apr05	with titles in Cambodian and English with titles, in service; reported BKK jul93 with Kampuchea titles photo proof with titles
3 73 089 05	CCCP-46639 RA-46639 RA-46639	An-24RV An-24RV An-24RV	AFL/Far East-UUS Sakhal. AviaTrassy Sakhal. AviaTrassy	mfd trf ph.	13sep73 26may93 aug96	photo proof no titles; seen PNH 20nov05 ex reg RA-46638 visible; l/n PNH 14dec09, fate ? on charge as of 01oct73; rgd 05nov73 f/n UUS 07jul94, in Aeroflot c/s and titles in modified Aeroflot 'polar' c/s with 'SAT' titles and additional Aeroflot titles on rear fuselage; l/n HKD 07dec98, as such; repainted into new blue/white c/s, by 2001; l/n UUS 26sep12; seen UUS 21may13 with no tail, outer wings or engines; seen UUS 04sep14, in the same state; moved off airport and located behind a car service station, about 300 m from the terminal building; photo 27sep15, without outer wings; broken up aug17
3 73 089 06	B-442 B-3412 B-3412	An-24RV An-24RV An-24RV	Civ Avn Adm China Civ Avn Adm China China Xinjiang Al	rgd rgd post	1973 may85 may92	f/n URC 08mar87 l/n URC may94/may01 derelict
3 73 089 07	B-444 B-3413	An-24RV An-24RV	Civ Avn Adm China Civ Avn Adm China	rgd rgd	1973 may85	f/n SIA jun77 f/n ZGC 29oct86; w/o 15dec86 on a flight from Lanzhou-Zhongchuan to Chengdu the aircraft encountered icing and 30 minutes into the flight it returned with a feathered number 2 engine to Zhongchuan where it crashed on landing; six of the 44 passengers were killed but all 7 crew survived
3 73 089 08	CCCP-46640 RA-46640 RA-46640 RA-46640 RA-46640 RA-46640 RA-46640	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Privolzhsk Aeroflot Sarasank Avn Ent. Avialinii Mordovii UTair Express Avialinii Mordovii IrAero	mfd RVH trf GOJ rgd DME UKX	25sep73 11sep93 04mar94 28feb07 20mar07 26jun09 29apr13	in basic 'blue' Aeroflot c/s, no titles; f/n VKO 18aug03; l/n VKO 23aug03 the new name for Saransk Aviation Enterprise to Avialinii Mordovii; in basic Aeroflot c/s; f/n PEE 10aug07; l/n NNM 19sep07 in basic 'blue' Aeroflot c/s with own titles; new CoFR issued 17jun11; l/n SVX 25nov12; AOC revoked feb13 initially in basic 'blue' Aeroflot c/s with own titles; l/n as such IKT 26apr17; new CoFR issued 23jun17; repainted in all-white c/s with titles; f/n as such OVB 29jun17; l/n IKT 29nov23 toc 11oct73; rgd 25oct73
3 73 089 09	CCCP-46641 RA-46641 RA-46641	An-24RV An-24RV An-24RV	AFL/Central Region Aeroflot Kurskavia	mfd BKA trf	23sep73 20mar93 04mar94	l/n URS 01sep97, in Aeroflot c/s and titles; soc and canx 10oct00 as sold to Ukraine in a non-airworthy condition
	CU-T1237	An-24RV	Cubana	SXF	22feb02	on delivery to Cuba; l/n HAV 07feb05; see An-26 c/n 7704; still on fleet list 31dec05 with this c/n; reported in storage mar07; moved at some stage to a Ministry of the Interior training site between Havana and Santa Cruz del Norte at N23.157446 W82.083165 with another An-24 for anti-terrorist training; l/n on GE image dated 27feb19
3 73 089 10	CCCP-46642 RA-46642 RA-46642 RA-46642 RA-46642	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/West Siberia Aeroflot Novosibirsk AE Angara Novosibirsk AE	mfd Ovn trf IKT Ovn	29sep73 12jul93 11mar94 06jun01 01aug07	owned by Novosibirsk Aviation Enterprise; l/n IKT 04jul04 in full c/s with Novosibirsk Avia titles; l/n Novosibirsk-Severny 05jul08, stored; l/n OVB 11jul09; reported sold to KrasAvia may11
3 73 090 01	RA-46642 CCCP-46643 RA-46643	An-24RV An-24RV An-24RV	KrasAvia AFL/Far East Dalavia	KJA mfd trf	08jul11 26oct73 01jun93	seen NSK 28jul17; seen KJA 05nov17 being re-painted; l/n NSK 19jul21; reported nov23 as placed in store toc 20nov73; rgd 03dec73; probably opb Khabarovsk OAO; f/n KHV 30aug89 initially still in full Aeroflot c/s including titles; f/n UFA 10jul93; l/n as such KHV 12may95; repainted in Dalavia c/s; f/n as such KHV 18jun06; seen ROV 15aug09/03mar10, undergoing overhaul
	RA-46643	An-24RV	Khabarovsk Avia	ROV	30apr10	in basic Aeroflot c/s with 'khabarovskiy Avialinii' titles on the fuselage and a 'khabavia' logo on the fin; seen KHV 12aug11; tender for avionics modernisation published 14feb12; seen KHV 04aug15 and OHO 26oct16; suffered an in-flight systems failure 12jul18 on a flight from Okha to Khabarovsk, but landed safely; new CoFR issued 08jul22; l/n KHV 09dec22; ferried to 322 ARZ at Knevichi for overhaul jun23 toc 05nov73; rgd 20nov73
3 73 090 02	CCCP-46644 UN-46644 UN-46644	An-24RV An-24RV An-24RV	AFL/Kazakhstan-KSN Aeroflot Lionair	mfd BKA	24oct73 03sep93	photo
	UN-46644 B-446 B-3414 B-3414	An-24RV An-24RV An-24RV An-24RV	Air Kazakstan Civ Avn Adm China Civ Avn Adm China China Southern	trf rgd rgd post	26sep96 1973 may85 apr91	with titles and emblem on the tail, in basic ex-Aeroflot c/s with Kazakhstan flag on the tail; mentioned in an official document dated 20aug96 regarding the transfer of aircraft to Air Kazakstan 26sep96 and given as operating in Sri Lanka, see next line based Kostonai, see previous line f/n CAN 25apr79 f/n CAN 13nov85; l/n CAN 06nov86 f/n CAN nov91, still full CAAC c/s and titles; l/n CAN nov93/nov10 as an instructional airframe at the Technical College, not visible on GE since early 2011; moved to the new Technical School (N23.418796 E113.08351) at the new airport before 27sep11; l/n 27oct20
3 73 090 03	B-448 B-3415 B-3415	An-24RV An-24RV An-24RV	Civ Avn Adm China Civ Avn Adm China China Southern	rgd rgd post	1973 may85 apr91	f/n CAN 24may77 f/n CAN 13nov85; l/n PEK 30sep88 fate unknown
3 73 090 04	B-450 B-3416 B-3416	An-24RV An-24RV An-24RV	Civ Avn Adm China Civ Avn Adm China China Eastern	rgd rgd post	1973 may85 apr88	f/n SHA 20apr79 f/n CAN 13nov85; l/n PEK 28oct86 f/n CAN 06oct90 but reported broken up Shanghai dec89 !
3 73 090 05	B-452 B-3417 B-3417	An-24RV An-24RV An-24RV	Civ Avn Adm China Civ Avn Adm China China Eastern	rgd rgd post	1973 may85 apr88	f/n SHA 20apr79 f/n WUH 04jun85; l/n CAN 06nov86 f/n NKG 28may89; crashed into a river 15aug89 shortly after take-off from Shanghai-Hongqiao on a flight to Nanchang, due to engine failure, 34 killed
3 73 090 06	B-454 B-3418 B-3418	An-24RV Civ Avn Adm China An-24RV	Civ Avn Adm China Civ Avn Adm China China Northern	rgd rgd post	1973 may85 sep90	see line above; f/n HRB 06oct88 f/n HRB 23nov91, stored; l/n HRB 07apr98; seen preserved at Qiqihar in Lonza Park (N47.342571 E123.93804) oct09; visible on GE image dated 26oct13, but not on image dated 16oct14
3 73 090 07	B-454 B-3418 B-3418	An-24RV Civ Avn Adm China An-24RV	Civ Avn Adm China Civ Avn Adm China China Northern	rgd rgd post	1973 may85 sep90	f/n AYT 03jul01; in all-white c/s with Heli Air titles; l/n VIE 09oct02 at Guiglo, Côte d'Ivoire, in all-white c/s with titles
3 73 090 08	030 LZ-CBB LZ-CBB LZ-CBB LZ-CBB	An-24RV An-24RV An-24RV An-24RV An-24RV	Bulgarian AF Heli Air Services United Nations all-white c/s, n/t Aviostart	mfd rgd ph. WAW VAR	1973 30nov00 19nov03 19jul05 30jun06	in pale blue c/s with 'wavy' purple undersides and dark blue/ thin yellow stripe, titles running down the tail; l/n SOF 10apr07 d/d BOJ-SOF-TIV this date; in pale blue c/s with 'wavy' purple undersides and dark blue/thin yellow stripe, titles running down the tail; l/n SOF mar09/apr09 stored ?
	Z3-AAI	An-24RV	Airlift Service	BOJ	30apr08	
	Z3-AAI YA-KMC	An-24RV An-24RV	Kam Air Kam Air	TII KBL	18may09 16jun09	c/n from operator; rgd 06jul09; in all-white c/s with orange tail and engines, with titles; l/n KBL 17jan12; seen FRU oct18/23sep23 in ex Kam Air colours, without registration
3 73 090 09	CCCP-46429(2)	An-24RV	China	mfd	20oct73	details from Antonov list, exported to China with this registration; see also An-24B c/n 87304208 and An-24B RA/CCCP-46429 with unknown c/n
3 73 090 10	B-456 B-3419 B-3419	An-24RV An-24RV An-24RV	Civ Avn Adm China Civ Avn Adm China China Xinjiang Al	rgd rgd post	1973 may85 may92	f/n CAN 02feb83 f/n PEK may87; l/n HRB nov91, stored l/n CTU jun99 stored
3 73 091 01	B-460 B-4061	An-24RV An-24RV	Civ Avn Adm China China United Al	rgd r/r	nov73 oct95	f/n PEK nov79 f/n NAY 01nov96; l/n NAY 15apr07
4 73 091 02	CCCP-46649 RA-46649	An-24RV An-24RV	AFL/Privolzhsk Bashkirian Al	mfd toc	29mar74 unknown	toc 10apr74; rgd 30apr74; l/n UFA late 1977; registration is out of sequence on charge as of 01jul92; f/n UFA 10jul93, in Aeroflot c/s and titles; l/n UFA 14jul94

	RA-46649 EW-224PG 4L-BZG	An-24RV An-24RV An-24RV	Bashkirian Al ex Bashkirian c/s Tbilaviamsheni	BKA UFA IEV	21may95 27aug06 28aug07	l/n UFA 12aug01; soc 06mar06 as to Belarus still large BAL titles; c/n confirmed by CAA dark blue tail with white lozenge shape; seen TBS 02jun11; according to Georgian CAA opb Tam Aria dec09; l/n TBS 10mar12/07sep12, stored confirmed exported to China rgd 29dec73; on charge as of 01jan74; f/n BKA 29aug89; l/n SVO 02jun92
3 73 091 03	not known	An-24RV	China	mfd	nov73	
3 73 091 04	CCCP-46645 RA-46645 RA-46645 CU-T1536 CU-T1536 CU-T1257 CU-C1257	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Privolzhsk-GOJ Aeroflot Penza Air primer c/s Aerocaribbean Aerocaribbean Cubana	mfd mfd BKA trf YQX HAV HAV HAV	26nov73 20mar93 31dec93 2002 22jan03 11mar06 10aug09	l/n PEZ 18aug99, in Aeroflot c/s, titles not reported; soc and canx 09jul02 as sold to Cuba photo on delivery; no titles, with Cuban flag on the tail and behind the cockpit l/n GCM 10dec04; in Cubana fleet list 31dec05 no titles of Cubana; l/n HAV 30sep07 c/n confirmed painted in retro colour scheme following cargo conversion; entered service 17aug09 Havana-Nuevo Girona-Cayo Largo; l/n HAV 24jun11; seen 07apr12 in Santa Clara and used as a restaurant in the middle of the city (N22.405249 E79.958407) and easily accessible; l/n 08nov16 toc 06jan74; rgd 16jan74 f/n OMS 12jun94, in Aeroflot c/s and titles; still as such NOZ 23apr98, operated by Aerokuznetsk; l/n Novosibirsk-Severnoy 23jul00 with Novosibirsk Avia titles; l/n active Novosibirsk-Severnoy 10oct08; Novosibirsk Aviation Enterprise ceased operations 29sep10; offered for sale 09feb11 and sold to Aviaglobal 15jun11; l/n YKS 12sep12/02mar13, still with Novosibirsk Avia titles in full c/s with polar bear motif on the tail; with titles and additional 'www.polarair.ru' titles on the engine nacelle; l/n YKS 12apr23 c/n reported before for B-458 but confirmed twice by the ADB f/n NAY 09nov93; l/n NAY may94 f/n NAY 19mar96 stored and later reported in a technical shop; (N39.793691 E116.39323) l/n 29aug14 rgd 28jan74; mentioned in an incident report 08feb87; f/n SIP 19sep87 white tail, Ukraine flag behind cockpit full c/s; seen IST 19feb94; l/n AYT jul99 ex Crimea cheatline; still in fleet list jan04, see next line l/n BAK 12mar03; AZAL tail logo l/n DOK 30aug08; canx 20jul10; scrapped DOK nov11 toc 27dec73; rgd 10jan74; f/n BKA early 1978
3 73 091 05	CCCP-46646 RA-46646	An-24RV An-24RV	AFL/West Siberia Novosibirsk AE	mfd trf	15dec73 31mar94	
	RA-46646	An-24RV	Novosibirsk AE	Ovn	03jul03	
	RA-46646	An-24RV	Polyarnyye Avial.	YKS	12jun14	
3 73 091 06	B-466 51051 B-4064	An-24RV An-24RV An-24RV	Civ Avn Adm China China United Al China United Al	d/d post r/r	dec74 dec86 oct95	
3 73 091 07	CCCP-46647 UR-46647 UR-46647 UR-46647 UR-46647 UR-46647	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Ukraine-SIP Aeroflot c/s, n/t Crimea Airlines Donbass no titles	toc IST ATH VKO EVN	09jan74 24jun93 dec93 22jul00 28apr01	
3 73 091 08	CCCP-46648 CCCP-46648 RA-46648 RA-46648 CU-T1299 CU-T1299	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	Donbassaero AFL/Central Region AFL/Privolzhsk Aeroflot Saravia primer Cubana	IFO mfd trf LED trf SXF HAV	06aug05 23dec73 08may88 17sep93 28dec94 15oct00 18jan01	in Aeroflot c/s and titles; l/n RTW 30aug97; soc 13jul00 and canx 21jul00 as sold to Cuba was on delivery to Cubana this date l/n HAV 24apr03 operational; last flight 23dec04, t/t 55,935.42 hours; not in fleet list 31dec05; l/n HAV 31may06 stored and photographed 05jun08 being scrapped; only small remains left by 27aug08 opb mil. unit Kiev; c/n confirmed by Antonov, although given as 47309109; f/n SVO 22jul77; not on Soviet or Russian Federation register with Avialiniyi Ukrayiny logo on the tail; l/n IEV 08sep92 with Avialiniyi Ukrayiny logo on the tail; based at Odesa-Tsentralny from at least 1996 l/n ODS 24may02 exists prior to oct05, with blue/yellow cheatline and red stripe on the fin; c/n confirmed; opb mil. unit 1467 at HRK; seen IEV 06jun07, in white/light grey c/s with blue/yellow/white/green cheatline and trim, carried a Border Guards badge; l/n IEV 14apr19 in rework plant; c/n confirmed; not on Soviet or Russian Federation register; no titles; seen OSF feb07; l/n OSF 17apr13 with 'MA VMF Rossii' titles on tail; seen EIK 23jul15 with RA-46548 on top of the wings; seen OSF 10mar16 also carrying "50" blue; seen AER 22apr16 with previous reg under the wing; seen OSF 15jun16; c/n only given in a document dated 12dec16 with regards to the extension of resources and service life; l/n Yeisk nov20 toc 08feb74; rgd 22feb74; opb Ufimski OAO; f/n UFA late 1977 on charge as of 01jul92; f/n UFA 10jul93, in Aeroflot c/s and titles stored at UFA, seen 13aug99/12aug01; still in fleet list 31dec00 l/n VKO 12jul04; l/n VKO 18aug05 to Aeroteh; in all-white c/s with titles; f/n TOF 04apr08; offered for sale by AeroAsia Corp. in 2009, but not sold; l/n TOF 13sep11; t/t 52,579 hours and 39,426 cycles by 21jan12 in all-white c/s with titles in Russian; already reported SCW 21mar12, but confirmation welcome; f/n SCW 05nov12; l/n ARH 05jun13 in all-white c/s, initially carried 'UTair Express' and additional 'Katekavia' titles; l/n as such IKT 11may14; f/n with just 'Katekavia' titles SCW 15nov14; l/n TOF 07mar15 in all-white c/s; initially carried 'Katekavia' and additional 'Turukhan' titles; f/n TOF 21mar15; l/n as such Strezhevoi 28mar15; f/n with just 'Turukhan' titles (probably on the left side only) PEE 07jun15; seen without titles on the right side UKX 18aug15 and TOF 17feb16; new CoFR issued 17oct16; seen TJM 20sep18; seen TJM 24feb19 all white with small UTair titles on the starboard side; l/n ARH 24nov22 with small UTair titles toc 01feb74; rgd 22feb74; f/n jan85; opb Arkhangelski initially still in full Aeroflot c/s including titles, but with an additional 'Arkhangelski Airlines' logo; l/n as such ARH 12jul94; repainted in full c/s; f/n as such SVO dec98; l/n RVN 09mar04; Arkhangelski Airlines was bought by Aeroflot aug04 in the new Aeroflot c/s; Aeroflot-Nord was renamed Nordavia in late 2009; l/n ARH 03jun10 to Severling; in basic Aeroflot-Nord c/s; l/n without titles ARH 02aug10; f/n with titles HEL 13feb11; l/n ARH 28aug12 leased from Nordavia; in basic Aeroflot-Nord c/s with 'Nordavia' titles and a small 'Pskovavia' logo on the nose; l/n ARH 05feb18 no new CoFR issued; still in basic Aeroflot-Nord c/s with 'Nordavia' titles and a small 'Pskovavia' logo on the nose; f/n ARH 16sep18; CofA expired 25oct18; excluded from the operator's certificate of Sirius Aero 01jan19; l/n ARH 01aug19; canx 09jul20; scrapped at ARH jul20, seen with the forward fuselage cut off 10jul20; canx between 13may20 and 21jul20 rgd 22feb74; trf 30jun76 to the Troitsk Technical School; soc 30dec76 as worn out; seen there (N54.123764 E61.688836) aug99/apr21 toc 02may74; rgd 24may74; opb 147 LO; w/o 24aug81 on the leg from Komsomolsk-na-Amure to Blagoveshchensk of a flight from Yuzhno-Sakhalinsk to Blagoveshchensk when military and civil ATC insufficiently co-ordinated their actions, the aircraft deviated from the prescribed flight path by 10 km, collided at a height of 5,220 metres with Tu-16K c/n 6203106 (tactical code unknown, call-sign CCCP-07514) of the Soviet Air Force and crashed in the taiga near Fyodorovka (at N50.017 E130.467 in the Zavitsinsk district of the Amur region), all 5 crew and 26 of the 27 passengers killed and the sole survivor slightly injured (she was rescued after 2 days); t/t 12,828 hours and 8,397 cycles; soc 14sep81 f/n CAN 02feb83; fate unknown, not r/r after 1985 f/n in photo in 1979, location not known; l/n CTU 06dec82 f/n CTU 02nov86 l/n CTU 01nov93 partly broken up f/n CTU 16apr79 f/n CKG 05nov86; l/n HRB nov91, stored broken up CTU before jun99 f/n CAN 10dec82 f/n PEK 03apr87; stored Hohhot 1993 and trucked same year to Hasuhai Holiday Village, 100km West of Hohhot; still present there and c/n checked apr00; visible at GE (N40.625127 E110.98629) rgd 20may74; reported in an accident 07jan92 repainted in full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side; f/n as such ROV 16apr05; new CoFR issued 19feb08; l/n operational GOJ may09; CofA expired 16jun09; t/t 40,411 hours and 26,847 cycles by 01jul09; stored at MCX, seen jun13/may15; canx between aug10 and mar16 f/n CAN 12mar80; l/n CAN jul83 f/n CAN 13nov85; l/n CAN 06nov86 fate unknown toc 12mar74; rgd 08apr74; f/n IKT 24sep86; l/n BKA 20mar93
3 73 091 09	CCCP-46547 CCCP-46547 46547 "12" yellow	An-24RV An-24RV An-24RV	Soviet AF/AFL c/s Ukraine Air Force Ukraine Air Force Ukr Border Guards	mfd IEV SIP	mar73 28aug92 20sep94	
4 73 091 10	RA-46548 RF-46538	An-24RV An-24RV	Russ. Navy/AFL c/s Russ. Navy/AFL c/s	IKT OSF	06jun01 04jul14	
4 73 092 01	CCCP-46650 RA-46650 RA-46650 RA-46650 RA-46650	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Privolzhsk Bashkirian Al Bashkirian Al Karat Tomsk Avia	mfd toc KZN rgd rgd	15jan74 unknown 27aug97 10may04 13jul06	
	RA-46650	An-24RV	UTair Express	rgd	19jun12	
	RA-46650	An-24RV	Katekavia	IKT	11may14	
	RA-46650	An-24RV	Turukhan	trf	mar15	
4 73 092 02	CCCP-46651 RA-46651	An-24RV An-24RV	AFL/Arkhangel.-ARH Arkhangelsk Al	mfd trf	17jan74 22feb94	
	RA-46651 RA-46651	An-24RV An-24RV	Aeroflot-Nord Nordavia	MMK rgd	01jul05 16jun10	
	RA-46651	An-24RV	Pskovavia	DNK	18feb13	
	RA-46651	An-24RV	Sirius Aero	trf	jun18 ?	
4 73 092 03	CCCP-46652	An-24RV	AFL/Tyumen	toc	04feb74	
4 73 092 04	CCCP-46653	An-24RV	AFL/Far East-UUS	mfd	02may74	
4 73 092 05	B-462	An-24RV	Civ Avn Adm China	rgd	1974	
4 73 092 06	B-468 B-3420 B-3420	An-24RV An-24RV An-24RV	Civ Avn Adm China Civ Avn Adm China China Southwest	rgd rgd post	1974 may85 sep87	
4 73 092 07	B-470 B-3421 B-3421	An-24RV An-24RV An-24RV	Civ Avn Adm China Civ Avn Adm China China Xinjiang Al	rgd rgd post	1974 may85 may92	
4 73 092 08	B-472 B-3422	An-24RV An-24RV	Civ Avn Adm China Civ Avn Adm China	rgd rgd	1974 may85	
4 73 092 09	CCCP-46654 RA-46654	An-24RV An-24RV	AFL/N.Kavkaz-MCX Avialin. Dagestana	mfd trf	16feb74 10feb95	
4 73 092 10	B-474 B-3423 B-3423	An-24RV An-24RV An-24RV	Civ Avn Adm China Civ Avn Adm China China Southern	rgd rgd post	1974 may85 apr91	
4 73 093 01	CCCP-46655 UN-46655 UN-46655 UN-46655	An-24RV An-24RV An-24RV An-24RV	AFL/Kazakhstan Kazakhstan Airlines Air Kazakhstan Lionair	mfd BKA trf RML	27feb74 04jul94 26sep96 14dec98	
4 73 093 02	CCCP-46656 RA-46656 RA-46656 RA-46656 RA-46656	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Leningrad-PKV Pskovavia Air Mali Air Guinée Pskovavia	mfd trf ph. PRG PRG	27feb74 30apr93 nov94 20may95 jul96	
	RA-46656	An-24RV	Pskovavia	PRG	26feb97	
	EK-46656 EK-46656 EK-46656 EK-46656	An-24RV An-24RV An-24RV An-24RV	all-white c/s, n/t Jupiter Avia Aero Service South Airlines	DLA LCA PNR FJR	apr01 10aug01 19oct03 04mar08	l/n RML 22feb01/21mar10 stored and out of hours; in use by feb11 as a ground instructional airframe inside one of the hangars with 'Academy of Engineering - Asian Aviation Centre' titles, with outer wings missing; l/n RML 12mar14; seen outside on the civil ramp at Ratmalana jan20/29feb20 marked "Training Aid" in red on the tail fairing, still carries the red lion insignia of Lion Air on the fin, no visible reg carried, the wings are indeed missing outboard of the engines. on charge as of 01apr74; rgd 18apr74; f/n LED 02sep88; l/n LED 07sep92 f/n BKA 13sep93, in Aeroflot c/s and titles in white/gold c/s with grey undersides and titles; leased from Pskovavia leased from Pskovavia l/n GRO 14jul96, in basic Aeroflot c/s with Pskovavia badge behind nose; later leased again to Air Guinée, see next line l/n MST 31may97; in basic Air Guinée c/s with Pskovavia badge behind nose and Russian flag on tail; soc 18feb98, CoFR renewed 24dec98 with operator given as Jupiter Avia; canx only 02apr99 as leased to Armenia operated by Jupiter Avia, Armenia still in Aviakompany Veteran fleet list jan05; in Armavia fleet list dec05 in blue/white c/s no titles; mentioned in ICAO/BV document jun08 as owned by Adlen Inc and opb South Airlines; canx before 01jan09, but l/n JIB 05may09

	3X-GEY	An-24RV	blue/white c/s n/t	rgd	08sep09	f/n BSA nov13; c/n confirmed; in identical ex South Airlines c/s to the above, but now with blue flaps; l/n JUB 31mar17
4 73 093 03	CCCP-46657 RA-46657 TN-AGS	An-24RV An-24RV An-24RV	AFL/Central Region Aeroflot Aviata Lina Congo	mfd trf rgd	16feb74 01oct94 29aug95 15jan01	toc 06mar74; rgd 26mar74; f/n LED 10sep87 l/n TBW 31aug97; in Aeroflot c/s and titles; canx 22dec00; soc by jan01 all-white n/t; c/n and operator from register; stored without engines at PNR in very dirty condition, date unknown; presumed scrapped; canx 26apr15
4 73 093 04	CCCP-46658 UK-46658	An-24RV An-24RV	AFL/Uzbekistan-SKD Uzbekistan Airways	mfd TAS	28feb74 jul97	toc 13mar74; rgd 24may74; f/n SKD 17sep87 l/n TAS 21mar09; reported w/o Zarafshan aug09 when the undercarriage was retracted too soon during the take-off roll; l/n AFS (N41.614215 E64.229701) oct11, wfu registration out of sequence; toc 02apr74; rgd 30apr74; opb Voroshilovgradski OAO; f/n AER 18aug80
4 73 093 05	CCCP-46661 UR-46661 UR-46661 ST-SHE UR-CDY	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Ukraine-VSG Avialini. Ukrainy Lugansk Airlines Kiev ARP 410 Al no titles Kiev ARP 410 Al	mfd rgd VSG IEV IEV KBP	22mar74 27apr93 27apr99 02jun02 22may04 07jun05	f/n VKO 21apr94 l/n IEV 07jul99 in full c/s; l/n IEV 07aug02; canx 15nov02 c/n confirmed by Sudanese CAA in white c/s with yellow cheatline and dark blue belly; l/n KBP 08sep06; seen under overhaul by ARP 410 at IEV 06jul07
	RA-46661	An-24RV	Bural	rgd	01sep08	to RegionAvia-Service Plus; in basic Aeroflot c/s with very small 'Aviakompaniya Buryatskiye Avialini' titles on the nose; already reported in a technical inspection document 19aug08; t/t 46,859 hours and 29,901 cycles by 01jan10; f/n KHV 01mar11; offered for sale 28sep12 after the bankruptcy of RegionAvia-Service Plus; l/n UUD 12aug14, stored; the operator's certificate of Bural was revoked 07feb17 and the company was declared bankrupt 04mar19
4 73 093 06	CCCP-46659 RA-46659 RA-46659 RA-46659 RA-46659	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/West Siberia Aeroflot Novosibirsk AE Angara Novosibirsk AE	mfd Ovn trf IKT Ovn	25feb74 21apr93 11mar94 06jun01 08jul05	toc 23mar74; rgd 17apr74; f/n ALA 22sep87 l/n IKT 04jul04 with Novosibirsk Avia titles; l/n active Novosibirsk-Severnoy 22jan09; Novosibirsk Aviation Enterprise ceased operations 29sep10; offered for sale 09feb11 and sold to Aviaglobal 15jun11; l/n NOZ 14nov14 still with Novosibirsk Avia titles
4 73 093 07	RA-46659 CCCP-46660 RA-46660 RA-46660 RA-46660 RA-46660 RA-46660 RA-46660 RA-46660 RA-46660	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	IrAero AFL/Urals-KVX Aeroflot Kirov Avn Enterpr. SAFT Gabon United Nations Air Mali all-white c/s, n/t Angara Kirov Avn Enterpr.	IKT mfd BKA trf LBV SDA AAQ IKT IKT VKO	29dec15 06mar74 15may93 18apr94 dec97 16nov98 05sep00 06jun01 16aug03 22aug06	toc 22mar74; rgd 18apr74 leased from Kirov Aviation Enterprise leased from Kirov Aviation Enterprise in rework plant; leased to Angara Airlines 22jun01/22jun03 l/n IKT 04jul04 in all-white c/s, no titles; already reported in technical inspection document 06apr06; seen NNM 08feb09; will probably be leased to UTair Express; l/n KVX 05oct14 still in all-white c/s, no titles, stored; canx between 20jun16 and 29jul16
4 73 093 08	B-476 B-3424 B-3424	An-24RV An-24RV An-24RV	Civ Avn Adm China Civ Avn Adm China China Northwest	rgd rgd post	1974 may85 feb92	f/n mar83 f/n PEK 18apr86; l/n XIY nov91 l/n ZGC mar95/may99 derelict
4 73 093 09	B-478 B-3425 B-3425	An-24RV An-24RV An-24RV	Civ Avn Adm China Civ Avn Adm China China Xinjiang Al	rgd rgd post	1974 may85 may92	f/n URC 07mar87 photo 1994 at Aksu, Xinjiang in full c/s with blue emblem on tail; photos exist of the retirement ceremony 21apr96 (the last An-24 operated by China Xinjiang); trf to Nanjing University of Aeronautics and Astronautics (N32.035569 E118.81520) may96; preserved within the University grounds; f/n jun99; seen oct09, in new full c/s with blue tail and white emblem; l/n may22
4 73 093 10	BNMAU-9310 MT-1005 JU-1005	An-24RV An-24RV An-24RV	MIAT Mongolia MIAT Mongolia MIAT Mongolia	mfd ULN	28mar74 jul00	f/n ULN 19dec77; l/n ULN 10may95 already allocated by early 1995 JU- prefix reported allocated by mar98; l/n ULN 27jun01; current on jan02 fleet list; last overhaul completed jun03; an An-24 c/n 9310 was seen IEV 22may04 under maintenance; offered for sale on internet by Arsenal oct05 with t/t 34,471 hours and 26,074 cycles; no longer in fleet list 31oct05 in all-white c/s, no titles; f/n KIV 09dec05; l/n KIV 06sep07; current on register 11dec07; canx 07apr08 as to Kyrgyzstan
4 73 094 01	ER-AZY	An-24RV	Pecotox	rgd	02jun05	f/n PEK sep78 without prefix this date
4 73 094 02	B-480 B-3426 B-3426	An-24RV An-24RV An-24RV	Civ Avn Adm China Civ Avn Adm China China Southwest	rgd rgd post	1974 may85 sep87	retired, fate unknown
4 73 094 03	B-482 B-3427 B-3427 B-484	An-24RV An-24RV An-24RV An-24RV	Civ Avn Adm China Civ Avn Adm China China Northwest Civ Avn Adm China	rgd rgd post rgd	1974 may85 feb92 1974	f/n SIA 06apr85 f/n SIA 08apr86; l/n PEK 28oct86 broken up XIY mar93 f/n KMG 28apr79; based at Chengdu; crashed Changsha 20mar80 on a flight Kunming-Guiyang-Changsha, 900 metres from the airport runway due to crew errors whilst on a go-around, killing all 7 crew (the captain was also involved in the accident of An-24RV B-458 17 days earlier) and 19 passengers salon version; f/n PRG 29may75; seen SXF 14jan98 in old Cubana c/s with cheatline; l/n SXF 12may98 in new Cubana c/s without cheatline after overhaul
4 73 094 04	CU-T923 CU-T1214	An-24RV An-24RV	Cub AF/Cubana c/s Cubana	d/d HAV	1974 25jun08	l/n BCA 19apr13; reported may21 to have been on overhaul at BCA when the work was abandoned and the aircraft transferred to Cuban Customs as a training resource; noted may21 being towed through the streets of Havana, all turquoise colours with a yellow cheatline, nose and engine nacelles l/n in Cuba 30nov14; c/n from ATDB
4 73 094 05	CU-T924 CU-T1223 CU-T1463	An-24RV An-24RV An-24RV	Cub AF/Cubana c/s Cubana Aerogaviota	d/d CYO CYO	1974 21jun08 22apr14	toc 12may74; rgd 24may74; f/n ODS 30oct77; registration out of sequence f/n VKO 25sep94, in Aeroflot c/s and titles
4 73 094 06	CCCP-46668 RA-46668 RA-46668 ER-AZL	An-24RV An-24RV An-24RV An-24RV	AFL/North Kavkaz Kuban Airlines Kuban Airlines Pecotox Air	mfd trf AYT rgd	24apr74 22feb94 oct97 23apr04	l/n VKO 16aug01; not in fleet list jan04; soc and canx 01apr04 as leased to Moldova photo exists, circa sep05 in all-white c/s; seen KIV date unknown, in red/white c/s, named 'Milana'; still in fleet list dec06
	ER-AZL	An-24RV	UTAGE	KIV	16jun07	seen KIV 02jul07; in light blue/dark blue c/s with 'clouds' and 'starburst' on the tail, a 'Jaguar' on the engine with titles in red; canx as to DR Congo 02oct07, but l/n FJR 30nov07
	S9-KAS	An-24RV		JIB	17feb08	c/n confirmed; in the same c/s; reg also reported as an An-32 with unknown c/n at FJR 08jan08 and 29apr08; c/n advertised for lease feb08 by Starlight Maritime, UAE, with base given as Iraq
	S9-KAS	An-24RV	Daallo Airlines	JIB	03jul08	in the same c/s with a Daallo sticker; dbr BSA 13jan09, after the nose-gear failed to extend on approach to Bosaso and the crew decided to perform a forced landing; l/n BSA 30sep13, very derelict (N11.278383 E49.148128)
4 73 094 07	B-488 B-3429 B-3429	An-24RV An-24RV An-24RV	Civ Avn Adm China Civ Avn Adm China China Eastern	rgd rgd post	1974 may85 apr88	f/n CAN oct87; l/n SIA 09oct88, see next line broken up Hefei 1990
4 73 094 08	CJA-51050 B-4063	An-24RV An-24RV	China United Al China United Al	d/d r/r	apr74 oct95	f/n NAY 09nov93 f/n NAY 22mar96; l/n NAY 08oct99/15apr07 stored
4 73 094 09	not known	An-24RV	China	mfd	apr74	confirmed exported to China; removed from service in 1977
4 73 094 10	CCCP-46662 RA-46662 RA-46662	An-24RV An-24RV An-24RV	AFL/Krasnoyarsk-ABA Khakasiya Angara	mfd trf rgd	30apr74 25nov93 21jul04	toc 23may74; rgd 12jun74 f/n IKT 04jul04; l/n IKT 01oct23
4 73 095 01	CUA-50953 B-4060 4060	An-24RV An-24RV An-24RV	China United Al China United Al Chinese Air Force	d/d r/r r/r	apr74 oct95 sep10	f/n NAY 1993, postcard exists seen preserved in the China Aviation Museum at Shahezhen AFB (Changping) l/n 12may09 seen preserved in the China Aviation Museum at Shahezhen AFB (N40.183168 E116.36111 Changping); l/n 19feb22
4 73 095 02	B-496 B-4062	An-24RV An-24RV	Civ Avn Adm China China United Al	rgd r/r	may74 oct95	f/n SHA dec80 f/n NAY 19mar96; l/n NAY 07oct04, stored; seen displayed in Oriental Green Boat Park in Shanghai (N31.106206 E121.01336) mar06/07aug20; no titles or reg visible aug20
4 73 095 03	B-498 B-4065	An-24RV An-24RV	Civ Avn Adm China China United Al	rgd r/r	may74 oct95	f/n NAY 19mar96; l/n NAY 08oct99/15apr07 stored rgd 18jun74
4 73 095 04	CCCP-46663 RA-46663	An-24RV An-24RV	AFL/Central Region Ivanovo Avn Ent.	toc trf	10jun74 30mar94	canx 27may99 as to Moldova; soc date not given toc 06jun74; rgd 20jun74; f/n BKA 13apr92
4 73 095 05	CCCP-46664 UN-46664	An-24RV An-24RV	AFL/Kazakhstan Aeroflot c/s, n/t	mfd ALA	30may74 30jun99	l/n ALA 24sep99 titles not rep; reported for Air Kazakhstan; l/n ALA 26may02 titles not reported; see trf date next line
	UN-46664	An-24RV	Air Kazakstan	trf	26sep96	Kostanaï based; f/n TSE 07sep02; l/n ALA 12sep03
	UN-46664	An-24RV	SCAT	TSE	23mar05	l/n ALA 24jan08
4 73 095 06	UP-AN415 CCCP-46665 RA-46665 RA-46665 RA-46665 RA-46665 RA-46665	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	SCAT AFL/Urals-MQF Aviaprima Sochi Magnitogorsk Air Metallurg Tsentr Avia Yakutiya	rgd mfd ATH trf BZK BKA rgd	29feb08 31may74 25jan95 24feb95 09aug99 25aug00 29may03	f/n ALA 02aug09; l/n CIT 13jul19/19sep23, wfu toc 07jun74; rgd 08aug74 in Aeroflot c/s, no titles reported all-white BKA 16jul00 l/n DME 18aug02; not in fleet list 01jan03 f/n GYG 14aug03; seen IKT 29aug07; listed in official fleet list dated 04may09 as undergoing rework at Rostov-na-Donu
	RA-46665	An-24RV	Polyarnyye Avial.	KHV	27jul13	l/n YKS 02jun15, Yakutia colours, no titles
	RA-46665	An-24RV	Yakutiya	KHV	19jun15	in full colours and titles; l/n YKS 21aug19
	RA-46665	An-24RV	Polyarnyye Avial.	YKS	02jun20	l/n YKS 06may22
4 73 095 07	CCCP-46666 YL-LCG UR-46666	An-24RV An-24RV An-24RV	AFL/Latvia-RIX Latavio Tavria MAK	mfd rgd IST	31may74 21dec92 07dec95	toc 06jun74; rgd 31jul74; f/n LED 01jul90 f/n RIX 28aug93; canx 06jul95 l/n IST 16jul03

	UR-46666	An-24RV	Goritsa Airlines	IST	29sep03	no titles visible
	UR-ELO	An-24RV	Air Urga	no	reports	in fleet list oct04/dec05, see below
	UR-ELO	An-24RV	United Nations	ADD	21mar05	leased from Air Urga; in full all-white UN c/s, carried code 'UN-628'; l/n ADD 25jun08
	UR-ELO	An-24RV	Air Urga	SIP	01sep09	in all-white c/s, no titles
	UR-ELO	An-24RV	United Nations	MDK	02feb10	leased from Air Urga; in full all-white UN c/s, UN code not reported; seen GOM between apr10 and jul10; l/n UDJ 23sep12
4 73 095 08	UR-ELO	An-24RV	Air Urga	IEV	19oct12	in all-white c/s, no titles; offered for sale 31mar12 with t/t 44,303 hours; canx 27oct15; l/n KGO 22oct16
	CCCP-46667	An-24RV	AFL/Arkhangel.-ARH	mfd	31may74	to: 07jun74; rgd 18jun74; f/n LED 12sep87
	RA-46667	An-24RV	Aeroflot	ARH	12jul94	trf to Arkhangelsk Airlines 22feb94; with Arkhangelsk Airlines sticker behind nose; l/n MMK jun98
	RA-46667	An-24RV	Arkhangelsk Al	ARH	27oct01	in full c/s with small 'Arkhangelskiye Vozdushnyye Linii' titles on the rear fuselage and large 'AVL' on the nose; l/n as such NNM 11aug06; Arkhangelsk Airlines was bought by Aeroflot aug04
	RA-46667	An-24RV	Aeroflot-Nord	TMP	01apr07	l/n active SVG 05jul09; l/n ARH 21may11
	RA-46667	An-24RV	Nordavia	ARH	21may11	l/n TOS 14feb13
	RA-46667	An-24RV	Pskovavia	NNM	23feb13	still with Nordavia titles and additional Pskovavia titles and badge below the cockpit; l/n LED 30aug15
	RA-46667	An-24RV	Turukhan	NNM	19sep16	no titles; still in Nordavia colours but all logos etc. removed; operator from russianplanes.net; l/n TOF 10feb19
4 73 095 09	RA-46667	An-24RV	Utair	KJA	17sep19	still in basic Nordavia colours; l/n SBT 26dec19; canx 23dec20
	CCCP-46669	An-24RV	AFL/Far East-UUS	mfd	10jun74	on charge as of 01jul74; rgd 09aug74; photo UUS in Aeroflot 'polar' c/s; overran the runway on take-off Khabarovsk 08jul88, hit buildings and was dbr; soc and canx 12sep88
4 73 095 10	B-486	An-24RV	Civ Avn Adm China	rgd	1974	
	B-3428	An-24RV	Civ Avn Adm China	rgd	may85	
	B-3428	An-24RV	China Xinjiang Al	post	may92	seen displayed Urumqi City 29may94; fate unknown
4 73 096 01	CCCP-46670	An-24RV	AFL/Yakutiya	mfd	21jun74	to: 15jul74; rgd 07aug74; f/n YKS 11sep76; l/n YKS 03jul92
	RA-46670	An-24RV	Aeroflot	YKS	08jul94	
	RA-46670	An-24RV	Sakha Avia	trf	19oct94	l/n YKS 13may95, in Aeroflot c/s and titles
	RA-46670	An-24RV	Sakha Avia	IKT	04jun01	opb Sakha Tsentrv podgotovki aviatsionnogo personala (STs PAP - Sakha aviation personnel training centre); dbr 13jul02 on a training flight from Yakutsk when the flight engineer put the gear switch on 'retract' instead of 'lower' on landing (he had more time on the Yak-40 than on the An-24, and the position of the gear switch on these types is diametrical), ATC told the crew to go around but the crew failed to react in time and initiated the go-around too late so that the tail touched the runway and the aircraft came to rest in its belly, all 4 crew escaped unhurt; hulk sat at YKS, seen aug03/oct10; still in fleet list 04may09 as 'stored'
4 73 096 02	CUA-51053	An-24RV	China United Al	d/d	jun74	f/n NAY 09nov93
	B-4066	An-24RV	China United Al	r/r	oct95	f/n NAY 10may97; seen NAY oct99 stored and later reported in a technical school (N39.793244 E116.39352) l/n 24sep12; reported in Oriental Green Boat Park 21oct15 but this exhibit is reported to be B-4062; (B-40.6 seen NAY jul17 so confirmation needed)
4 73 096 03	CCCP-46671	An-24RV	AFL/Central Region	rgd	29jul74	to: 02jul74; f/n LED 13mar90
	RA-46671	An-24RV	Aeroflot	no	reports	trf to Voronezh Avia 01aug94, but see next line
	TC-KAR	An-24RV	Top Air	rgd	14jan94	leased from Voronezh Avia; f/n IST 19feb94; l/n IST 23sep97
	RA-46671	An-24RV	all-white c/s, n/t	SHJ	27mar99	probably opb Voronezh Avia; l/n SHJ 05apr99; soc and canx 12feb99 as to Kyrgyzstan
	EX-46671	An-24RV	all-white c/s, n/t	SHJ	29may99	c/n not checked; reported for KAS Air Company; photo shows white/grey c/s with blue/yellow cheatline and unknown badge on fin
4 73 096 04	YA-DAJ	An-24RV	Ariana	mfd	nov99	mentioned in UN document feb00; probably destroyed oct01 by US bomb raids
	CCCP-46672	An-24RV	AFL/Kazakhstan	mfd	28jun74	to: 05jul74; rgd 25jul74; l/n BKA 08apr93
	UN-46672	An-24RV	Aeroflot	TSE	14jul94	was trf 26sep96 to Air Kazakhstan, Astana based, but never had such titles, see next line
	UN-46672	An-24RV	Kazakistan Airlines	TSE	18jul01	in basic ex Aeroflot c/s with Kazakhstan Airlines titles; l/n TSE 03oct02
	UN-46672	An-24RV	SCAT	ALA	01may04	l/n TSE 23mar05; l/n IEV 05jul07
	UP-AN416	An-24RV	SCAT	rgd	29feb08	f/n ALA 23jun09; l/n CIT 17may17
	UP-AN416	An-24RV	Southern Sky	ALA	27apr18	in basic SCAT c/s with Southern Sky titles; l/n ALA 28may21; purchased by Angara jan23; arrived IKT 12feb23 and seen 01mar23, stored without reg, still in SCAT c/s with Southern Sky titles
4 73 096 05	RA-46672	An-24RV	Angara	rgd	15may23	operator from russianplanes.net
	CCCP-46673	An-24RV	AFL/East Siberia	mfd	28apr74	to: 13jul74; rgd 14aug74
	RA-46673	An-24RV	Baikalavia	trf	30jun92	f/n IKT 05jul92, in Aeroflot c/s and titles
4 73 096 06	RA-46673	An-24RV	Baikalavia	IKT	05jun01	l/n IKT (N52.264774 E104.36296) jul04/jul09 stored minus one prop; carried 'Baikal Airlines' titles
	CCCP-46674	An-24RV	AFL/Centr.Reg.-BKA	mfd	29aug74	to: 05feb75; rgd 26feb75; f/n BKA 29aug89
	RA-46674	An-24RV	Aeroflot	BKA	02sep93	
	RA-46674	An-24RV	Bryansk Avn Ent.	trf	31dec93	l/n TBW 31aug97, in Aeroflot c/s and titles
	RA-46674	An-24RV	all-white c/s, n/t	VKO	06aug99	last overhaul completed 16feb99; seen in all-white c/s without prefix 'RA-'; IEV 07jul99; leased to Karat in 1999; l/n VKO 20sep00
	RA-46674	An-24RV	Omskavia	rgd	06jul01	f/n KEJ apr05; l/n KJA 07apr06
	RA-46674	An-24RV	Sibaviatrans	KHV	06may07	already mentioned in technical inspection document 23apr07; l/n KJA 28aug07; operator's certificate revoked 05oct08 and operator declared bankrupt 01oct09; sat wfu at KJA, l/n autumn 2009; offered for sale by Sberbank 17dec08 with t/t 51,124 hours and sold to Katekavia
	RA-46674	An-24RV	Katekavia	Kjc	06aug10	in white c/s with titles; seen Krasnoyarsk-Cheremshanka mar14, engineless and by 09jun15, very derelict; broken up there 13sep17
4 73 096 07	CCCP-46675	An-24RV	AFL/Ukraine	rgd	30oct74	on charge as of 01apr75; f/n BKA 29aug89; l/n BKA 13apr92
	UR-46675	An-24RV	Aeroflot c/s, n/t	IST	24jun93	
	UR-46675	An-24RV	Crimea Airlines	IST	nov93	l/n KOV 11jun06
	UR-CFN	An-24RV	Bukovyna	KBP	23oct06	based at Chernivtsi; reportedly opb UM Air and later by Lviv Airlines; in all-white c/s with grey undersides, no titles; l/n as such IEV 21aug08; canx 03feb10
4 73 096 08	CCCP-46676	An-24RV	AFL/Central Region	mfd	18jul74	to: 25jul74; rgd 28aug74; f/n IEV 12sep87
	RA-46676	An-24RV	Aeroflot	BKA	27apr93	
	RA-46676	An-24RV	Voronezh Avia	trf	01aug94	f/n DME 29jun98; l/n VOZ 27aug03
	RA-46676	An-24RV	Polyot	DME	05jul05	l/n DME 14nov07; still in technical inspection document 23may08
4 73 096 09	CCCP-46677	An-24RV	AFL/Ukraine-VSG	mfd	30jul74	to: 05aug74; rgd 28aug74; f/n LED 07sep92
	UR-46677	An-24RV	Avialini. Ukrayiny	rgd	27apr93	f/n IEV 30aug93
	RA-46677	An-24RV	Aerolat	trf	30oct94	canx 22apr96 as to Ukraine; in Avialiniyi Ukrayiny fleet list oct96 as stored
	UR-46677	An-24RV	no titles	IST	30oct97	in green/white c/s
	UR-46677	An-24RV	AeroSvit	VSG	27apr99	l/n IEV 11sep99
	UR-46677	An-24RV	Ukraine Intl Airl.	IEV	05aug02	in all-white c/s with titles; l/n KBP 29sep02
	UR-46677	An-24RV	AeroSvit	KBP	15may07	owned by Lugansk Airlines; in all-white c/s, carried additional 'Lugansk Airlines' titles on the left-hand side; canx 10jan12; l/n LWO 15oct19
4 73 096 10	CCCP-46678	An-24RV	AFL/Privolzhsk-PEZ	mfd	30jul74	to: 06aug74; rgd 20sep74; f/n BKA 15aug92
	RA-46678	An-24RV	Aeroflot	SVO	27aug93	
	RA-46678	An-24RV	Penza Air	trf	31dec93	l/n PEZ 18aug99, in Aeroflot c/s, titles not reported; soc and canx 14sep01 as sold to Cuba
	CU-T1263	An-24RV	Cubana	SXF	12oct01	on delivery to Cuba from Rostov-na-Donu; l/n HAV 27mar06 operational; still on fleet list 31dec05; l/n HAV 28may06 possibly wfu; reported in storage mar07; reported scrapped in early 2008; a small pile of remains only left by 27aug08
4 73 097 01	CCCP-46679	An-24RV	AFL/West Sib.-TOF	mfd	30jul74	to: 16aug74; rgd 28aug74
	RA-46679	An-24RV	Tomsk Avia	trf	30mar94	f/n TOF 07jul04; seen TOF 29oct16, l/n IKT 05feb18 still with Tomsk Avia titles
	RA-46679	An-24RV	Angara	IKT	03sep18	white with two tone blue cheatline and small 'Istlend' titles on port side; operator from russianplanes.net; l/n IKT 08nov23
4 73 097 02	CCCP-46680	An-24RV	AFL/Turkmenis.-ASB	mfd	30jul74	to: 08aug74; rgd 19sep74
	EZ-46680	An-24RV	Turkmenistan Al	ASB	18may96	seen ASB 16jun06 operational; for sale early 2008, t/t 45,454 hours and 38,350 cycles; l/n ASB nov08/oct09; reported scrapped 2012
4 73 097 03	CCCP-46681	An-24RV	AFL/Leningrad	mfd	30jul74	to: 09aug74; rgd 28aug74; f/n LED mid 1975
	CCCP-46681	An-24RV	Guinée Inter Air			photo as such
	RA-46681	An-24RV	Pskovavia	trf	30apr94	but no reports
	RA-46681	An-24RV	Guinée Inter Air	PRG	07mar96	l/n PRG 11jan97; leased from Pskovavia
	RA-46681	An-24RV	Air Guinée	PRG	24may97	leased from Pskovavia
	RA-46681	An-24RV	Pskovavia, n/t	MST	10jul97	canx 11jul97 as to Kiev factory # 410
	LZ-VPD	An-24RV	Lucky Air	VAR	23sep97	l/n SOF 04dec98
	LZ-VPD	An-24RV	Ocean Air	GAN	20nov02	reported abandoned there in the Maldives by its owners; fate unknown but possibly still extant as GE image in 2019 appears to show a wfu An-24; canx from the register ordered 30jan07
4 73 097 04	CCCP-46682	An-24RV	AFL/Urals	mfd	22aug74	to: 01sep74; rgd 19dec74; opb 299 LO Magnitogorsk OAO
	RA-46682	An-24RV	Magnitogorsk Air	trf	12apr94	impounded because of debts 02apr98 and offered for sale by the Russian privatisation agency 19jun98
	RA-46682	An-24RV	Yakutavia	rgd	17jan03	to OOO "Aviatekhnika" Kr.; in white c/s with light grey belly and blue fin with 'Yakutian flag' trim; f/n YKS 15aug03, l/n YKS 01jul04
	RA-46682	An-24RV	Novosibirsk AE	OVV	12aug06	in basic Yakutavia c/s with Novosibirsk Avia titles; l/n OVB 22jan09
	RA-46682	An-24RV	KrasAvia	rgd	10jun09	to OOO "Aviatekhnika" Kr.; initially in white c/s with light grey belly, with titles; f/n Tura 27jul09; l/n as such KJA 29jul11; test-flown after overhaul in bare metal from IEV 24feb12; repainted in full c/s; f/n as such IEV 12mar12; l/n Krasnoyarsk-Cheremshanka 10jul16
	RA-46682	An-24RV	Turukhan	trf	apr17	no new CoFR issued; reflown 07apr17; in basic KrasAvia c/s (but without light blue cheatline now), with own titles on the left side and no titles on the right side; f/n KJA 16jan18; l/n PEX 27oct18
	RA-46682	An-24RV	Utair	VRI	14dec19	no new CoFR issued; in basic KrasAvia c/s, no titles; l/n ARH 20may20
	RA-46682	An-24RV	KomAviatrans	SCW	08sep20	no new CoFR issued; in basic KrasAvia c/s with own titles; l/n SCW 28apr21; reportedly stored Krasnoyarsk-Cheremshanka dec21
4 73 097 05	RA-46682	An-24RV	Polyarnyye Avial.	YKS	31mar22	active without titles; l/n YKS 07jun22
	YR-AMK	An-24RV	TAROM	mfd	28aug74	rgd 03sep74; wfu 26mar96; canx 13feb98
	ER-AEH	An-24RV	Valan	rgd	14feb98	canx 05aug98
	D2-FVL	An-24RV	Valan	HLA	03jan00	in all white c/s with titles and small tail emblem; l/n JNB 09jan00 for respray
	ER-AEZ	An-24RV	ER-AEZ	rgd	14feb00	l/n JNB mar00 after respray and returned HLA same day; l/n LVB 20jun02
	ER-AEZ	An-24RV	LA Nacianle	JNB	23aug02	l/n QRA 24oct02; canx 30jun04 to South Africa
	ZS-OYU	An-24RV	not known	res	27aug03	ntu; no further details; see canx date previous line
	9XR-DB	An-24RV	Regional Intl A.S.	KGL	15dec04	c/n not confirmed but had the same specific unusual c/s as ER-AEZ; The Rwandan CAA has no trace of this aircraft as having been officially registered

	TN-AHH	An-24RV	Aéro-Frêt Business	rgd	03jun05	c/n from register; f/n HLA 18feb06; ex reg ER-AEZ visible; seen stored QRA dec07/jun09 (arrived sep07) but in good condition with inflated tyres; seen 24sep09 hangared and undergoing maintenance; canx 26apr15; seen QRA 22mar17 wfu; l/n QRA 16sep18/04oct19, derelict; photo 04oct22 in the process of being scrapped, with the outer wings and tail section already removed; the cabin section was offered for sale on the internet for R70,000 on charge as of 01oct74; rgd 10nov74; f/n Novosibirsk-Severnny 01jul92
4 73 097 06	CCCP-46683 RA-46683 RA-46683 RA-46683	An-24RV An-24RV An-24RV An-24RV	AFL/Krasnoyarsk-ABA Aeroflot Khakasiya Vladivostok Avia Katekavia	mfd ABA trf VVO YKS	28aug74 13jul93 25nov93 19jun06 26may07	leased to Vladivostok Avia 23jan03/20dec07 in full c/s; named 'Abakan'; l/n YKS 16apr07 initially in basic Vladivostok Avia c/s; l/n as such IEV 15dec07; t/t 47,010 hours and 35,323 cycles by 01jan08; repainted in basic Aeroflot c/s; f/n as such VKO 05jun09; seen Bodaibo 30mar11; damaged in a hard landing HTA in 2011; canx 29dec11 as wfu and l/n HTA (N52.023619 E113297281) 01nov13/16aug20 became Air Koryo 28mar92 l/n FNJ 23nov19 became Air Koryo 28mar92 l/n FNJ 23nov19 rgd 08oct74; f/n jun78; trf 03mar81 to the Slavyansk Technical School, Ukraine; canx 07jul88; seen there (N48.817123 E37.652994) may98/sep12; also marked "17" red (probably just an asset number) by aug12 to 09sep74; rgd 10oct74 was already f/n IEV 16jun93; l/n KIV 21sep03 f/n KIV 02sep04; seen KIV (N46.935885 E28.926150) sep08/15may18 wfu; c/n advertised for sale oct08 by Air Moldova, with t/t 44,211 hours and 28,643 cycles; cancelled from the register between 09oct14 and 26jan15; l/n KIV 21may19, wfu, no registration confirmed exported to North Korea; soc in 1985 photo, in white c/s with blue cheatline and grey undersides; subsequently repainted with red cheatline; l/n PEK 03oct88; became Air Koryo 28mar92 believed to have become a ground instructional airframe at a military airfield on charge as of 01jul93; last overhaul completed in 1993 (by ARZ-412); f/n UFA 12jun94, in Aeroflot c/s and titles seen UFA 13aug99 wfu; l/n 27jul10, as such; still in fleet list 31dec00 and on Russian register sep01/mar03; offered for sale as a source of spare parts 05feb08 with t/t 45,801 hours and 32,123 cycles to 08oct74; rgd 10nov74; f/n AER 21sep87
4 73 097 07	P-532	An-24RV	Chosonminhang	PEK	06oct88	
4 73 097 08	P-532 P-533	An-24RV An-24RV	Air Koryo Chosonminhang	PEK PEK	oct94 aug83	
4 73 097 09	P-533 CCCP-46684	An-24RV An-24RV	Air Koryo AFL/Central Region	FNJ toc	17feb04 11sep74	
4 73 097 10	CCCP-46685 ER-46685 ER-46685	An-24RV An-24RV An-24RV	AFL/Moldova-KIV Air Moldova Tandem Aero	mfd rgd rgd	30aug74 29mar94 16jan01	
4 73 098 01	not known	An-24RV	Chosonminhang	mfd	sep74	
4 73 098 02	P-534	An-24RV	Chosonminhang	FNJ	1981	
4 73 098 03	P-534 CCCP-46686 CCCP-46686 RA-46686	An-24RV An-24RV An-24RV An-24RV	Air Koryo AFL/Privolzhsk-GOJ AFL/Privolzhsk-UFA Bashkirian AI	KHV mfd trf trf	27jun94 26sep74 unknown unknown	on charge as of 01jul93; last overhaul completed in 1993 (by ARZ-412); f/n UFA 12jun94, in Aeroflot c/s and titles seen UFA 13aug99 wfu; l/n 27jul10, as such; still in fleet list 31dec00 and on Russian register sep01/mar03; offered for sale as a source of spare parts 05feb08 with t/t 45,801 hours and 32,123 cycles to 08oct74; rgd 10nov74; f/n AER 21sep87
4 73 098 04	RA-46686	An-24RV	Bashkirian AI	BKA	21may96	
4 73 098 04	CCCP-46687 RA-46687 RA-46687 RA-46687 ER-AZX ER-AZX	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/North Kavkaz Astrakhan Airlines Aeroflot c/s, n/t Astrakhan Airlines Pecotax Air Aero-Service	mfd trf trf IST IST PNR	19sep74 14apr94 17jun97 2.jul99 17may05 nov05	l/n IST 13may99 l/n EVN 10oct01; soc 11may05 as to Moldova in fleet list dec05 leased from Pecotax Air; in light blue/dark blue c/s with 'clouds' and 'starburst' on the tail and a 'Tiger' on the engine; damaged 23dec05 when overran the dust-strip at Pokola (Congo); repaired in fleet list 02nov06; operated in Iraq until 12jul07; ferried to KIV 12jul07 in all-white c/s, small titles to rear; SkyLink Arabia are ground handling agents at Baghdad; seen KIV 28apr15; current on register 31dec15, operated by Pecotax; canx between 01jan16 and 11mar16; l/n KIV 21may19 with reg and titles, possibly newly painted rgd 04feb75 on charge as of 01apr76 on charge as of 01jul76; f/n SIP 19sep87
4 73 098 05	CCCP-46688 CCCP-46688 CCCP-46688 UR-46688 UR-46688 EX-46688 EX-017 EX-038 EX-017	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Ukraine AFL/Latvia AFL/Ukraine Avialini. Ukrayiny Crimea Airlines Crimea Airlines Crimea titles not reported white/blue c/s n/t	toc trf trf IST SIP SIP SHJ rgd SHJ	12jan75 unknown unknown 21jun93 20sep94 06jul04 20sep04 unknown 09nov04	l/n IST 13feb02 prefix confirmed l/n SHJ 08oct04; c/n checked canx 14sep04 reported arrived FJR 14aug05, opb Hadid International Services; seen FJR 15nov07; reported on ground log FJR 01nov08; seen FJR 13mar10/20nov19, stored on a remote ramp far side of the airfield; offered for sale as scrap jun15/dec19; l/n sep22, very derelict late mfd, but confirmed as a 1974 c/n; toc 18mar75 rgd 05sep75; opb Irkutski OAO; f/n at IKT in late 1977 still in full Aeroflot c/s including titles; seen IKT 05jul92 initially still in full Aeroflot c/s including titles; l/n as such IKT 06jul94; repainted in own c/s; f/n as such IKT 05jun01; leased to Sibaviatrans from 06apr04 in white c/s with blue and red trim and grey undersides; l/n KJA 07jul08 included into the operator's certificate of Katekavia 12sep08; initially in white c/s with grey undersides, with 'Katekavia' titles and a 'Katekavia' logo on the fin; new CoFR issued 24jun09; l/n in its old colours IKT 19jun10; repainted in basic 'blue' Aeroflot c/s with 'Katekavia' titles and a 'Katekavia' logo on the fin; f/n as such KJA jul11; l/n IKT 28jul14 initially in basic 'blue' Aeroflot c/s, initially with 'Katekavia' and additional 'Turukhan' titles (at least on the left side); seen as such TLK 31mar15; later had just 'Turukhan' titles on the left side and no titles on the right side; f/n as such TLK 23jun15; new CoFR issued 30nov15; l/n in its old colours NSK 18aug16; repainted in white c/s with grey undersides, with 'Turukhan' titles on the left side and no titles on the right side; f/n as such ABA 17oct16; l/n KJA nov18; new CoFR issued 18jul19 (or was this already UTAir ?) in all-white c/s with small titles; f/n IJK 14may21; was involved in an accident at Beloyarski 19aug22 when an airport worker walked into the running right propeller and was killed; l/n SGC 13may23 l/n ULN aug94
4 73 098 06	CCCP-46689 CCCP-46689 CCCP-46689 RA-46689	An-24RV An-24RV An-24RV An-24RV	AFL/GosNII GA AFL/East Siberia Baikalavia Baikalavia	mfd trf trf IKT	11feb75 23aug75 30jun92 06jul94	initially still in full Aeroflot c/s including titles; l/n as such IKT 06jul94; repainted in own c/s; f/n as such IKT 05jun01; leased to Sibaviatrans from 06apr04 in white c/s with blue and red trim and grey undersides; l/n KJA 07jul08 included into the operator's certificate of Katekavia 12sep08; initially in white c/s with grey undersides, with 'Katekavia' titles and a 'Katekavia' logo on the fin; new CoFR issued 24jun09; l/n in its old colours IKT 19jun10; repainted in basic 'blue' Aeroflot c/s with 'Katekavia' titles and a 'Katekavia' logo on the fin; f/n as such KJA jul11; l/n IKT 28jul14 initially in basic 'blue' Aeroflot c/s, initially with 'Katekavia' and additional 'Turukhan' titles (at least on the left side); seen as such TLK 31mar15; later had just 'Turukhan' titles on the left side and no titles on the right side; f/n as such TLK 23jun15; new CoFR issued 30nov15; l/n in its old colours NSK 18aug16; repainted in white c/s with grey undersides, with 'Turukhan' titles on the left side and no titles on the right side; f/n as such ABA 17oct16; l/n KJA nov18; new CoFR issued 18jul19 (or was this already UTAir ?) in all-white c/s with small titles; f/n IJK 14may21; was involved in an accident at Beloyarski 19aug22 when an airport worker walked into the running right propeller and was killed; l/n SGC 13may23 l/n ULN aug94
4 73 098 06	RA-46689 RA-46689	An-24RV An-24RV	Sibaviatrans Katekavia	KJA Kir	09jul04 18feb09	
4 73 098 06	RA-46689	An-24RV	Turukhan	trf	mar15	
4 73 098 06	RA-46689	An-24RV	UTair	rgd	04aug20	
4 73 098 07	BNMAU-9807 MT-1006 JU-1006	An-24RV An-24RV An-24RV	MIAT Mongolia MIAT Mongolia MIAT Mongolia	ULN ULN ULN	12dec77 10may95 22jul98	l/n ULN 10sep05; JU- prefix reported allocated by mar98; no longer in fleet list 31oct05; seen stored ULN jan10/25mar14 still in good condition rgd 25nov74; canx 12jun93 as exported to Russia l/n Krasnoyarsk-Cheremshanka 09jul94
4 73 098 08	YR-AMJ RA-49278 RA-49278 RA-49278	An-24RV An-24RV An-24RV An-24RV	TAROM all-white c/s, n/t KrasAir Sibaviatrans	mfd Kjc trf trf VKO	24oct74 13jul93 22dec95 11jun01	seen KJA 28aug07; seen IEV 25nov08 stripped without tail and engines presumably on overhaul; seen IEV 25feb10, complete, stripped to bare metal wearing 49278 fully painted, with titles; l/n TJM 07jan15 seen SWT 07apr15 with only Katekavia titles; seen OMS 13dec15 now with Turukhan titles; seen UFA 19jul17; seen TOF 26sep19, no titles and the operator reported as UTair Cargo; l/n Arkhangelsk Vaskovo 10oct23 rgd 30nov74; l/n BBU 19sep91 period covers overhaul and lease of J5-GAE; see c/n 77310810 l/n OTP 18sep95, stored; CoFA exp 18mar96; for sale jan98; canx 18mar98 f/n BUD 19may00; l/n SHJ 09may01; canx 01feb06 as for sale in all white c/s with grey undersides, 'Y.A.F.' and flag on the fin; c/n from russianplanes.net
4 73 098 10	BNMAU-9810 MT-6046 JU-7050	An-24RV An-24RV An-24RV	MIAT Mongolia Mongolian AF Mongolian Govt.	ULN ULN ULN	20jun79 22jul98 27jun01	l/n ULN sep99 in white/brwn c/s with red trim, grey undersides and 'Mongolia' titles; l/n DLZ 30aug02; current on register 13mar03; c/n from Mongolian CAA; reported mar07 as grounded logo on tail and engines, twin blue wing cheatline, titles ?; l/n FRU (N43.052283 E74.482053) 20aug09; white with twin blue cheatline; large titles; canx prior to 20dec13 to 06nov74; rgd 12dec74; f/n BKA 29aug89; l/n BKA 15aug92
4 73 098 10	EX-150	An-24RV	Avia Traffic	FRU	feb07	
4 73 099 01	CCCP-46690 RA-46690 RA-46690 RA-46690 RA-46690	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Centr.Reg.-VOZ Aeroflot Voronezh Avia Sakha Avia Polet	mfd BKA trf YKS DME	30oct74 05sep93 01aug94 14aug03 25jun05	f/n LED late 1995; l/n VKO 22jul00 with white tail, 'Voronezh' stripe and 'Polyot' titles; named 'imeni Geroya Sovyetskogo Souyza Nikolaya Anisimovicha Pribylova'; l/n DME 04jul05 leased from Polet 25apr06/21nov07; l/n KRR 10feb07; t/t 46,274 hours and 30,231 cycles by 21nov07 still in basic Yakutiya c/s; named 'Nikolai Pribylov'; seen DME 07apr10; l/n Voz 24sep13/01jul20, wfu (N51.808865 E39.231104) toc 13nov74; rgd 02dec74; f/n BKA 13nov77 f/n BKA 12mar96, in Aeroflot c/s and titles l/n BKA 11aug96; leased from Avia ? no titles; soc 28oct99 and canx 09nov99 as to Congo f/n FIH 23mar01, in c/s similar to Belavia; l/n FIH 04nov11; Antonov regards the aircraft as no longer airworthy from 30jun04 toc 12dec74; rgd 24jan75; opb Magnitogorski OAO; l/n IEV 08sep92 impounded 02apr98 because of debts and offered for sale by the Russian privatisation agency 19jun98 l/n SCW 02may07 in light blue c/s with titles in Russian; f/n NNM 14oct07; t/t 48,128 hours and 35,072 cycles by 01jan10; l/n NNM 20jun14; current as such on register 28sep16 in light blue c/s with 'UTair' and additional 'Katekavia' titles; f/n NNM 15aug14; l/n NNM 20oct14 Turukhan was a subsidiary of UTair; leased from Katekavia; in light blue c/s with titles; f/n Krasnoyarsk-Cheremshanka 09jul15; new CoFR issued 14oct16; l/n KJA 13mar18 in light blue c/s with small titles on the rear fuselage; stored at Ufa from 29nov19; CoFA expired 23dec19; canx 15oct20 toc 04dec74; rgd 15jan75; opb Omski OAO; f/n ALA 22apr84 initially still in full 'blue' Aeroflot c/s including titles; l/n OMS 12jun94, as such
4 73 099 01	RA-46690 RA-46690	An-24RV An-24RV	Yakutiya Polet	KRR DME	02nov06 18apr08	
4 73 099 02	CCCP-46691 RA-46691 RA-46691 RA-46691 9Q-CMK	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Centr.Reg.-TBW Aviata Cabovimo ex Cabovimo c/s Malilia	mfd trf BKA BKA rgd	31oct74 29aug95 11may96 17apr97 28mar00	
4 73 099 03	CCCP-46692 RA-46692 RA-46692 RA-46692	An-24RV An-24RV An-24RV An-24RV	AFL/Urals Magnitogorsk Air Komiinteravia UTair Express	mfd trf rgd rgd	30nov74 12apr94 21sep01 19dec06	
4 73 099 03	RA-46692 RA-46692	An-24RV An-24RV	Katekavia Turukhan	trf trf	aug14 mar15	
4 73 099 03	RA-46692	An-24RV	UTair	TÖF	06apr19	
4 73 099 04	CCCP-46693 RA-46693	An-24RV An-24RV	AFL/West Siberia Omskavia	mfd trf	23nov74 30mar94	

5 73 101 08	CCCP-46534	An-24RV	AFL/Ukraine-IEV	mfd	27feb75	rgd 28mar75; on charge as of 01apr75; w/o 15may76 on a flight from Vinnitsa to Moscow-Bykovo when the crew disengaged the auto-pilot and the sliding cylinder of the MP-100 rudder trimming device deployed by 22.5 mm immediately, causing the rudder to incline to the right (reaching the max. inclination of 25 degrees within one second), the aircraft went out of control, entered a spin and crashed in a field 500 metres south-east of Viktorovka (14.8 km south-east of Chernigov airport, at N51.283 E31.417), all 6 crew and 46 passengers killed; t/t 2,976 hours and 2,328 cycles; soc and canx 20sep76
5 73 101 09	CCCP-46535 UN-46535	An-24RV An-24RV	AFL/Kazakhstan-TSE Aeroflot	mfd TSE	28feb75 14jul93	reported for Kazakhstan Airlines; was trf 26sep96 to Air Kazakstan, Astana based, but never had such titles and reported as with ARZ-412 since 13dec95
	RA-46535 RA-46535 XU-052	An-24RV An-24RV An-24RV	bare metal Vologda Avn Ent. Royal Phnom Penh	ROV rgd REP	14may96 02nov99 04aug01	as RA- on overhaul, see previous line canx 11apr01 as leased to Cambodia in white c/s with blue/smaller red cheatline, blue/red tail logo and grey undersides, '46535' still painted under the wing
	XU-375 XU-375	An-24RV An-24RV	President Airlines Sky Eyes	REP HKT	13dec01 dec02	in white c/s, black/red cheatline, black/red tail logo with grey undersides and titles; l/n apr02 owned by Imtrec Aviation; in white c/s, black/red cheatline, red/blue tail logo with grey undersides and titles; l/n BKK 02mar03; seen PNH 09jan04 titles not reported
	RDPL-34147	An-24RV	President AI n/t	PNH	30jun04	red/black cheatline, white tail; l/n RBE 22jan05; repainted with full tail c/s and f/n as such PNH 10feb05; l/n PNH 23apr05; sold about may05 to Air Urga by Imtrec Aviation and seen KGO 29aug05
	UR-ELW UR-ELW UR-ELW	An-24RV An-24RV An-24RV	Air Urga United Nations Air Urga, n/t	no KGA NLV	reports 20oct08 01oct09	in fleet list mar07; reportedly put into storage jun07 all-white c/s, UN titles; l/n FIH 17aug09 all-white c/s, UN markings overpainted; seen GOM 18mar11 with large UN titles; stationed Goma 24aug11, allocated code UNO-803; l/n KGO 23sep12, all white c/s, no titles; canx 05dec12
	YA-EHD	An-24RV	East Horizon	i/s	26nov12	photo KBL dec12, in full c/s with titles; seen KQT may13; l/n LBD 19jul16 stored; photo on GE dated 16aug18 suggests it is still there
5 73 101 10	CCCP-46536 CCCP-46536 46536 UR-46536 UR-46536 OB-1587	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	Aeroflot/USHVLP Aeroflot/KShVLP Ukr Flt State Ac Ukr Flt State Ac Aero Tumi T Doble A	mfd trf IEV KGO lsd rgd	28feb75 24jan76 16jun93 30jul93 19may94 23nov94	Ulyanovsk Advanced Flying Training College; toc 19mar75; rgd 09mar75 Kirovograd Advanced Flying Training College in Aeroflot c/s, no titles in Aeroflot c/s, no titles wfu jul94 named 'Talavera Reina' and 'Virgen Fatima'; photo apr95; involved in an accident Huancabamba 20mar95 details unknown, repaired; canx 17jan96 stored
	UR-46536 UR-46536 UR-46536 ER-AWX OB-1769 OB-1769-P OB-1769 OB-1769	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	ex T Doble A Aero Sur Ukr Flt State Ac Star Up S.A Star Up S.A Star Up S.A Star Peru	LIM LIM KGO rgd rgd LIM LIM LIM	apr96 dec96 05may98 12jun02 28aug02 03apr04 03jul04 10aug07	l/n IEV 06jul99; in Aeroflot c/s, no titles; l/n KGO 29may02 in primer whilst on overhaul canx 08aug02 f/n LIM 23oct03; named 'Leonid' named 'Leonid'; also in fleet list with suffix as such, 48 seater named 'Leonid'; l/n in flight, location not reported, 09feb07 named 'Leonid'; CoFA expired 05nov09; owner given as TA Cielos Andinos in customs document dated aug10; l/n LIM 03mar11, stored; current in 2016 with expired CoFA seen OTP sep98/aug00, wfu; CoFA expired 27jun98; canx; donated by TAROM in 2000 and transported by road in 10 sections to Pucioasa and re-assembled; preserved at the Muzeul Aviatic "Cosmonaut Dumitru Dorin Prunariu" at Colonescu Street, Pucioasa (GE N45.078743 E25.438621); f/n aug06; seen 28jul18 in process of restoration; l/n nov19
5 73 102 01	YR-BMC	An-24RV	TAROM	rgd	14apr75	crashed into airport buildings on landing at Constanta 25jan82, during a training flight after simulating a port engine failure on final approach, the aircraft swerved 60-70 degrees to the left and due to the descent and reduced speed, the port wing struck the ground, killing all 7 crew Ulyanovsk Advanced Flying Training College; toc 12apr75; rgd 05may75 Kirovograd Advanced Flying Training College
5 73 102 02	YR-BMD	An-24RV	TAROM	rgd	17apr75	
5 73 102 03	CCCP-47300 CCCP-47300 CCCP-47300 UR-47300 UR-47300 UR-47300	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	Aeroflot/USHVLP Aeroflot/KShVLP AFL/Belarus Ukr Flt State Ac Ukr Flt State Ac Air Urga	mfd trf trf KGO KGO LCA	28mar75 25feb80 03oct80 15jul93 21sep94 25mar95	in Aeroflot c/s, no titles in Aeroflot c/s, Air Urga logo seen ATH jan97 with additional large 'Kryvbas' titles in Cyrillic, Kryvbas being a football team; seen all stripped IEV 09dec99 for maintenance; l/n IST 08nov00; still in fleet list 30oct04 coded "UN-627" opb Air Urga; l/n SAW 05may05 l/n LCA 14aug05; still in fleet list dec05/mar07
	UR-47300 UR-47300 UR-ELK UR-ELK UR-ELK UR-ELK UR-ELK UR-ELK UR-ELK YA-EHC	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	United Nations all-white n/t Air Urga all-white c/s, n/t United Nations all-white c/s, n/t united Nations all-white c/s, n/t East Horizon	ADD SAW LCA KGO DXB KGO TBS LWO ph.	27oct04 08feb05 24jul05 04may06 07sep06 12oct08 06dec08 27sep09 2014	l/n TBS 01jun09 l/n IEV 12sep12; canx 15nov12 at Khost, posted on Facebook 28dec14, full colour scheme and titles; c/n from Afghan CAA; l/n KBL 20feb21; offered for sale on planesale.ru jul22 with t/t 22,738 hours and 32,829 cycles; location given as Tajikistan f/n VKO 27feb92, in full Aeroflot c/s in Aeroflot c/s with titles ? seen REN 21apr97, in Aeroflot c/s, no titles, operated for and parked on the Kit Air apron; soc, date not given and canx 01jun99 as to Congo; l/n IEV 26jun99 toc 08may75; rgd 29may75; f/n TAS 15apr92 still in jan04 fleet list; for sale early 2008, t/t 48,273 hours and 39,232 cycles; l/n ASB nov08/oct09; reported scrapped 2012 f/n DME 01jun92; later owned by SP Air and leased to Ural Avia 19apr93; l/n IEV 29aug93 still in Aeroflot c/s; canx 14jul95 as to Angola l/n SHJ 06nov95; c/n on register as 5730206 in error l/n SHJ 04jul97; named 'Time Machine' c/n on register as 5730206 in error c/n not confirmed; l/n PNR 08sep09/23jan11 still in Air Cess c/s; reported wfu; photos show it is not an An-24RT, this and An-24RT c/n 1911803 were the only two known in these c/s; see TN-225 An-26 with unknown c/n
5 73 102 04	CCCP-13389 RA-13389 RA-13389	An-24RV An-24RV An-24RV	MAP Orenburg MSZ Kit Air Antares Eyr	rgd VKO trf	29may75 03sep93 17jun94	crashed apr85 while on descent to Huvsgul province according to Mongolian CAA, but also l/n ULN aug94/may95 as wreck w/o 26jan90 at Uvs, Zavkhan, (off airport) on approach to Ulaangom Airport when the crew were unable to locate the airport at night; all 30 on board were killed
5 73 102 05	CCCP-47301 EZ-47301	An-24RV An-24RV	AFL/Turkmenis.-ASB Turkmenistan AI	mfd IEV	30apr75 02jul96	already allocated by early 1995 l/n ULN 28jun01; JU- prefix reported allocated by mar98; current on jan02 fleet list l/n MHP 17jul07; seen KBP 02aug07 with additional 'Bukovyna Airlines partner' titles; canx 20jul10; l/n KBP 25jun12/11may13, wfu
5 73 102 06	CCCP-48091	An-24RV	MOM "Zlatoust" MSZ	rgd	01aug75	reported to have been damaged beyond repair in 1995 when it made an emergency landing in Khuvsgul Province when both engines were accidentally closed down during a steep approach; exact date and location not known
	EL-AKO EL-AKO EL-WAC TN-225	An-24RV An-24RV An-24RV An-24RV	Aeroflot c/s, n/t Air Cess Air West Air Cess c/s, n/t	rgd SHJ rgd PNR	08sep95 30nov95 unknown oct04	nose-wheel collapsed on landing Ulaangom nov97 l/n ULN 28jun01; JU- prefix reported allocated by mar98; current in jan02 fleet list l/n HAV 14dec11 being towed along a road in Sancti Spiritus, without outer wings, tail and with a damaged nose cone, to become a restaurant; re-assembled two months later (N21.926508 W79.436639); photo as such complete with registration visible under the wing; l/n jun20; reg visible on upper rear fuselage toc 24may75; rgd 19jun75; f/n IKT 05sep89; l/n IKT 05jul92 in Aeroflot c/s and titles; l/n IKT 05jul92 in Aeroflot c/s and titles, l/n IKT 05jun01; mentioned in Russian register sep01 marked as 'air incident', but without that remark mar03 owned by Angara; last overhaul completed 26dec06; l/n IKT 12feb07 new CoFR issued 21jul09; l/n OVB 11feb11; w/o 11jul11 on a flight from Tomsk to Surgut when the oil pressure of the left engine dropped (due to a faulty ball bearing), the crew decided to divert to Nizhnevartovsk for an emergency landing, but the engine caught fire while the aircraft was at a height of some 4,000 metres, as the fire could not be extinguished the crew decided to make a forced landing on the river Ob', the aircraft came down in shallow water 17.8 km south-west of Strezhevov airport (at N60°37,237' E77°22,735'), the bottom of the fuselage was ripped open by the uneven river-bed, the aircraft broke up and came to rest 15 metres from the bank of the river, 1 of the 4 crew injured and 7 of the 33 passengers killed plus 18 injured; t/t 48,489 hours and 32,783 cycles; wreck recovered from the river 17jul11; wreckage still extant at SWT by 03jul13
5 73 102 07	BNMAU-10207	An-24RV	MIAT Mongolia	ULN	19sep86	toc 11jun75; rgd 22jul75; f/n ANC 28nov90; canx 22jun91 f/n LIM jul91; named 'Ciudad del Nisti'; canx 23jun92 on charge as of 01jul92; f/n LIM 15jan94, in non standard Aeroflot c/s and titles, c/n checked; trf to Peru 1994, soc 21nov00, see next line f/n BOG 05apr95; CoFA expired 14dec95; seen LIM 04feb97; canx 08feb00; l/n LIM 15jan02 wfu; scrapped toc 11jun75; rgd 22jul75
5 73 102 08	BNMAU-10208	An-24RV	MIAT Mongolia	ULN	17dec77	
5 73 102 09	BNMAU-10209 MT-10209 MT-1010 JU-1010 UR-CDS	An-24RV An-24RV An-24RV An-24RV An-24RV	MIAT Mongolia MIAT Mongolia MIAT Mongolia UM Air	ULN ULN ULN DME	09dec77 10may95 22jul98 10jul04	
5 73 102 10	BNMAU-10210	An-24RV	MIAT Mongolia	ph.	dec77	
5 73 103 01	BNMAU-10301 MT-1011 JU-1011 CU-T1244 no reg	An-24RV An-24RV An-24RV An-24RV An-24RV	MIAT Mongolia MIAT Mongolia MIAT Mongolia Cubana Cubana c/s, n/t	ULN ULN ULN ARN ph.	20jun79 10may95 22jul98 27apr04 jun12	
5 73 103 02	CCCP-47302 CCCP-47302 RA-47302 RA-47302	An-24RV An-24RV An-24RV An-24RV	AFL/East Sib.-IKT Baikalavia Baikalavia Kiev ARP 410 AI Angara	mfd trf IKT IKT IKT	29apr75 30jun92 06jul94 05feb07 28aug07	
5 73 103 03	CCCP-47303 OB-1440 CCCP-47303	An-24RV An-24RV An-24RV	AFL/Privolzhsk Trans Amazon Avial. Tatarstana	mfd rgd trf	21may75 03jun91 unknown	
5 73 103 04	OB-1583 CCCP-47304 RA-47304 RA-47304 RA-47304 RA-47304	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	Expresso Aéreo AFL/Privolzhsk-GOJ Aeroflot Saravia Gromov Air Yakutiya	rgd mfd KUF trf VKO YKS	28oct94 21may75 25apr93 28dec94 27jun04 07jul06	
5 73 103 05	CCCP-47305 RA-47305	An-24RV An-24RV	AFL/Arkhangel.-ARH Aeroflot	mfd Ovn	23may75 12jul93	toc 13jun75; rgd 10jul75; f/n LED 12sep87; l/n IKT 05jul92

	UR-47316 UR-ELL UR-ELL	An-24RV An-24RV An-24RV	Air Urga ex United Nat. c/s United Nations	IST Pib BUX	07oct94 mar02 18jul03	l/n RJK 22jul98 l/n KGO 29may02; still in fleet list oct04/mar07, see next line in full all-white UN c/s; seen with code 'UN805' BUX 18jul03 and with code 'UN-804' GOM 17aug09; seen without code BUX 10apr10; seen NLV 08aug11, still with large 'UN' titles and without code; seen EBB 20jul12; l/n KGO may15, all white, no titles; canx 27oct15 on charge as of 26mar76; rgd 03may76; f/n OKD 20oct90; in Aeroflot 'polar' c/s; l/n IKT 05jul92 l/n UUS 07jul94, in Aeroflot c/s and titles in full c/s with large 'SAT' titles; seen UUS (N46.881586 E142.71963) 31dec13, no propellers; l/n 14may16/16aug18, complete but wfu toc 15apr76; rgd 05may76; f/n OVB 01jul92; opb Novokuznetski OAO
6 73 105 04	CCCP-47317 RA-47317 RA-47317	An-24RV An-24RV An-24RV	AFL/Far East-UUS Sakhal. AviaTrassy Sakhal. AviaTrassy	mfd trf UUS	16mar76 26may93 jun99	
6 73 105 05	CCCP-47318 RA-47318 RA-47318 RA-47318 RA-47318 RA-47318 EK-47318 EK-47318 J2-SHE	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/West Siberia Aeroflot Aerokuznetsk Air Djibouti not known Air Djibouti Sudan Airways not known Daallo Airlines Daallo Airlines	mfd BKA trf JIB JIB SHJ rgd	30mar76 09jul93 31mar94 apr99 12mar01 03nov01 29apr02 14jul04 28apr05 16oct05	still in full Aeroflot c/s including titles; seen as such KJA 09jul94; in fleet list dec99 as sold leased 01feb99/01aug99 in basic Aeroflot c/s, no titles (there is photo proof that it did not carry titles); soc by jan01 seen in bare metal being re-sprayed SHJ 08dec01; canx but date unknown f/n SHJ 19aug02, reported still with the prefix 'RA-'; f/n with the prefix 'EK-' confirmed KRT 14jan03; l/n SHJ 12oct03; canx from Armenian register 13apr04 in orange rather than yellow Sudan Airways c/s; f/n SHJ 27jan05; l/n SHJ 13mar05 in basic orange Sudan Airways c/s, no titles; canx 16jun05; offered for sale by Aquiline International jul05 c/n confirmed; initially in basic orange Sudan Airways c/s with own titles, with the digits '473' of the former registration still visible; repainted in white c/s with dark blue trim and belly (with the dark blue area in front of the cockpit not meeting the cheatline on the nose), with titles; f/n as such ADD 03jan07; l/n SHJ 26mar07; the registration was cancelled following a letter by the Djibouti authorities to the ICAO dated 24sep07 registration date confirmed by the CAA; in white c/s with dark blue trim and belly (with the dark blue area in front of the cockpit not meeting the cheatline on the nose); reportedly arrived at FJR 19aug08; seen FJR 14sep08; reported on the ground at FJR 01nov08; canx before 01jan09; reported for Suhura Airways from 2009; l/n FJR 06sep12
	EK-47318	An-24RV	South Airlines	rgd	24dec07	
	3X-GEX	An-24RV	Suhura Airways	HGA	08apr13	probably an illegal registration; tie-up from the photographer (registration not visible on the photo); in white c/s with dark blue trim and belly (with the dark blue area in front of the cockpit meeting the cheatline on the nose), no titles; sat wfu (very dusty) at RIY Mukalla in Yemen, seen 24nov18 (the last letter of the registration was no longer readable) toc 11may76; rgd 23jun76 Kirovograd Advanced Flying Training College
6 73 105 06	CCCP-47319 CCCP-47319 CCCP-47319 CCCP-47319 UR-47319 UR-47319 UR-47319 UR-ELM UR-ELM	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Sasovo Fl.Sch. Aeroflot/KShVLP AFL/Belarus AFL/Kirovograd VAU Ukr State Flt Ac Air Guinée Air Urga Air Urga United Nations	mfd trf trf trf KGO CKY IST no FKI	28apr76 12jan77 14aug81 27oct81 15jul93 07jan94 08dec95 no 13jun06	in basic Aeroflot c/s, no titles leased from Air Urga, in full c/s; l/n DKR 04apr94 l/n IST 01oct01; still in fleet list nov01 in fleet list jan03/mar07, see below in full all-white UN c/s, UN code not reported; seen GOM between apr10 and jul10; stationed at FKI by 24aug11, allocated code 'UNO-806'; offered for sale 31mar12 with t/t 25,178 hours; l/n KGO 2018, all white c/s; canx between 01dec18 and 07dec18; l/n KGO 07jan20 toc 07may76; rgd 16jun76; f/n MHP 09sep87 l/n IST 24mar96; leased from Voronezh Avia with small logo; f/n DME 06aug99: CoFR renewal 15sep03; l/n DME 03mar04 in basic Voronezh Avia c/s with small Polet titles on the rear fuselage; l/n DME 01may07 in basic Voronezh Avia c/s with IrAero titles and tail logo; seen IEV 20dec07/04oct10; l/n IEV 11apr11, test flying in bare metal as 47321 in full c/s and titles; seen IEV 25may11; l/n PKC 11sep12 in full c/s and titles; seen KHV may14; seen TOF 29oct16, stored active, ex Khabarovsk Avia c/s, no titles; seen SGC 02jul17 with titles; seen TOF 23aug18, no titles on starboard side; operator from russianplanes.net; seen TOF 23feb19; seen TOF 13sep19, l/n YKS 13may21 with small UTair titles on the starboard side, all blue tail with white fuselage full colour scheme and titles; l/n YKS 26may23 rgd 21jun76; on charge as of 01jul76; f/n ASB 08sep77 seen this date with overhaul registration seen ASB 14apr02 operational; still in jan04 fleet list; for sale early 2008, t/t 47,702 hours and 39,169 cycles; l/n ASB nov08/oct09; reported scrapped 2012 on charge as of 01jul76; rgd 23jul76; f/n TAS 15sep87; reported carried Air Kazakhstan titles oct92 carried 'Kazair' titles l/n ALA 13nov97 no titles; leased from Kazakhstan Airlines; was trf 26sep96 to Air Kazakhstan, Astana based, but never had such titles, see below full colour scheme and titles; Kazakhstan flag on tail l/n ALA 07apr03 l/n ALA 19may08 f/n ALA 06nov08; l/n ALA 17nov14 with 'Ontystik Aspani' (Southern Sky) titles; l/n ALA 29jul23, in service toc 22jun76; rgd 09aug76; soc 27aug92 as to Latvia f/n RIX 25may93; canx 24apr95 no sightings as such but mentioned in Russian register feb98 f/n Krasnoyarsk-Cheremshanka 03jun01; l/n IKT 09oct14 f/n SWT 13feb15 with both Katekavia and Turukhan titles; seen KUF 26jul15; seen URS 04nov15, Turukhan titles on the port side; seen UFA 20sep18; l/n seen 17apr19, now with only UTair titles on the port side; l/n TJM 12feb23, active
6 73 105 07	CCCP-47321 TC-TOR RA-47321 RA-47321 RA-47321	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Central Region Top Air Voronezh Avia Polet IrAero	mfd IST trf DME IKT	29apr76 18feb94 01aug94 24jun05 14aug07	
	RA-47321 RA-47321 RA-47321	An-24RV An-24RV An-24RV	Yakutia Khabarovsk Avia Turukhan	IEV KHV HMA	27apr11 27jul13 23jun17	
6 73 105 08	RA-47321 CCCP-47322 UR-47322 EZ-47322	An-24RV An-24RV An-24RV An-24RV	Polyarnyye Avial. AFL/Turkmenis.-ASB Turkmenistan Al Turkmenistan Al	YKS mfd IEV ASB	03jun21 18may76 04jul96 05may98	full colour scheme and titles; l/n YKS 26may23 rgd 21jun76; on charge as of 01jul76; f/n ASB 08sep77 seen this date with overhaul registration seen ASB 14apr02 operational; still in jan04 fleet list; for sale early 2008, t/t 47,702 hours and 39,169 cycles; l/n ASB nov08/oct09; reported scrapped 2012 on charge as of 01jul76; rgd 23jul76; f/n TAS 15sep87; reported carried Air Kazakhstan titles oct92 carried 'Kazair' titles l/n ALA 13nov97 no titles; leased from Kazakhstan Airlines; was trf 26sep96 to Air Kazakhstan, Astana based, but never had such titles, see below full colour scheme and titles; Kazakhstan flag on tail l/n ALA 07apr03 l/n ALA 19may08 f/n ALA 06nov08; l/n ALA 17nov14 with 'Ontystik Aspani' (Southern Sky) titles; l/n ALA 29jul23, in service toc 22jun76; rgd 09aug76; soc 27aug92 as to Latvia f/n RIX 25may93; canx 24apr95 no sightings as such but mentioned in Russian register feb98 f/n Krasnoyarsk-Cheremshanka 03jun01; l/n IKT 09oct14 f/n SWT 13feb15 with both Katekavia and Turukhan titles; seen KUF 26jul15; seen URS 04nov15, Turukhan titles on the port side; seen UFA 20sep18; l/n seen 17apr19, now with only UTair titles on the port side; l/n TJM 12feb23, active
6 73 105 09	CCCP-47350 UN-47350 UN-47350	An-24RV An-24RV An-24RV	AFL/Kazakhstan Kazakstan Airlines Gambia Air Shuttle	mfd ALA	28may76 09dec93 10dec93	
	UN-47350 UN-47350 UN-47350 UP-AN423 UP-AN423 UP-AN423	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	Weasua Air Transp Air Kazakstan SCAT SCAT Southern Sky	ATH ALA ALA rgd ALA	mar97 27may02 27may04 29feb08 early15	
6 73 105 10	CCCP-47351 YL-LCI RA-47351 RA-47351 RA-47351	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Latvia-RIX Latavio Sakha Avia Katekavia Turukhan	mfd rgd rgd rgd trf	22jun76 06nov92 28aug96 24apr00 2015	
6 73 106 01	CCCP-47352 RA-47352 RA-47352 RA-47352 RA-47352	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Yakutiya Sakha Avia Yakutiya Polyarnyye Avial. Yakutiya Polyarnyye Avial.	mfd trf rgd YKS Nyu no	30jun76 19oct94 16jan03 06jun13 01jul15 reports	toc 17jul76; rgd 09aug76; damaged Saskylakh 26aug89, during take-off, photos exist laying on it belly with the starboard and nose undercarriage collapsed and damage to the starboard outer wing, repaired; f/n YKS 03jul92 f/n YKS 13may95, in Aeroflot c/s and titles f/n KHV oct07; l/n YKS 01aug08; in official fleet list dated 04may09 as in storage; l/n YKS 12sep12 operational l/n IKT 29sep14 with titles; l/n YKS 08aug19 sale reported nov19; l/n YKS 26may20 still in Yakutiya c/s and titles with port propeller missing; reported jun20 as placed in storage but seen in Polar c/s YKS 25jan22 toc 30jul76; rgd 24aug76; f/n BKA 29aug89; l/n BKA 10sep92 l/n BKA 15apr97; was reported for Bykovo Avia l/n HLA 14sep00; canx but date unknown leased to Yakutsk Avia f/n YKS 14aug03; l/n YKS 08jul13 in Yakutiya colours and Polyarnyye titles; l/n YKS 12may21 toc 16aug76; rgd 02sep76; f/n KHV 30aug89 f/n KHV 12may95, in Aeroflot c/s and titles seen KHV may09 active; l/n KHV 02apr12, without propellers rgd 14sep76; on charge as of 01oct76 f/n TOF 05jul04; l/n TOF 07mar15 full c/s; l/n IKT 24dec23 toc 22sep76 rgd 15dec76; f/n YKS 03jul92
6 73 106 02	CCCP-47353 RA-47353 RA-47353 RA-47353 RA-47353 RA-47353 RA-47353	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Centr.Reg.-BKA Aeroflot African Cargo Al Aeroflot c/s, n/t Yakutiya Polyarnyye Avial. AFL/Far East-KHV	mfd BKA HLA IKT rgd YKS mfd	22jul76 08apr93 24mar00 05jun01 17jan03 19mar15 30jul76	
6 73 106 03	CCCP-47354 RA-47354 RA-47354	An-24RV An-24RV An-24RV	Dalavia Dalavia AFL/West Siberia	trf trf mfd	01jun93 03jul04 30jul76	
6 73 106 04	CCCP-47355 RA-47355 RA-47355	An-24RV An-24RV An-24RV	Tomsk Avia Angara AFL/GosNII GA	trf IKT mfd	30mar94 19aug18 30aug76	
6 73 106 05	CCCP-47356 CCCP-47356 RA-47356 RA-47356	An-24RV An-24RV An-24RV An-24RV	AFL/Yakutiya Aeroflot Sakha Avia	trf YKS trf	04nov76 08jul94 19oct94	seen YKS 13may95, in Aeroflot c/s and titles; opb Yakutaviatrans; dbr 06nov96 on the leg from Khandyga to Ust'-Nera of a flight from Yakutsk to Ust'-Nera when the crew mistook the new runway 85 (still under construction) for the operational runway 75 in poor visibility, when ATC realised this they twice ordered the crew to go around but the crew failed to comply and touched down on runway 85, during the landing run the captain tried to go around, but the check pilot aborted this attempt some seconds later, the confused flight engineer retracted the landing gear and the aircraft came to rest on its belly, suffering substantial damage, all 5 crew and 24 passengers escaped unhurt; canx 03jun97; soc 03jul97 as further use not economically viable; the aircraft was reportedly moved near to the tower for preservation; l/n sep19 still stored toc 08jan77; rgd 29mar77 f/n RVH 25aug91; l/n RVH 06sep92
6 73 106 06	CCCP-47357 CCCP-47357 RA-47357 RA-47357 RA-47357	An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/GosNII GA AFL/Privolzhsk-GOJ Aeroflot Yoshkar-Ola AE UTair	mfd trf BKA trf rgd	30nov76 06may77 05jul93 14jan94 06may03	
	RA-47357 RA-47357 RA-47357	An-24RV An-24RV An-24RV	UTair Express all white, n/t Polar Airlines	ROV YKS YKS	15aug09 10aug12 15feb13	f/n DME 05sep00, in Aeroflot c/s, no titles; l/n DME 01jun01 f/n SVX 23aug03; l/n SGC 25aug03; reported GOJ 21may06 as Ryazanaviatrans but titles not visible on photo (behind engine); seen GOJ 21feb08 with UTair titles l/n NNM 20mar12 l/n YKS 17oct12, still all white, no titles white, with large titles and logo on tail; seen YKS 09mar20; seen YKS 17nov20, full colour scheme and titles; l/n YKS 15jun21
6 73 106 07	CCCP-47358 RA-47358 RA-47358	An-24RV An-24RV An-24RV	AFL/West Sib.-KEJ Aeroflot Katekavia	mfd OVB trf	20sep76 12jul93 19apr94	toc 15oct76; rgd 11nov76; damaged 25sep84 on the leg from Sverdlovsk to Omsk of a flight from Sverdlovsk to Kemerovo when the turbine of the RU-19A-300 APU suffered an uncontained failure shortly after take-off at a height of 250 metres and parts of the turbine disc ricocheted the fuselage, killing 1 of the 37 passengers and injuring 2 while all 4 crew escaped unhurt, the aircraft managed to land safely at Sverdlovsk; t/t 16,859 and 14,402 cycles (t/t of the APU 1,022 hours); repaired reported for Kemerovo Aviation Enterprise f/n Krasnoyarsk-Cheremshanka 03jun01; leased to Sibaviatrans 01sep02/31dec04; new CoFR issued 04may06; l/n IKT 29jul14

	RA-47358	An-24RV	Turukhan	trf	mar15	f/n SWT 16mar15 with both Katekavia and Turukhan titles; l/n SWT 01apr15, Katekavia titles only on starboard side; seen Krasnoyarsk-Cheremshanka 09jun15; seen UFA 25sep15 with just Turukhan titles on the port side
6 73 106 08	RA-47358 CCCP-47359 RA-47359 RA-47359 UR-47359 RA-47359	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	UTair AFL/Central Region Aeroflot Ryazanaviatrans Tavria MAK Ryazanaviatrans	PEX mfd BKA trf IEV rgd	15apr19 04oct76 08apr93 31dec94 24jun97 02apr99	l/n apr23, location withheld toc 07jun77; rgd 19jul77; f/n SVO 13jun90 l/n IST 31aug98 seen BKA 16jun99, in Aeroflot c/s, no titles; l/n VKO 16jan04; seen GOJ 21may06 with titles; l/n PEE 04may11; ceased ops 31oct12 CoFR renewal 04jun14; in basic Aeroflot c/s, no titles; l/n KHV 04aug23 f/n BKK 22aug77; the only An-24RV repainted in the revised colour scheme by late 1997; wfu 1999; stored at VTE, seen mar00/apr02
6 73 106 09	RA-47359 RDPL-34005	An-24RV An-24RV	Khabarovsk Avia Lao Aviation	KHV mfd	22oct14 20oct76	c/n not confirmed, stored; was the sole remaining Lao Aviation An-24RV at VTE by jan04 and in the revised colour scheme, see previous line; according to Lao Aviation was due to be exported to Cambodia; last overhaul of this c/n completed 26may04; this c/n offered for sale by SkyBirdHeli 27may06 with t/t 10,508 hours and 12,393 cycles
	RDPL-34143	An-24RV	Lao Aviation	VTE	04jan04	in all-white c/s, no titles; l/n NLV 18aug07 opb Air Urga; in full all-white UN c/s; l/n FKI 19dec09 in all-white c/s, no titles, 'UN' titles on tail overpainted but still visible; repainted in white c/s with thin red cheatline and blue underside; f/n as such KGO 16jan11; l/n KGO 23jan11 owned by Aviatekhmark of Kiev; in basic Air Urga c/s; f/n IKT 21may11, registration not yet applied; dbr 08aug11 on the leg from Chita to Blagoveshchensk of a flight from Irkutsk to Khabarovsk when deviated from the glide path whilst landing in below-minima weather conditions (a thunderstorm with heavy rain, strong winds and poor visibility) and hit trees 50 metres before the runway threshold and 210 metres to the right of its extended centreline, the landing gear collapsed and the left wing separated from the aircraft which came to rest 450 metres behind the runway threshold and 285 metres to the right of its extended centreline, 2 of the 5 crew and 7 of the 36 passengers sustained injuries of varying degree; t/t 12,346 hours and 13,767 cycles; see c/n 87304610
	UR-CFU UR-CFU UR-CFU	An-24RV An-24RV An-24RV	Air Urga United Nations Air Urga	SAW EBB KGO	04jul07 29mar08 10feb10	
	RA-46561(2)	An-24RV	IrAero	rgd	30may11	
6 73 106 10	RDPL-34006	An-24RV	Lao Aviation	BKK	22aug77	l/n VTE jun97/apr02 wfu complete but in poor condition; confirmed one of two preserved in Jomtien Water Park (N12.852711 E100.92315) Thailand, and first seen there late 2003; see c/n 67310708; seen 20jan17, painted red, in very poor condition with reg shining through' l/n 02nov19, abandoned and derelict d/d 18jul77; l/n BKK 11nov89 in white c/s with blue/red cheatline, no titles; l/n VTE feb02/feb05 on the military ramp, stored in fair condition
6 73 107 01	RDPL-34007 RDPL-34007	An-24RV An-24RV	Lao Aviation Laos Government	mfd VTE	30oct76 01apr94	details mentioned in Ukrainian Customs document dated jun08 as such; seen IEV 07may09, all-white c/s and marked '10701'; l/n IEV 28may09; for sale on web mid 2009 (c/n only given) for \$930,000 with 2,200 hours and 2,367 cycles reported sold to Lao Capricorn Air jun09 in all white c/s, no titles with a Cuban flag behind the cockpit; departed IEV 31dec09 on delivery with a Cubana callsign; repainted in full Cubana c/s with titles; f/n HAV 24jun11; performed Cubana's last An-24 flight on 31dec12; l/n HAV 12apr14 in full c/s and with titles; l/n CYO 04mar19; reported dec20 as stored w/o Luang Namtha 22apr90, aircraft was overloaded and out of balance and failed to get airborne during rotate, abandoned take-off and overran, hitting a building and killing one person on the ground
	RDPL-34151	An-24RV			jul06	l/n BKK 21jun80; not in 2001 fleet list, fate unknown toc 30may77; rgd 08jul77; f/n BKA 25sep91 l/n BKA apr93/aug05, in Aeroflot c/s and titles, stored f/n YKS 16mar07; damaged on take-off from Yakutsk 04feb10 when the landing gear was retracted by mistake during the take-off run (the flight engineer had misunderstood a command of the captain), the left main gear collapsed and the aircraft came to rest on its belly, all 4 crew and 38 passengers escaped unhurt; repaired and seen YKS 05aug10, active; l/n YKS 19jul13 seen IKT 25dec14 with titles; seen YKS 22may15 without titles in full c/s with titles; l/n YKS 08aug19 sale reported nov19; in full c/s with titles; latest CoFR 22sep21 toc 03jun77; rgd 29jul77; f/n BKA 25sep91; in Aeroflot c/s with a blue tail; l/n BKA apr93/sep94 stored l/n BKA 21may96 l/n VKO apr98; leased from Vladimir Air Forest Control, leased from Vladimir Avia; l/n Vladimir-Semyazino 18aug01 titles not reported in technical inspection document 28feb08 as Buryatskiye Avialinii; reported opb Ryazanaviatrans jul08; seen UUD aug08 no titles and again oct09 parked on the grass but complete; seen UUD 14nov19, no engines; l/n UUD feb23, dumped
	RDPL-34151 CU-T1706	An-24RV An-24RV	Lao Capricorn Air Cubana	no IEV	reports 23sep09	according to ADB listing, seems too early; mfd 28jan77 according to fleet list and 2004 Russian register; toc 01jun77; rgd 08jul77; f/n ALA 22sep87; in Aeroflot c/s with a blue tail; l/n BKA apr93/sep93, stored f/n VKO 26aug98, in Aeroflot c/s and titles l/n IST 01sep95 l/n GOJ nov10 ex-Aeroflot-type c/s, no titles; operator reported by russianplanes.net; seen LED 29jul14 with titles in a badge on the forward fuselage; l/n LED 16jul16 no sightings, reported by russianplanes.net ownership change reported by russianplanes.net; l/n Krasnoyarsk-Cheremshanka 24aug18 in tatty condition, no titles change of ownership reported by russianplanes.net; f/n BAX 13aug19, all white, large red titles; l/n KJA 19aug23 toc 09feb78; rgd 15mar78; f/n BKA 01jun92; in Aeroflot c/s with a blue tail; l/n BKA 15aug92
6 73 107 02	CU-T1464 RDPL-34008	An-24RV An-24RV	Aerogaviota Lao Aviation	MBJ BKK	jul18 16sep78	
6 73 107 03	RDPL-34009	An-24RV	Lao Aviation	BKK	07may79	
6 73 107 04	CCCP-47360 CCCP-47360 RA-47360	An-24RV An-24RV An-24RV	AFL/Central Region Ryazanaviatrans Yakutiya	mfd trf rgd	31jan77 31dec93 03jul06	
6 73 107 05	RA-47360 RA-47360 RA-47360 CCCP-47361 RA-47361 RA-47361 RA-47361 RA-47361 RA-47361	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	Polyarnyye Avial. Yakutiya Polyarnyye Avial. AFL/Centr.Reg.-BKA Aeroflot Karat Avialesookhrana Aeroflot c/s, n/t	IKT YKS YKS mfd BKA VKA BKA PKC	22mar14 19aug15 06oct20 28jan77 01jul95 28feb98 17aug99 17jun06	
6 73 107 06	CCCP-47362	An-24RV	AFL/Centr.Reg.-BKA	mfd	30jun76	
	RA-47362 UR-47362 RA-47362 RA-47362	An-24RV An-24RV An-24RV An-24RV	Ryazanaviatrans Tavria MAK Ryazanaviatrans Pskovavia	trf IST BKA GOJ	31dec93 30may97 23sep99 31mar12	
	RA-47362 RA-47362	An-24RV An-24RV	Bural Yakutia		nov16 10may17	
	RA-47362	An-24RV	KrasAvia		sep18	
7 73 107 07	CCCP-47363 RA-47363 RA-47363 RA-47363 RA-47363 RA-47363 RA-47363 RA-47363 RA-47363 RA-47363	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	AFL/Central Region Aeroflot Vladimir Avn Ent. Avialesookhrana Vladimir Avn Ent. Yakutiya Polyarnyye Avial. Yakutiya Polyarnyye Avial. Khabarovsk Avia	mfd KRR trf BKA IKT lsd IKT ret trf KHV	29may77 15jul94 25jul94 25apr00 04jul04 mar09 04aug13 jun15 nov19 09apr23	
6 73 107 08	RDPL-34010	An-24RV	Lao Aviation	BKK	24sep77	
7 73 107 09	CCCP-47364	An-24RV	AFL/Centr.Reg.-BKA	toc	21feb78	
	RA-47364 TC-TRA RA-47364 RA-47364 S9-GRD YR-BMO	An-24RV An-24RV An-24RV An-24RV An-24RV An-24RV	Aeroflot TRUVA Aeroflot c/s, n/t Ryazanaviatrans Aeroflot c/s, n/t TAROM	BKA IST BKA trf SDD rgd	28aug93 jun94 01jul95 18mar98 25may00 18jul77	
	TC-FPB YR-BMO	An-24RV An-24RV	TH Tasmaciligi TAROM	rgd rgd	25may89 04apr91	
	ST-ING EX-019	An-24RV An-24RV	Air West Express Air West	no SHJ	reports 07feb04	
	EX-019	An-24RV	Avia Traffic	FJR	30nov07	
7 73 108 01	YR-BMJ	An-24RV	TAROM	rgd	20jun77	
7 73 108 02	CCCP-47365 RA-47365 TC-TRV	An-24RV An-24RV An-24RV	AFL/Central Region Aeroflot TRUVA	toc BKA IST	15mar78 05sep93 jun94	
	RA-47365 RA-47365	An-24RV An-24RV	Aeroflot c/s, n/t Ryazanaviatrans	BKA trf	21may96 12sep97	
	9L-LBQ 9L-LBQ 9L-LBQ	An-24RV An-24RV An-24RV	Un.de Trp Africain Heritage Aviation GR Aviation	VLC ph. GOM	10sep00 2006 19may06	

5 99 002 02	CCCP-47701	An-24B	AFL/Yakutiya-YKS	toc	25oct65	rgd 22nov65; 50 pax configuration; opb 139 LO; black and white photo exists, in non-standard c/s with a double cheatline above the cabin windows and a Soviet flag on a grey ? fin; w/o 28jan70 on a flight from Chokurdakh to Batagai when descended prematurely at night and crashed into the slope of a 1,081 m high hill (at 1,020 m) 40 km north-east of Batagai, all 6 crew and 28 passengers killed; soc and canx 24mar70 Kirovograd Advanced Flying Training College; toc 23nov65; rgd 06dec65; 50 pax configuration; converted to An-24USh (navigator training version), circa 1970
5 99 002 03	CCCP-47702	An-24B	Aeroflot/KShVLP	mfd	31oct65	Kirovograd Advanced Flying Training College; toc 23nov65; rgd 06dec65; 50 pax configuration; converted to An-24USh (navigator training version), circa 1970
	CCCP-47702	An-24B	AFL/RKIIGA	trf	12apr74	An-24USh (navigator training version); Riga Aviation Institute; f/n LED 11sep87, c/n painted incorrectly as '5990203'
	CCCP-47702	An-24B	AFL/Kirovograd FS	trf	30jan91	on charge as of 01jul91
	CCCP-47702	An-24B	AFL/Riga ATU	trf	unknown	
	CCCP-47702	An-24B	AFL/Kirovograd FS	trf	unknown	
	UR-47702	An-24B	Ukr State Flt Ac	KGO	15jul93	in basic Aeroflot c/s, initially without titles; l/n KGO 24apr99 as such; seen KGO 29may02/08sep06 with 'DLAU' logo and very faded paintwork; canx 13aug08; sat wfu at KGO, seen oct08/2015 with very small 'CCCP' prefix in place of the 'UR' prefix
5 99 003 01	CCCP-47703	An-24B	AFL/Yakutiya	toc	17dec65	rgd 11jan66; 50 pax configuration
	CCCP-47703	An-24B	Aeroflot/KShVLP	trf	11apr72	Kirovograd Advanced Flying Training College; soc 18aug83 as life-time expired; seen KGO 15jul93/20mar97 derelict
5 99 003 02	CCCP-47704	An-24B	AFL/West Sib.-OVB	mfd	10dec65	on charge as of 01jan66; rgd 18feb66; 50 pax configuration; f/n Novosibirsk-Severnaya 01jul92
	RA-47704	An-24B	Aeroflot	Ovn	12jul93	
	RA-47704	An-24B	Novosibirsk AE	trf	11mar94	soc and canx 19aug98 as life-time expired
5 99 003 03	CCCP-47705	An-24B	Aeroflot/KShVLP	mfd	06dec65	Kirovograd Advanced Flying Training College; toc 05jan66; rgd 11jan66; 50 pax configuration; converted to An-24USh (navigator training version), circa 1970
	CCCP-47705	An-24B	AFL/RKIIGA	trf	12feb77	An-24USh (navigator training version); Riga Aviation Institute
	CCCP-47705	An-24B	Aeroflot/KShVLP	trf	27apr77	An-24USh (navigator training version); Kirovograd Advanced Flying Training College
	CCCP-47705	An-24B	Aeroflot/LSHU	trf	18jul77	An-24USh (navigator training version); Kirovograd Flying and Navigators School
	CCCP-47705	An-24B	AFL/RKIIGA	trf	03nov77	An-24USh (navigator training version); Riga Aviation Institute
	CCCP-47705	An-24B	AFL/Kirovograd FS	trf	10jan85	An-24USh (navigator training version)
	UR-47705	An-24B	Ukr State Flt Ac	KGO	15jul93	in basic Aeroflot c/s, no titles; seen KGO 29may02, stored; canx 13aug08; sat wfu at KGO, prefix 'CCCP-' and 'Aeroflot' titles becoming visible again through faded paint, seen aug08/aug14
5 99 003 04	CCCP-47706	An-24B	AFL/Far East-KHV	mfd	24dec65	toc 24dec65; first service 12jan66; rgd 02feb66; 50 pax configuration
	CCCP-47706	An-24B	AFL/East Siberia	trf	25mar88	f/n IKT 05jul92
	RA-47706	An-24B	Chita Avia	trf	29jul93	f/n IKT 11may95, in Aeroflot c/s and titles; l/n HTA 18apr97 derelict; soc 18aug97 as life-time expired; canx 28aug97
6 99 003 05	--	An-24B	history unknown			
6 99 004 01	"10" red	An-24B	Strat.Rocket Force	Ors	21apr97	c/n not checked; opb 102 osae 31 RA (military unit 45849) at Orenburg-2 (Buntar); wfu in 1996 due to the poor condition of the electric wiring; scrapped at Orenburg-2 in 1998
6 99 004 02	CCCP-47707	An-24B	AFL/Far East	mfd	01feb66	toc 06mar66; rgd 21mar66; 50 pax configuration; c/n given as 59900402 in the MGA document; soc 29apr74 as involved in an accident, details unknown
6 99 004 03	CCCP-47708	An-24B	AFL/Yakutiya	mfd	28feb66	toc 16mar66; rgd 28apr66; 50 pax configuration; damaged by An-26 CCCP-26530 at Nyurba 03jan79 which had got stuck in the snow, whilst using the high power setting to move forward, it struck and destroyed the port side stabilizer and damaged the rear fuselage; later repaired; l/n YKS 03jul92
	RA-47708	An-24B	Aeroflot	YKS	08jul94	
	RA-47708	An-24B	Sakha Avia	trf	19oct94	l/n YKS 13may95, in Aeroflot c/s and titles; canx 13mar96 and soc 14mar96 as life-time expired
6 99 004 04	CCCP-47709	An-24B	AFL/Urals	mfd	24mar66	toc 06apr66; rgd 28apr66; 50 pax configuration
	CCCP-47709	An-24B	AFL/Tyumen	trf	20feb67	f/n TJM 06aug70; canx 08aug94 and soc 22aug94 as life-time expired; l/n TJM 14may95 derelict
6 99 004 05	CCCP-47710	An-24B	AFL/Kazakhstan	mfd	28mar66	toc 11apr66; rgd 27apr66; f/n ALA 12aug67
	UN-47710	An-24B	Kazakhstan AI	ALA	22apr93	w/o 01nov95 on a training flight, on approach to Shymkent the no. 1 engine was shut down and the speed decreased; instead of increasing the speed of no. 2 engine, it was accidentally shut down and the aircraft landed 1100m short of the runway and was damaged beyond repair
6 99 005 01	CCCP-47711	An-24B	AFL/GosNII GA	mfd	30apr66	toc 18may66; rgd 24jun66; 50 pax configuration
	CCCP-47711	An-24B	Aeroflot/KShVLP	trf	14jul66	Kirovograd Advanced Flying Training College; converted to An-24USh (navigator training version), circa 1970; f/n LED 22sep87
	UR-47711	An-24B	Ukr Flt State Ac	KGO	15jul93	seen KGO 29may02/23sep12; in Aeroflot c/s, no titles; already canx 10dec99
6 99 005 02	CCCP-47712	An-24B	AFL/Kazakhstan	mfd	30apr66	toc 07may66; rgd 08jun66; f/n ALA 24mar86; l/n ALA 22apr93; not canx from Soviet register; fate unknown
6 99 005 03	CCCP-47713	An-24B	AFL/North Kavkaz	mfd	10may66	toc 24may66; rgd 14jun66; 52 pax configuration; f/n VKO mid 1975
	CCCP-47713	An-24B	AFL/Uzbekistan-SKD	trf	unknown	on charge as of 01jul87
	UK-47713	An-24B	Uzbekistan Airways	TAS	08may95	wfu 17sep97 and used for spares Samarkand oct97; canx but date unknown
	CCCP-47714	An-24B	AFL/Privolzhsk	mfd	28may66	on charge as of 01jul66; rgd 01jul66; 50 pax configuration; photo exists after an accident, with port side undercarriage collapsed, date and location unknown
6 99 005 05	RA-47714	An-24B	Cheboksary Avn Ent	trf	12jan94	soc 09mar99 as worn out; canx 15mar99; l/n CSY 27aug04 wrecked
	CCCP-47715	An-24B	Aeroflot/KShVLP	mfd	01jun66	Kirovograd Advanced Flying Training College; toc 29jul66; rgd 15aug66; 50 pax configuration
	CCCP-47715	An-24B	MAP Kuibyshev	trf	11oct74	based on a decree dated 26aug74; trf MAP Kazan VPO date unknown, Soviet register gives the same date as toc for Aeroflot/KShVLP
	RA-47715	An-24B	MAP Kazan VPO	VKO	17may93	in Aeroflot c/s; l/n KZN 14jul94
	RA-47715	An-24B	MAP Kazan VPO, n/t	VKO	12may96	CoFR renewal 13apr99 to Dilizshans OOO; seen DME 23oct99 with Tatarstan flag; still in JP-05 as such
	RA-47715	An-24B	Yoshkar-Ola AE	trf	unknown	not current on Russian register nov09; f/n JOK 17may12; in basic ex Aeroflot c/s, no titles; l/n JOK 23aug12, derelict with CCCP- prefix bleeding through
6 99 006 01	--	An-24B	history unknown			
6 99 006 02	"50" blue	An-24B	Soviet Air Force	IKT	05jul92	salon version; wfu, in c/s similar to Aeroflot, with Red star on the tail; still present 11may95/aug07
6 99 006 03	--	An-24B	history unknown			
6 99 006 04	CCCP-47716	An-24B	AFL/Krasnoyarsk-KJA	mfd	25jul66	rgd 15aug66; on charge as of 01sep66; 50 pax configuration
	CCCP-47716	An-24B	AFL/Krasnoyarsk-ABA	trf	jan69	f/n OVB 04jun73
	RA-47716	An-24B	Aeroflot	ABA	13jul93	
	RA-47716	An-24B	Abakan Avia	trf	25nov93	soc and canx 25nov94 as life-time expired
6 99 006 05	CCCP-47717	An-24B	AFL/Urals	toc	09aug66	rgd 22aug66
	CCCP-47717	An-24B	AFL/Tyumen	trf	20feb67	soc and canx 26aug68 as involved in an accident, details unknown
6 99 007 01	CCCP-47718	An-24B	AFL/Far East	mfd	29aug66	toc 05sep66; rgd 26sep66; 50 pax configuration
	CCCP-47718	An-24B	AFL/Magadan	trf	15may86	
	RA-47718	An-24B	Kolymaavia	dbr	01feb94	drifted off the runway centre-line at Omsukchanon on take-off at dusk and hit a 1.2 m high mound of snow, due to the runway having been poorly cleared of snow with the runway lights and shoulders markings also hidden, all 48 passengers and 5 crew survived; t/t 38,294 hours and 29,173 cycles; soc by jan01
6 99 007 02	CCCP-47719	An-24B	AFL/Urals	toc	01sep66	rgd 30sep66; 50 pax configuration; photo jun75
	CCCP-47719	An-24B	AFL/Tyumen	trf	20feb67	
	RA-47719	An-24B	Tyumen Airlines	trf	31aug94	f/n TJM 14may95, in Aeroflot c/s and titles; canx 01jun96; soc 03jun96 as life-time expired
6 99 007 03	CCCP-47720	An-24B	AFL/Yakutiya	mfd	31aug66	toc 15sep66; rgd 21oct66; 50 pax configuration; f/n YKS 03jul92
	RA-47720	An-24B	Sakha Avia	trf	19oct94	f/n IKT 11may95, in Aeroflot c/s and titles; soc 14oct96 as life-time expired; canx 23oct96
6 99 007 04	CCCP-47721	An-24B	AFL/Far East	mfd	24sep66	toc 06oct66; rgd 03nov66; 50 pax configuration
	CCCP-47721	An-24B	AFL/Magadan-GDX	trf	13feb86	
	RA-47721	An-24B	Kolymaavia	trf	24feb95	
6 99 007 05	CCCP-47722	An-24B	AFL/Krasnoyarsk-Kjc	toc	unknown	GDX 12may95, in Aeroflot c/s and titles; soc by jan01 as life-time expired
	CCCP-47722	An-24B	AFL/Krasnoyarsk-EIE	trf	dec74	on charge as of 01nov66; rgd 01nov66; 50 pax configuration;
						soc 26mar84 as involved in an accident; photo exists Yeniseisk 1984 with the fuselage broken in half following a hard landing
6 99 008 01	CCCP-47723	An-24B	AFL/West Siberia	mfd	28sep66	toc 05oct66; rgd 24nov66; 50 pax configuration
	RA-47723	An-24B	Omskavia	trf	30mar94	f/n OMS 12jun94, in Aeroflot c/s and titles; soc 28oct96 as life-time expired; canx 15nov96; cockpit and front fuselage seen at OMS 24aug14 supported on trestles, possibly used for training
6 99 008 02	CCCP-47724	An-24B	AFL/East Sib.-UUD	toc	08oct66	rgd 31oct66; 50 pax configuration; photo Mama 27mar69; soc 23mar79 as life-time expired; seen IKT 04sep89, presumably wfu
6 99 008 03	CCCP-47725	An-24B	AFL/East Sib.-UUD	mfd	31oct66	toc 12nov66; rgd 28nov66; 50 pax configuration
	RA-47725	An-24B	Ulan-Ude Avn Ent.	trf	20oct93	f/n UUD 11jun93, in Aeroflot c/s and titles; seen UUD 20apr97 derelict; soc 21jul98 as life-time expired; canx 22jul98; l/n UUD 26nov06
6 99 008 04	CCCP-47726	An-24B	AFL/Yakutiya	mfd	31oct66	toc 17nov66; rgd 21dec66; 50 pax configuration; f/n YKS 03jul92
	RA-47726	An-24B	Aeroflot	YKS	08jul94	
	RA-47726	An-24B	Sakha Avia	trf	19oct94	f/n YKS 13may95, in Aeroflot c/s and titles; soc 31oct96 as life-time expired; canx 01nov96; seen YKS aug03/jun08 wfu, in use by the rescue services
6 99 008 05	CCCP-47727	An-24B	AFL/Urals	mfd	31oct66	toc 15nov66; rgd 30nov66; 50 pax configuration
	CCCP-47727	An-24B	AFL/Tyumen	trf	20feb67	f/n IEV 16jun93
	RA-47727	An-24B	Tyumen Airlines	trf	31aug94	f/n TJM 14may95, in Aeroflot c/s and titles; soc 15apr98 as life-time expired; canx 17apr98
6 99 009 01	CCCP-47728	An-24B	AFL/Far East-KHV	mfd	31oct66	toc 15nov66; rgd 15dec66; 50 pax configuration; f/n KHV 30aug89
	RA-47728	An-24B	Aeroflot	KHV	24may93	
	RA-47728	An-24B	Dalavia	trf	01jun93	
6 99 009 02	CCCP-47729	An-24B	AFL/East Sib.-UUD	toc	13dec66	l/n KHV 12may95, in Aeroflot c/s and titles; canx 12jan97; soc 14jan97 as life-time expired
						rgd 12jan67; 50 pax configuration; dbr 01jun71 on a training flight from Ulan-Ude, while the crew was practising single-engine operations the board mechanic shut down the second engine as well by mistake so that the aircraft was left without power, the crew managed to make an emergency landing on Bogorodski island some 10 km east of Mukhino airport, but the aircraft was partially consumed by fire, all crew injured; soc 09jul71
6 99 009 03	CCCP-47730	An-24B	AFL/Yakutiya	mfd	30nov66	in 50 passenger configuration; toc 13dec66; rgd 12jan67; in standard 'blue' c/s; f/n IKT 25sep86; l/n YKS 03jul92
	RA-47730	An-24B	Aeroflot	YKS	08jul94	
	RA-47730	An-24B	Sakha Avia	trf	19oct94	still in full Aeroflot c/s including titles; seen YKS 13may95; new CoFR issued 13sep96; soc 01apr97, but not canx from register as of 13may20; fate unknown, but probably scrapped
6 99 009 04	CCCP-47731	An-24B	AFL/West Siberia	mfd	30nov66	toc 16dec66; rgd 18jan67; 50 pax configuration; f/n OVB 25sep86
	RA-47731	An-24B	Aeroflot	OVB	22apr93	
	RA-47731	An-24B	Sibir	trf	29dec94	f/n OVB 26jul96; last overhaul completed in 1997; no longer in fleet list by 2000
	RA-47731	An-24B	Sayany	IKT	05jun01	leased from Sibir; in basic Sibir c/s with 'Sayany' titles; sat wfu at IKT, seen jul04/feb05; t/t some 50,000 hours; scrapped at IKT jul05

6 99 009 05	CCCP-47732 CCCP-47732	An-24B An-24B	AFL/Krasnoyarsk.-ABA AFL/Krasnoyarsk.-EIE	mfd trf	23nov66 jan75	rgd 27dec66; on charge as of 01jan67; 50 pax configuration opb 127 LO; w/o 14apr80 on a flight from Krasnoyarsk-Severnoy to Yeniseisk when the right main landing gear was damaged during the take-off run and did not retract, the aircraft burnt fuel and returned to the airport for an emergency landing on the grass at night, 70 metres after touchdown the right main gear broke off and later on the right central wing section was damaged, fuel spill and a fire erupted, all 4 crew escaped unhurt but 2 of the 49 passengers were killed by the fire plus 1 passenger and 1 rescuer injured; t/t 20,695 hours and 21,132 cycles; soc 16may80
6 99 010 01	CCCP-47733	An-24B	AFL/Yakutiya-YKS	mfd	27nov66	toc 10dec66; rgd 12jan67; opb 139 LO; w/o 06jan68 on the leg from Olyokminsk to Lensk of a flight from Yakutsk to Novosibirsk when broke up in mid-air at 4,500 metres and crashed 92 km west of Olyokminsk (the tail and both outer wings were found at some distance from the fuselage), all 6 crew and 39 passengers killed, the investigation commission was not able to establish the cause of the accident, but an in-flight explosion was ruled out (rumour had it that the aircraft was accidentally shot down by a stray missile); t/t 1,543 hours and 1,083 cycles; soc 22may68
6 99 010 02	CCCP-47734	An-24B	AFL/Kazakhstan-KGF	toc	27dec66	rgd 31jan67; opb Karagandinski OAO; dbr 13aug76 on landing at Guryev (now Atyrau) at night when dropped below the glide path due to pilot error, touched down hard at a speed of 210 km/h 45 metres before the runway threshold, bounced twice and came down on the nose gear with 3.5 g, suffering substantial damage, all 5 crew and 38 passengers escaped unhurt; soc 02dec76
6 99 010 03	CCCP-47735	An-24B	AFL/East Sib.-UUD	toc	01jan67	rgd 31jan67; 50 pax configuration
6 99 010 04	CCCP-47739 CCCP-47736 UN-47736 UN-47736 UN-47736 UN-47736 ST-WAL	An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/East Sib.-IKT AFL/Kazakhstan-KGF Kazakhstan Airlines Tulpar Air Service Yuzhnaya Asia Continental Marsland	trf mfd ALA KGF SHJ SHJ dbr	1976 23dec66 oct94 24aug99 19feb02 28dec03 02jun05	soc 24jan79 as life-time expired toc 11jan67; rgd 06feb67; f/n KGF 11sep68 photo IEV apr96 in full c/s with 'Kazakhstan Airlines' titles; not in 1999 fleet list l/n SHJ 12dec03 l/n SHJ 16mar04; logo only on take-off from Khartoum due to an engine failure, and subsequent fire which severely damaged the port side 1 of the crew and 6 passengers were killed; according to Antonov this aircraft as UN-47736 was regarded as no longer airworthy from 21nov05
6 99 010 05	CCCP-47737 UN-47737	An-24B An-24B	AFL/Kazakhstan-GUW Atyrau	toc GUW	11jan67 05aug02	rgd 06feb67; f/n ALA 22sep87; l/n ALA 22apr93 preserved in light grey c/s with these titles near Atyrau Airport (N47.119688 E51.835936) f/n aug02, l/n 24sep11; GE image dated 05feb20 shows it to be still there
6 99 010 05	CCCP-47737 UN-47737	An-24B An-24B	AFL/Kazakhstan-GUW Atyrau	mfd GUW	23dec66 05aug02	toc 11jan67; rgd 06feb67; f/n ALA 22sep87; l/n ALA 22apr93 preserved in light grey c/s with these titles near Atyrau Airport (N47.119688 E51.835936) f/n aug02, l/n 24sep11; GE image dated 05feb20 shows it to be still there
6 99 011 01	CCCP-47738	An-24B	AFL/Uzbekistan	toc	06jan67	rgd 17feb67; 50 pax configuration; with twin ventral strakes under the tail as standard from this c/n onwards; f/n TAS 24apr68; soc 23nov81 due to its poor technical condition
7 99 011 02	CCCP-47739 CCCP-47739 CCCP-47739	An-24B An-24B An-24B	AFL/East Sib.-UUD AFL/East Sib.-IKT Baikalavia	mfd trf trf	30jan67 1976 01jan93	toc 06feb67; rgd 22mar67; 50 pax configuration; f/n IKT 03mar92; seen IKT 05jul92 soc and canx 03mar94 as life-time expired; seen IKT jul94/may95; in Aeroflot c/s and titles; broken up
7 99 011 03	CCCP-47740 CCCP-47740 CCCP-47740 CCCP-47740 CCCP-47740 CCCP-47740 EZ-47740	An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Far East AFL/Kyrgyzstan Aeroflot/KShVLP AFL/Ukraine-DNK AFL/Turkmenistan Turkmenistan Al	mfd trf trf trf trf trf KRW	22jan67 19apr72 08jan74 11mar76 26may88 18may96	toc 17mar67; rgd 30mar67; 50 pax configuration Kirovograd Advanced Flying Training College on register 31dec93; not in 1999 fleet list; for sale early 2008, t/t 40,052 hours and 39,986 cycles
7 99 011 04	CCCP-47741 RA-47741 RA-47741 RA-47741 9L-LEP 3C-VQR	An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Tyumen Tyumen Airlines Tyumen Airlines Equat. Guinea Al all-white c/s, n/t	mfd trf TJM SSG SSG	30jan67 31aug94 13aug01 05jun03 19may04 02jun05	toc 04feb67; rgd 22mar67 to AFL/Urals according to Soviet register; 50 pax configuration f/n TJM 14may95, in Aeroflot c/s and titles on register feb04 as 'foreign work', see next line soc 11nov04 as life-time expired, see next line c/n from JP-04 opb Equatorial Express Airlines; w/o 16jul05 in dense jungle 30km from Malabo whilst en route to Bata; was opb by Equatair before EEA; 6 crew and 54 passengers reported killed though reports vary
7 99 011 05	CCCP-47742 CCCP-47742 CCCP-47742	An-24B An-24B An-24B	AFL/Krasnoyarsk.-Kjc AFL/Krasnoyarsk.-ABA AFL/GosNII GA	mfd trf trf	28feb67 1971 22jul85	based on a decree dated 16may85, for research/study purposes Kirovograd Advanced Flying Training College; toc 11mar67; rgd 22mar67; 50 pax configuration; converted to An-24Ush (navigator training version), circa 1970; f/n AER 21sep87
7 99 011 06	CCCP-47743 UR-47743 RA-47743	An-24B An-24B An-24B	Aeroflot/KShVLP Ukr State Flt Ac Ukr State Flt Ac	mfd KGO rgd	02jan67 15jul93 21dec94	l/n KGO 21sep94 present on feb98/aug08 Russian register and in ADB listing as Dalavia; no reports as such; soc by jan02, see next line
7 99 011 07	UR-47743 CCCP-47744 RA-47744	An-24B An-24B An-24B	Ukr State Flt Ac AFL/Tyumen Tyumen Airlines	KGO mfd trf	05may98 28feb67 31aug94	in basic Aeroflot c/s, no titles; canx 13aug08, version given in canx order as An-24B; l/n KGO 21aug14 toc 06mar67; rgd 22mar67; 50 pax configuration; f/n TJM 30jul70 f/n TJM 14may95, in Aeroflot c/s and titles; soc 15apr98 as life-time expired; canx 17apr98
7 99 011 08	CCCP-47745 RA-47745 RA-47745	An-24B An-24B An-24B	AFL/Tyumen Tyumen Airlines Tyumen Airlines	mfd trf TJM	23mar67 31aug94 15aug99	toc 05apr67; rgd 11apr67; 50 pax configuration; f/n TJM 06aug70 f/n TJM 14may95, in Aeroflot c/s and titles l/n TJM jul00/aug04 stored; not in fleet list 27oct00; soc 17jun03 as life-time expired; canx 15dec03
7 99 011 09	CCCP-47746 RA-47746	An-24B An-24B	AFL/Yakutiya Sakha Avia	mfd trf	27mar67 19oct94	toc 04apr67; rgd 19apr67; 50 pax configuration; f/n YKS 03jul92 f/n YKS 13may95, in Aeroflot c/s and titles; not in 1998 fleet list; still current on Russian register mar03
7 99 011 10	CCCP-47747 CCCP-47747 YL-LCN YL-LCK YL-LCK ER-AZZ	An-24B An-24B An-24B An-24B An-24B An-24B	Aeroflot/KShVLP AFL/RKIIGA Aeroflot c/s, n/t Riga Tech Univ. Valan ICC	mfd trf rgd rgd rgd	27mar67 30aug72 11jan93 22feb96 07jun05	Kirovograd Advanced Flying Training College; toc 07apr67; rgd 14apr67; 48 pax configuration; converted to An-24Ush (navigator training version), circa 1970 An-24Ush (navigator training version); Riga Aviation Institute; f/n LED 22sep87 allocated, but not taken up, became YL-LCK instead to Rigas Aeronavigācijas Institūts (Riga Aviation Institute); f/n RIX 28aug93; l/n RIX 03sep93 in white c/s with dark and medium blue trim, no titles; l/n RIX 31mar05 in white c/s with dark and medium blue trim, no titles; dbr 23mar06 on a flight from Baghdad to Talil (Iraq) when the left engine cut off (due to a failure of the engine control system) on approach to Talil, as the nose gear did not lower the crew decided to go around, but the main gear could not be retracted again so that the aircraft lost speed and the crew decided to make a forced landing on an unpaved part of the airfield, all occupants escaped unhurt; canx 11aug06; an An-24 was visible on Google Earth (N30.951583 E46.076233) in 2012
7 99 012 01	CCCP-47748 RA-47748	An-24B An-24B	AFL/Far East Dalavia	mfd trf	31mar67 01jun93	toc 05apr67; rgd 15apr67; 50 pax configuration; f/n KHV 27oct70 f/n KHV 07jul94, in Aeroflot c/s and titles; soc 16jun97 as life-time expired; canx 24jun97
7 99 012 02	CCCP-47749 CCCP-47749 CCCP-47749 CCCP-47749 CCCP-47749 CCCP-47749 YL-LCL	An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Riga ATU Aeroflot/KShVLP AFL/Riga ATU AFL/Lithuania AFL/Akademiya GA AFL/Riga ATU Republic of Latvia	mfd trf trf trf trf trf rgd	26apr67 02sep70 23feb71 30jul73 03sep73 16jun83 11jan93	toc 12may67; the MGA document gives as just AFL/VAU; rgd 09jun67; f/n LED 06jul70 Kirovograd Advanced Flying Training College the MGA document gives as just AFL/VAU f/n RRR 15jul94, in Aeroflot c/s and titles; soc 10oct94 as life-time expired; canx 20dec94 Kirovograd Advanced Flying Training College; rgd 24jun67; 50 pax configuration; trf to the Kryvy Rih technical School 27jul77; canx 15aug77; soc 27sep77 as life-time expired; seen in Kryvy Rih technical School jul96/may02
7 99 012 03	CCCP-47750(1) CCCP-47750(1) RA-47750(1)	An-24B An-24B An-24B	AFL/East Sib.-UUD AFL/East Sib.-IKT Aeroflot	mfd trf IKT	29apr67 1976 02jun93	toc 04may67; rgd 11may67; 50 pax configuration; f/n IKT 05jul92; see c/n 87304905 soc and canx 03mar94 as life-time expired
7 99 012 04	CCCP-47751	An-24B	AFL/West Siberia	toc	06may67	in 50 passenger configuration; rgd 06jun67; opb 114 LO Tolmachovskogo OAO; f/n Novosibirsk-Severnoy 14feb69; w/o 01apr70 (local time) on the leg from Novosibirsk to Krasnoyarsk at night of a flight from Novosibirsk to Bratsk when collided with a weather balloon at a height of 5,400 metres which destroyed the nose cone and damaged the cockpit, the aircraft went out of control, broke up at a height of 2,000 metres and crashed in a field of the sovkhos (state farm) "Zavyalovskii" 20 km south-east of Toguchin (142 km east of Tolmachovo airport), all 5 crew members and 40 passengers (among them an ice hockey team) were killed; t/t 3,975 hours and 3,832 cycles; soc 07may70 and canx the same day
7 99 012 05	CCCP-47752 CCCP-47752 RA-47752 RA-47752	An-24B An-24B An-24B An-24B	AFL/Krasnoyarsk.-KJA AFL/Krasnoyarsk.-ABA Aeroflot Abakan Avia	mfd trf OVb trf	25may67 jan69 21apr93 25nov93	toc 08jun67; rgd 15jun67; 50 pax configuration; f/n KJA 26aug67 soc and canx 25nov94 as life-time expired
7 99 012 06	CCCP-47753 RA-47753	An-24B An-24B	AFL/N.Kavkaz-KRR Kuban Airlines	mfd trf	31may67 22feb94	toc 07jun67; rgd 24jun67; 52 pax configuration f/n KRR 15jul94, in Aeroflot c/s and titles; soc 10oct94 as life-time expired; canx 20dec94
7 99 012 07	CCCP-47754	An-24B	Aeroflot/KShVLP	toc	10jun67	Kirovograd Advanced Flying Training College; rgd 24jun67; 50 pax configuration; trf to the Kryvy Rih technical School 27jul77; canx 15aug77; soc 27sep77 as life-time expired; seen in Kryvy Rih technical School jul96/may02
7 99 012 08	CCCP-47755 RA-47755 RA-47755	An-24B An-24B An-24B	AFL/Yakutiya Aeroflot Sakha Avia	mfd YKS trf	24jun67 08jul94 19oct94	in Kryvy Rih technical School (N47.934827 E33.321084) in good condition, l/n 05aug08; photo proof of UR-prefix on port side 05may11/01oct13; seen again carrying CCCP- prefix and photo proof of CCCP- prefix on starboard side; was never officially registered in Ukraine; l/n 08apr16/28may19 still carrying CCCP- toc 04jul67; rgd 11aug67; 50 pax configuration; f/n YKS 03jul92; see c/n 07306005 no longer in fleet list by 2000, but still current on Russian register by mar03; sat wfu at YKS, seen aug03/jun08; scrapped at YKS sep11
7 99 012 09	CCCP-47756 CCCP-47756 RA-47756 RA-47756	An-24B An-24B An-24B An-24B	AFL/Urals-SVX AFL/Urals-PEE Permskiye Avialin. Aeroflot c/s, n/t	mfd trf trf PEE	26jun67 13nov67 30mar94 14aug01	toc 02jul67; rgd 23sep67; 50 pax configuration f/n PEE 23aug95, in Aeroflot c/s and titles; l/n PEE 16aug99 titles not reported
7 99 012 10	CCCP-47757 CCCP-47757 EZ-47757	An-24B An-24B An-24B	AFL/East Sib.-UUD AFL/Turkmenis.-ASB Turkmenistan Al	mfd trf KRW	30jun67 10apr72 18may96	toc 03jul67; rgd 17jul67; 50 pax configuration on register 31dec93; not in 1999 fleet list; for sale early 2008, t/t 39,302 hours and 36,734 cycles
7 99 013 01	CCCP-47758 RA-47758	An-24B An-24B	AFL/Far East Dalavia	mfd trf	30jun67 01jun93	toc 07jul67; rgd 02aug67; 50 pax configuration; f/n KHV 30aug89 f/n KHV 07jul94, in Aeroflot c/s and titles; soc 30oct97 as life-time expired; canx 06nov97
7 99 013 02	--	An-24B	history unknown			
7 99 013 03	CCCP-47759	An-24B	AFL/West Sib.-OVb	mfd	31may67	toc 10aug67; rgd 16sep67; 50 pax configuration; f/n Novosibirsk-Severnoy sep79

7 99 013 04	RA-47759	An-24B	Aeroflot	Ovn	21apr93	
	RA-47759	An-24B	Novosibirsk AE	trf	11mar94	soc 30may97 as life-time expired; canx 08jul97
	CCCP-47760	An-24B	AFL/Krasnoyarsk -Kjc	mfd	01aug67	toc 11sep67; rgd 29sep67; 50 pax configuration
7 99 013 05	CCCP-47760	An-24B	AFL/Krasnoyarsk -ABA	trf	1971	
	RA-47760	An-24B	Abakan Avia	trf	25nov93	f/n ABA 18nov94, in Aeroflot c/s and titles; soc and canx 15jul96 as life-time expired
	CCCP-47761	An-24B	AFL/Ural	mfd	31aug67	toc 06oct67; rgd 01dec67; 50 pax configuration; f/n 04jun72
7 99 013 06	CCCP-47761	An-24B	AFL/Komi	trf	08apr86	
	RA-47761	An-24B	Komiavia	trf	22feb94	f/n SCW 10jun94, in Aeroflot c/s and titles; l/n SCW 13jul94 as such; canx 18nov97; soc 29nov97 as life-time expired
	CCCP-47762	An-24B	AFL/Yakutiya	mfd	31aug67	toc 13sep67; rgd 11oct67; 50 pax configuration; f/n YKS 03jul92; l/n CYX 05jul92
7 99 013 07	RA-47762	An-24B	Sakha Avia	trf	19oct94	f/n YKS 13may95, in Aeroflot c/s and titles; soc and canx 12jan00 as life-time expired
	CCCP-47763	An-24B	AFL/Kazakhstan	mfd	26sep67	toc 07oct67; rgd 27oct67; f/n ALA 21apr84; l/n ALA 23apr93
	UN-47763	An-24B	Kazakhstan Airlines	ALA	jun95	l/n ALA jul95; not in 2001 fleet list
7 99 013 08	UN-47763	An-24B	Tulpar Air Service	KGF	08jun01	
	UN-47763	An-24B	SCAT	ALA	22may04	l/n TSE 29mar05
	UP-AN425	An-24B	SCAT	rgd	29feb08	f/n CIT 15feb10; l/n CIT 05may15
7 99 013 09	CCCP-47764	An-24B	AFL/East Sib.-HTA	mfd	28oct67	on charge as of 01nov67; first service 12nov67; rgd 11dec67; the first Chita based An-24; 50 pax configuration
	RA-47764	An-24B	Aeroflot	HTA	18apr97	reported for Chita Avia; already soc and canx 03feb97 as life-time expired
	CCCP-47765	An-24B	AFL/West Siberia	mfd	30sep67	f/n CIT 15feb10; l/n CIT 05may15
7 99 013 10	RA-47765	An-24B	Aeroflot	Ovn	21apr93	trf 01apr94 to Daghestan Airlines ?; soc 30may94 as life-time expired; canx 03oct94; trf to Omsk Aviation Technical School (N54.954861 E73.328392) and confirmed in documentation relating to the school's assets
	"49" blue	An-24B	Ukraine Air Force	mfd	24nov67	20feb11; f/n 16oct10, with very faded registration, CCCP- prefix bleeding through; l/n may22
	CCCP-47766	An-24B	AFL/Far East	mfd	30apr67	c/n offered for sale by SkyBirdHeli 27may06 with t/t 7,090 hours and 5,810 cycles; code not confirmed for this c/n; f/n LWO 17aug97; in official document sep08 for disposal, was with military unit A1602 at Lviv at the time; l/n LWO 01sep09, stored
7 99 014 01	RA-47766	An-24B	AFL/KHV	mfd	24may93	toc 09oct67; rgd 25oct67; 50 pax configuration
	RA-47766	An-24B	Dalavia	trf	01jun93	f/n KHV 12may95, in Aeroflot c/s and titles; soc and canx 02feb98 as life-time expired
	CCCP-47767	An-24B	Aeroflot/USHVLP	toc	18dec67	Ulyanovsk Advanced Flying Training College; rgd 15jan68
7 99 014 02	CCCP-47767	An-24B	Aeroflot/KShVLP	trf	16jan71	Kirovograd Advanced Flying Training College
	CCCP-47767	An-24B	AFL/Uzbekistan	trf	10jul74	f/n SKD 29oct77; soc 24jan79 as life-time expired; seen may94/aug95 in the Yegoryevsk Technical School; gone by aug01
	CCCP-47768	An-24B	AFL/Tyumen	mfd	31oct67	toc 13nov67; rgd 03dec67; 50 pax configuration
7 99 014 03	RA-47768	An-24B	Tyumen Airlines	trf	31aug94	f/n TJM 14may95, in Aeroflot c/s and titles; soc 15apr98 as life-time expired; canx 17apr98; l/n TJM 27jul00; broken up
	CCCP-47772	An-24B	AFL/Tyumen	toc	07dec67	rgd 11jan68; 50 pax configuration; f/n TJM 29jan69; w/o 13oct69 on a flight from Surgut to Nizhnevartovsk when it crashed 1,090 m from the runway at Nizhnevartovsk due to uncommanded propeller feathering when the de-icing system was activated; 2 of the 4 crew and 22 of the 52 passengers were killed; tt 2756 hours, 2298 cycles; soc 22dec69
	not known	An-24B	Soviet Air Force	mfd	1969	opb military unit 35451 at Chita; soc in the early 2000s
7 99 014 04	not known	An-24B	Russian Air Force	no	reports	toc 18dec67; rgd 15jan68; 50 pax configuration
	CCCP-47773	An-24B	AFL/Ural-PEE	mfd	30nov67	
	CCCP-47773	An-24B	AFL/Ural-SVX	trf	05oct68	
7 99 014 05	CCCP-47773	An-24B	AFL/Ural-PEE	trf	29oct68	
	CCCP-47773	An-24B	AFL/Ural-KVX	trf	1974	f/n IKT late 1977
	RA-47773	An-24B	Permskiye Avialin.	trf	30mar94	f/n PEE 23aug95, in Aeroflot c/s and titles; soc and canx 26apr99 as life-time expired; seen stored at PEE 16aug99/14aug01, titles scrubbed out; seen preserved in a park (at ul. Mira) in Perm (N57.982708 E56.208912) jan07/aug12; repainted in an overall red colour scheme probably in 2010/11; l/n 10jul21 in use as a café
7 99 014 06	CCCP-47774	An-24B	AFL/Ural-PEE	mfd	03nov67	toc 19dec67; rgd 11jan68; 50 pax configuration; f/n PEE 29jan69
	CCCP-47774	An-24B	AFL/Tyumen	trf	20sep90	transfer not mentioned in MGA document; l/n IKT 05jul92
	RA-47774	An-24B	Tyumen Airlines	trf	31aug94	f/n TJM 14may95, in Aeroflot c/s and titles; l/n TJM jul00/aug04, as such, derelict; soc 17jun04 as further use not economically viable; canx 14jul04
7 99 014 07	CCCP-47775	An-24B	AFL/Yakutiya	mfd	20dec67	toc 08jan68; rgd 23feb68; 50 pax configuration; f/n YKS 03jul92
	RA-47775	An-24B	Aeroflot	YKS	13may95	
	RA-47775	An-24B	Sakha Avia	trf	19oct94	photo sep96; no longer in fleet list by 2000; sat wfu at YKS, seen aug03/jun09; scrapped at YKS sep11
7 99 014 08	RA-47775	An-24B	Russian Navy	mfd	28jan68	f/n VVO 19apr97; opb 71 octae at VVO; in c/s similar to Aeroflot with Russian flag on the fin; offered for sale by Russian privatisation agency 30nov98/jun04; t/t 5,908 hours and 4,489 cycles; l/n Knevichi 09apr12, wfu no props
	"01" blue	An-24B	Russian Navy	mfd	28jan68	Ulyanovsk Advanced Flying Training College; rgd 17jan68
	CCCP-47776	An-24B	Aeroflot/USHVLP	toc	30dec67	Kirovograd Advanced Flying Training College; soc 31may77 as life-time expired; used for water landing and evacuation training by the KVLU GA outlet at lake Obzovovka (N48.574094 E32.178555 15 km from Kirovograd in the 1980s, f/n 1985; abandoned in the 1990s but still lying on the banks of the lake by aug07; no longer visible on GE jun12
7 99 014 09	CCCP-47776	An-24B	Aeroflot/KShVLP	trf	03feb71	no longer visible on GE jun12
	CCCP-47777	An-24B	AFL/Yakutiya	mfd	30dec67	toc 13jan68; rgd 23feb68; 50 pax configuration; f/n YKS 07nov76; l/n YKS 03jul92
	RA-47777	An-24B	Aeroflot	YKS	08jul94	
7 99 015 01	RA-47777	An-24B	Sakha Avia	trf	19oct94	no longer in fleet list by 2000; sat wfu without engines at YKS, seen aug03/jun09, sitting on its tail; scrapped at YKS sep11
	CCCP-47778	An-24B	AFL/Tyumen	mfd	30dec67	toc 15jan68; rgd 26feb68; 50 pax configuration
	RA-47778	An-24B	Tyumen Airlines	trf	31aug94	f/n ROV 19sep94, in Aeroflot c/s and titles
7 99 015 02	RA-47778	An-24B	Tyumen Airlines	TJM	14may95	l/n TJM jul00/aug04 derelict; soc 17jun04 as further use not economically viable; canx 14jul04
	CCCP-47781	An-24B	Aeroflot/KShVLP	mfd	29feb68	late mfd; converted to An-24RRR (NBC reconnaissance aircraft for nuclear, biological and chemical contamination early warning); used to check radiation levels after the Chernobyl disaster apr/aug86; opb GLITs at Akhtubinsk; last overhaul completed 28apr90
	"05" red	An-24RR	Russian Air Force	Akc	jul97	in basic Aeroflot c/s with Red star on the fin, with version painted as 'An-24RR' by the nose; opb military unit 52806 at Kubinka; seen Kubinka aug97, c/n not checked; version later changed and painted as 'An-24B'; wfu at Kubinka by 2006, with the RR-8311-100 air sampling canisters now removed; seen Kubinka aug07/jul15, stored in poor condition; broken up
7 99 015 03	CCCP-47779	An-24B	AFL/Ural-SVX	mfd	22feb68	toc 12mar68; rgd 27may68; 50 pax configuration
	CCCP-47779	An-24B	AFL/Ural-PEE	trf	03apr68	
	CCCP-47779	An-24B	AFL/Komi-SCW	trf	19apr86	
7 99 015 04	RA-47779	An-24B	Komiavia	trf	22feb94	f/n SCW 10jun94, in Aeroflot c/s and titles; l/n SCW 13jul94, as such; soc and canx 09mar99 as life-time expired
	CCCP-47780	An-24B	AFL/Tyumen	mfd	29feb68	toc 12mar68; rgd 20mar68; 50 pax configuration; f/n TJM 28may69
	RA-47780	An-24B	Tyumen Airlines	trf	31aug94	f/n TJM 14may95, in Aeroflot c/s and titles
7 99 015 05	RA-47780	An-24B	Tyumen Airlines	DME	25aug97	l/n TJM 09jul04; offered for sale on the internet 16jun04; seen parked/wfu at TJM jul06/jul10
	CCCP-47781	An-24B	Aeroflot/KShVLP	mfd	29feb68	Kirovograd Advanced Flying Training College; toc 16mar68; rgd 21apr68; 50 pax configuration; converted to An-24USH (navigator training version), circa 1970
	CCCP-47781	An-24B	AFL/Ukraine	trf	29jun78	f/n LED 11mar90
7 99 015 06	CCCP-47781	An-24B	Aeroflot/KShVLP	trf	unknown	on charge as of 01oct78; Kirovograd Advanced Flying Training College
	UR-47781	An-24B	Ukr Fit State Ac	KGO	15jul93	l/n KGO 24jun99; in Aeroflot c/s, no titles
	ER-AEM	An-24B	Aerocom, n/t	rgd	17feb00	f/n SHJ 21feb01, with 'July Morning' titles; canx 09oct02
7 99 015 07	EX-004	An-24B	Star African Air	SHJ	nov02	all white c/s with titles
	EX-004	An-24B	all-white c/s, n/t	SHJ	09nov02	l/n DXB 03mar03; in Aerovista fleet list dec02
	EX-004	An-24B	Aerovista	SHJ	13feb03	l/n SHJ 11nov03
7 99 015 08	EX-004	An-24B	all-white c/s, n/t	SHJ	20jun04	for sale on the Internet jul04 with t/t 27,403 hours and 23,502 cycles; advertised again for sale mar07 by APL Ltd; l/n FJR 26mar07
	4L-TAS	An-24B	TL Aviation	KWI	05dec07	c/n confirmed; in all-white c/s with additional 'flytia.com' titles; see An-12 c/n 00347408; according Georgian CAA opb TransAviaService dec09; l/n FJR mar10/sep22, stored still with TL Aviation titles; offered for sale as scrap jun15
	CCCP-47782	An-24B	AFL/Far East-KHV	mfd	19mar68	toc 29mar68; rgd 15may68; 50 pax configuration; f/n KHV 19jan72; l/n IKT 05jul92
7 99 015 09	RA-47782	An-24B	Aeroflot	KHV	24may93	
	RA-47782	An-24B	Dalavia	trf	01jun93	l/n KHV 12may95, in Aeroflot c/s and titles; soc 14oct96 as life-time expired; canx 25oct96
	CCCP-47783	An-24B	AFL/GosNII GA	mfd	27mar68	toc 17apr68; 22 pax configuration
7 99 015 10	CCCP-47783	An-24B	Aeroflot/KShVLP	trf	20jun68	Kirovograd Advanced Flying Training College; rgd 08jul68; converted to An-24USH (navigator training version), circa 1970
	UR-47783	An-24B	Ukr State Flt Ac	KGO	15jul93	in basic Aeroflot c/s, no titles; not in fleet list 2001
	ER-AFT	An-24B	Aerocom, n/t	rgd	22sep00	canx 19oct00; f/n BUD 16jun01; l/n BUD 28jul01
7 99 016 01	UR-47783	An-24B	Odessa Airlines	ODS	30aug01	white with two red cheatinles; no titles; mentioned in Ukrainian customs document dated 16mar01 as leased by Odessa Airlines from Aerocom 09oct00, was allowed to remain in Ukraine until 08oct01
	ER-AFT	An-24B	Aerocom	rgd	01feb02	owned by a company from Cameroon; f/n BVZ 21may02; w/o 17jan03 on a ferry flight from Brazzaville to Douala when the navigation system failed over Gabon, the aircraft circled the town of Ndjolé four times and crashed into a wooded hillside near the town on the fifth circle, all 5 crew and 2 passengers killed; canx 20jan03
	CCCP-47784	An-24B	AFL/East Sib.-HTA	mfd	30mar68	toc 12apr68; rgd 22may68; 50 pax configuration; f/n HTA 04sep68
7 99 016 02	CCCP-47784	An-24B	AFL/Turkmenistan	trf	21apr72	wfu; on register 31dec93; not in fleet list nov99 but present ASB 15apr02; for sale early 2008, t/t 39,169 hours and 36,994 cycles; l/n ASB 06nov08; reported scrapped 2012
	EZ-47784	An-24B	Turkmenistan Al	ASB	18may96	toc 24apr68; rgd 03jun68; 50 pax configuration
	CCCP-47785	An-24B	AFL/Krasnoyarsk -KJA	mfd	30mar68	f/n KJA 01jul92
7 99 016 03	CCCP-47785	An-24B	AFL/Krasnoyarsk -ABA	trf	1972	
	RA-47785	An-24B	Aeroflot	ABA	13jul93	soc and canx 25nov94 as life-time expired
	RA-47785	An-24B	Abakan Avia	trf	25nov93	toc 28apr68; rgd 19jun68; 50 pax configuration
7 99 016 04	CCCP-47786	An-24B	AFL/Magadan	mfd	22apr68	

	CCCP-47786	An-24B	AFL/N.Kavkaz-KRR	trf	01apr72	opb 1-y Krasnodarski OAO; 3 passengers hijacked the aircraft on a flight from Novorossisk to Odessa 07nov82, seriously injured the flight engineer with a knife and a pistol and forced the crew to land at Sinop (Turkey); ferried back to the Soviet Union 09nov82; trf to Makhachkala in late 1982 f/n YKS 03jul92
	CCCP-47786 RA-47786 RA-47786	An-24B An-24B An-24B	AFL/Yakutiya Aeroflot Polyarnyye Avial.	YKS trf	apr87 08jul94 19oct94	l/n YKS 13may95; soc 29oct04 as worn out; sat wfu at Nyurba (N63.296781 E118.35273), reported 2011/07aug18 many parts missing toc 25may68; rgd 29jul68; 50 pax configuration; f/n Novosibirsk-Severny 01jul92; l/n Novosibirsk-Severny 12jul93 soc 30may97 as life-time expired; canx 08jul97 rgd 29jul68; 50 pax configuration; soc 30dec76 due to its poor technical condition toc 06jun68; rgd 19jun68; 50 pax configuration; photo PEE sep77
8 99 016 02	CCCP-47150	An-24B	AFL/West Sib.-OVB	mfd	17may68	f/n VOZ 18sep94, in Aeroflot c/s and titles; soc 25nov94 as life-time expired; l/n PEE 16aug99, titles not reported seen PEE 22jun06; company grounded may09; l/n PEE (N57.912477 E56.008297) 27nov09/07jun15 engineless toc 14jun68; rgd 29jul68; 50 pax configuration
8 99 016 03	RA-47150	An-24B	Novosibirsk AE	trf	11mar94	
8 99 016 04	CCCP-47151 CCCP-47152 CCCP-47152 RA-47152	An-24B An-24B An-24B An-24B	AFL/West Siberia AFL/East Siberia AFL/Urals-PEE Permskiye Avialin.	trf mfd trf trf	31may68 17may68 25mar72 30mar94	
	RA-47152	An-24B	Permskiye Avialin.	PEE	14aug01	
8 99 016 05	CCCP-47153 CCCP-47153 UN-47153 UN-47153 UN-47153 UP-AN401	An-24B An-24B An-24B An-24B An-24B An-24B	AFL/West Siberia AFL/Kazakhstan Aeroflot Aeroflot c/s, n/t Weasua Air Transp Avia Jaynar Avia Jaynar	mfd trf BKA VKO DME ALA	30may68 25mar72 15may93 11jul94 15jan02 01mar03	reported for Atyrau Airways l/n DME 24aug07; l/n DME 19dec07 titles not reported f/n DME 21may08; l/n KSN 07may15 toc 28jun68; rgd 05aug68; 50 pax configuration
8 99 016 06	CCCP-47154 CCCP-47154 CCCP-47154 CCCP-47154 CCCP-47154 CCCP-47154 RA-47154	An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Urals-KVX AFL/Urals-PEE AFL/Urals-SVX AFL/Urals-KVX AFL/East Siberia AFL/Urals-KVX Kirov Avn Enterpr.	mfd trf trf trf trf trf	19jun68 24may69 04jun69 1973 28may88 27jul88 18apr94	f/n IKT 11may95, in all-white c/s, no titles; l/n KVX 30sep10, as such without engines; reportedly not flown for 10 years; scrapped KVX aug12 toc 11jul68; rgd 12aug68; 30 pax configuration
8 99 016 07	CCCP-47155 CCCP-47155 CCCP-47155 UR-47155 RA-47155 UR-47155 UR-47155 UR-47155 UR-ELN	An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Magadan AFL/Sasovo Fl.Sch. Aeroflot/KShVLP Ukr State Flt Ac no known Air Urga Ukr State Flt Ac Air Urga United Nations	mfd trf trf KGO rgd KGO KGO EUN	20jun68 10jul76 12jan77 15jul93 26jun94 20mar97 24apr99 29may02 nov04	Kirovograd Advanced Flying Training College; reported as converted to An-24USH (navigator training version) in basic Aeroflot c/s, no titles soc and canx 15feb96 as leased to Ukraine leased from Ukraine State Flight Academy; l/n KGO 05may98; not in 1998 fleet list in basic Aeroflot c/s, no titles; l/n KGO 24jul99 in full c/s; in fleet lists 15jan03, oct04 and mar07 opb Ukraine State Flight Academy; in full all-white UN c/s; seen GRO 19mar05 with code 'UNO967'; seen on German TV 16may06 with code 'UN-967' in all-white c/s in all-white c/s with titles; l/n KBP 18may09 carried code 'UNO969' in all-white c/s with titles; seen KGO 21aug14; canx 27oct15; l/n KGO 2016 with prefix painted out rgd 26jun68; on charge as of 01aug68; 50 pax configuration f/n KHV 07jul94, in Aeroflot c/s and titles; last reported as Dalavia KHV 08jul02 in an incident report; soc 28oct04 as life-time expired rgd 30jun68; on charge as of 01aug68; 50 pax configuration
	UR-ELN UR-ELN UR-ELN UR-ELN	An-24B An-24B An-24B An-24B	no titles Air Urga United Nations Air Urga	UKS IEV KGO IEV	jul08 17jul08 14nov09 24mar11	
8 99 016 08	CCCP-47156 RA-47156	An-24B An-24B	AFL/Far East-KHV Dalavia	mfd trf	26jun68 01jun93	
8 99 016 09	CCCP-47157 CCCP-47157 RA-47157 RA-47157	An-24B An-24B An-24B An-24B	AFL/Krasnoyarsk-KJA AFL/Krasnoyarsk-ABA Aeroflot Abakan Avia	mfd trf trf trf	29jun68 1972 13jul93 25nov93	soc and canx 25nov94 as life-time expired; l/n ABA (N53.737373, E91.379157) jun06/16may17 wfu, in Aeroflot c/s and titles
8 99 016 10	CCCP-47158 RA-47158	An-24B An-24B	AFL/Yakutiya Sakha Avia	mfd trf	29jun68 19oct94	toc 17jul68; rgd 05aug68; 50 pax configuration; f/n YKS 03jul92 l/n YKS 13may95, in Aeroflot c/s and titles engineless, wfu; not in 2000 fleet list but still current on Russian register mar03; in official fleet list 04may09 as "awaiting wfu" l/n YKS 15aug06; seen YKS apr10 engineless and jun12/sep12 derelict toc 21jul68; rgd 12aug68; 50 pax configuration in basic 'polar' Aeroflot c/s with 'Chukotavia' titles plus badge on fin; f/n DYR 29jun06; l/n DYR 11apr14; canx between aug10 and mar16 toc 08aug68; rgd 19aug68; 50 pax configuration f/n TJM 14may95, in Aeroflot c/s and titles l/n TJM 09jul04; offered for sale on the Internet 16jun04 on charge as of 01oct68; rgd 25oct68; 50 pax configuration; f/n YKS 03jul92
8 99 017 01	RA-47158 CCCP-47159 RA-47159	An-24B An-24B An-24B	Polyarnyye Avial. AFL/Magadan Chukotavia	YKS mfd trf	15aug03 29jun68 10mar94	
8 99 017 02	CCCP-47160 RA-47160 RA-47160 RA-47160	An-24B An-24B An-24B An-24B	AFL/Tyumen Tyumen Airlines Tyumen Airlines AFL/Yakutiya	mfd trf trf mfd	01aug68 31aug94 02jul96 26aug68	
8 99 017 03	RA-47161 RA-47161 RA-47161	An-24B An-24B An-24B	Aeroflot Polyarnyye Avial. Polyarnyye Avial.	trf trf YKS	19oct94 15aug03	f/n YKS 13may95, in Aeroflot c/s and titles seen YKS 01jun08; still as such in technical inspection document 25jul05; listed in official fleet list dated 04may09 as "awaiting wfu"; l/n YKS 26jun12, derelict toc 06sep68; rgd 31jan69; 50 pax configuration f/n KJA 08feb75
8 99 017 04	CCCP-47162 CCCP-47162 RA-47162 RA-47162 RA-47162	An-24B An-24B An-24B An-24B An-24B	AFL/Krasnoyarsk-KJA AFL/Krasnoyarsk-ABA Aeroflot Abakan Avia	mfd trf trf trf	28aug68 1972 13jul93 25nov93	canx 25nov94 rgd 25sep68; on charge as of 01oct68; 50 pax configuration; soc and canx 24jul92 as worn out toc 02oct68; rgd 05nov68; 50 pax configuration; opb Khabarovsk OAO; f/n KHV 27oct70; dbr 14dec90 on a flight from Khabarovsk to Shakhtyorsk when the landing gear touched an earth embankment 60 metres before the runway threshold, the aircraft veered off the runway to the right, the nose gear broke and the aircraft caught fire, all 4 crew escaped unhurt while 2 of the 39 passengers were slightly injured; soc and canx 22mar91; the wreck sat at Shakhtyorsk for some years on charge as of 01oct68; rgd 05nov68; 50 pax configuration; f/n Novosibirsk-Severny 01jul92
8 99 017 05	CCCP-47163 CCCP-47164	An-24B An-24B	AFL/East Siberia AFL/Far East-KHV	mfd mfd	31aug68 20sep68	
8 99 017 07	CCCP-47165 RA-47165 RA-47165	An-24B An-24B An-24B	AFL/West Sib.-OVB Aeroflot Novosibirsk AE	mfd Ovn trf	18oct68 21apr93 11mar94	soc and canx 30sep98 as life-time expired toc 27sep68; rgd 30oct68; 50 pax configuration
8 99 017 08	CCCP-47166 RA-47166 RA-47166 RA-47166	An-24B An-24B An-24B An-24B	AFL/Tyumen Aeroflot Tyumen Airlines Tyumen Airlines	mfd UFA trf trf	23sep68 13jul94 31aug94 13aug01	l/n TJM 19aug99, in Aeroflot c/s and titles l/n TJM 09jul04; offered for sale on the Internet 16jun04 toc 12oct68; rgd 05nov68; 50 pax configuration; f/n YKS 03jul92
8 99 017 09	CCCP-47167 RA-47167 RA-47167	An-24B An-24B An-24B	AFL/Yakutiya Aeroflot SiraERO	mfd YKS trf	30sep68 08jul94 31may95	sat wfu at YKS, seen aug03/jun08; scrapped at YKS sep11 toc 10oct68; rgd 31jan69; 50 pax configuration
8 99 017 10	CCCP-47168 CCCP-47168 RA-47168 RA-47168	An-24B An-24B An-24B An-24B	AFL/Krasnoyarsk-KJA AFL/Krasnoyarsk-ABA Aeroflot Abakan Avia	mfd trf trf trf	26sep68 1972 13jul93 25nov93	soc and canx 15jul96 as life-time expired toc 29oct68; rgd 14nov68; 50 pax configuration; f/n IKT late77 reported for Chita Avia; soc 16mar98 as life-time expired; canx 19oct98 toc 29oct68; in 50 passenger configuration; rgd 19nov68; opb Khabarovsk OAO; in standard 'blue' c/s; f/n OHH 23dec79; l/n KHV 30aug89 operated by the Khabarovsk Aviation Enterprise still in full Aeroflot c/s including titles; soc 08oct99 as life-time expired and canx 28oct99; sat wfu in ARZ No. 403 at IKT, seen 06jun01; used a ground instructional airframe by the Irkutsk Technical School of Civil Aviation (IATU GA) (N52.264072 E104.36582), seen aug07/aug22 toc 25nov68; rgd 14jan69; 50 pax configuration; f/n UUD 10mar71
8 99 018 01	CCCP-47169 RA-47169	An-24B An-24B	AFL/East Siberia Aeroflot	mfd HTA	30sep68 18apr97	
8 99 018 02	CCCP-47170	An-24B	AFL/Far East	mfd	30sep68	
	RA-47170 RA-47170	An-24B An-24B	Aeroflot Dalavia	KHV trf	24may93 01jun93	
8 99 018 03	CCCP-47171 CCCP-47171 CCCP-47171 RA-47171	An-24B An-24B An-24B An-24B	AFL/East Sib.-UUD AFL/Yakutiya AFL/East Sib.-UUD Ulan-Ude Avn Ent.	mfd trf trf UUD	18nov68 17feb79 unknown 20apr97	on charge as of 01jan80; l/n IKT 05jul92 in Aeroflot c/s and titles; soc 21jul98 as life-time expired; canx 22jul98; l/n UUD 26nov06
8 99 018 04	--	An-24B	history unknown			
8 99 018 05	CCCP-47172	An-24B	AFL/West Siberia	mfd	22nov68	toc 10dec68; rgd 31jan69; 50 pax configuration; f/n Novosibirsk-Severny 01jul92; l/n Novosibirsk-Severny 12jul93 may not have worn RA- prefix; soc 28dec94 as life-time expired; canx 29dec94 toc 13dec68; rgd 11feb69; 50 pax configuration
8 99 018 06	RA-47172 CCCP-47173 RA-47173 RA-47173	An-24B An-24B An-24B An-24B	Novosibirsk AE AFL/Urals-PEE AFL/Urals-IJK Aeroflot	trf mfd trf BKA	11mar94 30nov68 jul88 09jul93	f/n SVX 23aug95, in Aeroflot c/s, no titles; soc 05feb99 as life-time expired; canx 18feb99; l/n IJK 16aug99 toc 15dec68; rgd 26feb69; 50 pax configuration; initially in non-standard c/s, l/n as such 1969
8 99 018 07	CCCP-47174 RA-47174 RA-47174	An-24B An-24B An-24B	AFL/Magadan Aeroflot Kolymaavia	mfd GDX trf	30nov68 08jul94 24feb95	seen GDX 12may95, in Aeroflot c/s and titles; soc by jan01 as life-time expired; l/n GDX (N59.914892 E150.71981) 28nov06/30sep11 wfu
8 99 018 08	--	An-24B	history unknown			
8 99 018 09	CCCP-47175	An-24B	AFL/Kazakhstan	mfd	13dec68	toc 26dec68; rgd 07feb69; f/n ALA 22apr93; not canx from Soviet register; fate unknown
8 99 018 10	CCCP-47176 UN-47176 UN-47176 UN-47176 UN-47176	An-24B An-24B An-24B An-24B An-24B	AFL/Kazakhstan Tselina Aeroflot c/s, n/t Weasua Air Transp Satgur Air Transp Weasua Air Transp	mfd mfd ABJ ABJ trf ROB	26dec68 29jul99 23sep99 oct03 05apr06	toc 08jan69; rgd 03mar69 was leased to Weasua from ?? until 12nov98 leased from Tselina leased from Tselina; l/n ABJ 12nov01 active leased from SCAT; in basic SCAT c/s; f/n ROB nov03; l/n ACC 31jul04 returned to SCAT oct06

8 99 019 01	UP-AN418 "03" red	An-24B An-24B	SCAT Soviet Air Force	rgd b/w	29feb08 photo	f/n ALA 23jun09; l/n CIT 13jul19/19sep23, wfu c/n not confirmed; converted to An-24RR (NBC reconnaissance aircraft, for nuclear, biological and chemical contamination early warning); in basic Aeroflot c/s, code behind the cockpit, with no type or version painted by the nose; based at Kubinka; trf to the newly established 367 osae 28apr86; used to check radiation levels after the Chernobyl disaster 27apr/86
	"03" blue	An-24RR	Soviet Air Force		photo	in flight; in basic Aeroflot c/s with Red star on the fin, with no type or version painted by the nose; code on rear fuselage
	"03" blue	An-24RR	Russian Air Force	Kub	11apr92	in basic Aeroflot c/s with Red star on the fin, with no type or version painted by the nose; c/n from engine covers and already wfu by this date; seen Kubinka 29apr94/21aug95 as such; scrapped by mar97 (remains seen dumped 23apr97)
8 99 019 02	CCCP-47177 CCCP-47177 RA-47177 RA-47177	An-24B An-24B An-24B An-24B	AFL/Krasnoyarsk.-KJA AFL/Krasnoyarsk.-ABA Aeroflot Abakan Avia	mfd trf OVB trf	26dec68 1972 21apr93 25nov93	soc and canx 15jul96 as life-time expired rgd 14mar69; 50 pax configuration; f/n TJM 10jul75; soc 30apr77 as involved in an accident, details unknown Kirovograd Advanced Flying Training College; toc 27feb69; rgd 15apr69; 50 pax configuration; converted to An-24US (navigator training version), circa 1970; f/n LED 11sep87 in basic Aeroflot c/s, initially without titles; seen KGO 29may02 with 'The State Flight Academy of Ukraine' titles; l/n KGO 2015 as such, stored with both previous prefixes partially erased but readable; already canx 13aug08, version given in canx order as An-24B and photos show painted as such toc 25mar69; rgd 03jun69; 50 pax configuration; l/n YKS 03jul92 opb Yakutavia; dbr 03feb93 on take-off from Ust'-Kuiga (Yakutiya); soc and canx 01dec93; wreck still present at Ust'-Kuiga (N70.007042 E135.63463) aug09/apr17 toc 14mar69; rgd 29may69; 50 pax configuration; f/n YKS 03jul92
8 99 019 03	CCCP-47178	An-24B	AFL/Tyumen	toc	17jan69	
9 99 019 04	CCCP-47179	An-24B	Aeroflot/KShVLP	mfd	17feb69	
	UR-47179	An-24B	Ukr State Flt Ac	KGO	15jul93	
9 99 019 05	CCCP-47180 RA-47180	An-24B An-24B	AFL/Yakutiya Aeroflot	mfd ph.	23mar69 18may05	
9 99 019 06	CCCP-47181 RA-47181 RA-47181	An-24B An-24B An-24B	AFL/Yakutiya Aeroflot Sakha Avia	mfd YKS trf	28feb69 08jul94 19oct94	seen YKS aug03/jun08 wfu; broken up at YKS winter 2008/09 but still listed in official Yakutiya fleet list dated 04may09 as "awaiting wfu"
9 99 019 07	CCCP-47182 CCCP-47182 CCCP-47182 RA-47182 RA-47182 CCCP-47183 RA-47183 RA-47183 RA-47183 TN-AHB	An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/Ural AFL/East Siberia AFL/Ural Ural Airlines Ural Airlines AFL/Magadan Aeroflot Kolymaavia Inter Congo SD Group	mfd trf trf trf KUF mfd GDX trf BZV rgd	26mar69 01apr88 28may88 25apr94 01dec97 22mar69 08jul94 24feb95 21may02 27may03	f/n DME 04may94, in Aeroflot c/s and titles; l/n SVX 23aug95 seen SVX 07dec09; l/n SVX 09jan13, derelict, sitting on its tail toc 03apr69; rgd 03jun69; l/n LED 17jan93
	EX-041 (1) XU-U4A	An-24B An-24B	Trans Air Congo PMT Air	PNR rgd	13oct04 28apr06	soc and canx 13feb02 as sold to Congo f/n SHJ 03nov03; reported opb Inter Congo; carried small 'SD Group' titles on the nose (only on the port side); l/n SHJ 26apr04, c/n checked; canx only 26apr15 in all-white c/s, no titles; in fleet list oct04; offered for sale by Aquiline International jul05; see c/n 97304910 in white c/s with blue/white 'sky' on the tail; 'www.pmtair.com' titles and 'Glide on our Wings' slogan on fuselage; f/n REP 16aug06; l/n REP 22jun07; w/o 25jun07 on a flight from Siem Reap to Sihanoukville when crashed near the Bokor mountains (Kampot province), all 6 crew and 16 passengers killed toc 11apr69; rgd 05jun69; l/n KHV 30aug89
9 99 019 09	CCCP-47184 RA-47184 RA-47184	An-24B An-24B An-24B	AFL/Far East Aeroflot Dalav	mfd KHF trf	28mar69 24may93 01jun93	l/n KHV 12may95, in Aeroflot c/s and titles; soc 28apr99 as life-time expired; canx 12may99 toc 10apr69; rgd 04jun69; f/n OVB 01jul92 l/n IKT 06jul94
9 99 019 10	CCCP-47185 RA-47185 RA-47185 RA-47185 RA-47185 RA-47185 RA-47185	An-24B An-24B An-24B An-24B An-24B An-24B An-24B	AFL/West Siberia Aeroflot Sibir Novosibirsk AE Novosibirsk AE	mfd OVV trf rgd Ovn	28mar69 21apr93 29dec94 21jun00 03jul03	carried these titles this date f/n Novosibirsk-Severny 24jul00, in basic Sibir c/s, no titles with Novosibirsk Avia titles, stored; soc 10apr05 as life-time expired; l/n Novosibirsk-Severny 08jul05 toc 21apr69; rgd 11jun69 with Kazakh flag on the tail
9 99 020 01	CCCP-47186 UN-47186 UN-47186	An-24B An-24B An-24B	AFL/Kazakhstan-TSE Aeroflot Kazakhstan Airlines	mfd TSE TSE	31mar69 14jul93 22jul94	titles not noted this date; was trf 26sep96 to Air Kazakhstan, Astana based, but never had such titles; seen TSE oct02/11jul13 stored/wfu; seen TSE (N51.025494 E71.456139) may14, now without prefix; l/n TSE 07jul19 toc 14may69; rgd 07aug69 f/n IKT late 1977 f/n SVX 23aug95, in Aeroflot c/s and titles seen SVX 06apr10, no engines and dumped on its belly by mid 2011; l/n 01may12 toc 26may69; rgd 01jul69; f/n KHV 27oct70 f/n KHV 12may95, in Aeroflot c/s and titles; last reported KHV 19oct02 in an incident report on charge as of 01jul69; rgd 01aug69; f/n Novosibirsk-Severny 22jan77; l/n Novosibirsk-Severny 01jul92
9 99 020 02	CCCP-47187 CCCP-47187 RA-47187 RA-47187 RA-47187	An-24B An-24B An-24B An-24B An-24B	AFL/Ural-SVX AFL/Ural-KVX Ural Airlines Ural Airlines	mfd trf trf SVX	30apr69 1973 25jul94 15aug99	soc and canx 24may00 as life-time expired; seen Novosibirsk-Severny 22jul00, with Novosibirsk Avia titles painted out on charge as of 01jul69; rgd 01aug69; 50 pax configuration; f/n IKT 24sep86 CoFR renewal 05jun96; not canx from Russian register toc 08jul69; rgd 12jan70
9 99 020 03	CCCP-47188 RA-47188	An-24B An-24B	AFL/Far East-KHV Dalav	mfd trf	13may69 01jun93	
9 99 020 04	CCCP-47189 RA-47189 RA-47189	An-24B An-24B An-24B	AFL/West Siberia Aeroflot Novosibirsk AE	mfd Ovn trf	27may69 21apr93 11mar94	
9 99 020 05	CCCP-47190 RA-47190 RA-47190	An-24B An-24B An-24B	AFL/Magadan-GDX Aeroflot Adygeya-Avia	mfd VKO trf	29may69 08jul94 24feb95	
9 99 020 06	CCCP-47191 CCCP-47191 CCCP-47191 RA-47191	An-24B An-24B An-24B An-24B	AFL/Ural-SVX AFL/Ural-PEE AFL/East Sib.-HTA Aeroflot	mfd trf trf IKT	07jun69 10oct69 27mar72 06jul94	
9 99 020 07	CCCP-47192 CCCP-47192 CCCP-47192 RA-47192 RA-47192	An-24B An-24B An-24B An-24B An-24B	AFL/Tyumen AFL/East Siberia Baikalavia Baikalavia	mfd trf trf IKT	30jun69 01apr72 30jun92 06jul94	l/n HTA 18apr97 derelict; was for Chita Avia; soc 16mar98 as life-time expired; canx 09apr98 according to Russian register and 10oct98 according to old Soviet register toc 07jul69; rgd 12aug69 f/n IKT 05may89 l/n IKT 05jul92, in Aeroflot c/s and titles in Aeroflot c/s and titles; canx 23jun95; soc 05jul95 as life-time expired Kirovograd Advanced Flying Training College; toc 10jul69; rgd 20aug69 f/n YKS 03jul92; l/n Batagai 05jul92
9 99 020 08	CCCP-47193 CCCP-47193 RA-47193 RA-47193 RA-47193	An-24B An-24B An-24B An-24B An-24B	Aeroflot/KShVLP AFL/Yakutiya-YKS Aeroflot Sakha Avia Sakha Avia	mfd trf trf YKS trf	30jun69 11apr72 08jul94 19oct94 jul03	l/n YKS 13may95, in Aeroflot c/s and titles no longer in fleet list by 2000; sat wfu at YKS, seen jul03/jun08; scrapped at YKS sep11 rgd 26jun92; f/n SVO 19mar93, in white c/s with light blue undersides and trim, dark blue thin cheatline, no titles
9 99 020 09	RF-79162 RA-79162 XU-335 XU-335 XU-335 XU-335 XU-335	An-24B An-24B An-24B An-24B An-24B An-24B An-24B	PO Omsk EMZ Aviaobshchemash President Airlines Yana Airlines President Airlines President Airlines PMT Air	mfd trf BKK PNH ph. ROV PNH	30jun69 12nov93 05dec99 01mar01 apr02 10aug02 30sep04	l/n SVO 19mar93, in white c/s with light blue undersides and trim, dark blue thin cheatline, no titles f/n OMS 12jun94, in white c/s with light blue undersides and trim, dark blue thin cheatline, no titles; canx 23feb99 as to Thailand in white c/s with light blue undersides and trim, dark blue thin cheatline with red/blue tail logo and with titles; l/n PNH 03dec00; c/n confirmed in JP-01 l/n PNH 15feb02 in white c/s with light blue undersides and trim, dark blue thin cheatline with red/blue tail logo and with titles probably for overhaul with ARZ-412; in white c/s with gold/blue cheatline and gold/blue tail with emblem; l/n PNH 09jan04 in white c/s with gold/blue cheatline and blue/red/white logo on tail with lower half of the tail depicting 'a cloud on blue sky'; with additional 'www.pmtair.com' titles; in feb05 fleet list; l/n Siem Reap 21apr05; according to Antonov this aircraft has been regarded as no longer airworthy from 01jul05 current in Intrec fleet list this date; white tail still with President Airlines (gold/blue) cheatline; offered for sale aug06 by www.controller.com; l/n PNH 03apr08 stored; seen jul08/nov12 at the 'Airport' club, Victory Hill, Sihanoukville still carrying XU-335; photo, date unknown, without registration, being dismantled; seen 01mar14 having been lifted on to the top of a building under construction (to be a car museum) at Victory Hill, Sihanoukville; l/n aug14 in all-white c/s, grey undersides; fully re-assembled by dec14, unmarked except for 'Classic' on the forward fuselage
9 99 020 10	--	An-24B	history unknown			
9 99 021 01	"100" red "100" red "100" red	An-24B An-24B An-24B	Soviet Air Force Russian Air Force Russian Air Force	Spr Spr TYA	30may90 jun93 1998	salon version; in basic Aeroflot c/s; opb 226 osap at Sperenberg photo Sperenberg 27may94; left Sperenberg for Kaluga 19jul94 c/n not confirmed; opb 490 ovp BU at Tula-Klokovo around 1997/99
9 99 021 02	--	An-24B	history unknown			
9 99 021 03	"01" red	An-24B	Soviet Air Force	Stu	28may99	dumped; c/n read off as 2103 but as Kiev built 2103 has crashed this is the only option
9 99 021 04	"01" red	An-24B	Kazakh Air Force	ALA	04jun97	c/n checked; white c/s, no titles
9 99 021 05	"01" red	An-24B	Russian Air Force	Lev	22may01	salon version; in white c/s with red cheatline, grey undersides and Red star on the fin, c/n checked as '2105'; opb military unit 55751 at Levashovo; offered for sale as scrap metal 29jul09
9 99 021 06	--	An-24B	history unknown			
9 99 021 07	not known "01" blue	An-24B An-24B	Soviet Navy Russian Navy	mfd IEV	1969 25may98	c/n read off as '2107', cannot be Kiev-built c/n 57302107; 'salon' version; probably trf to Ukraine when the assets of the Black Sea Fleet were divided between Russia and Ukraine in 1997; ferried from Kacha to IEV in 1998 for maintenance and modification by Zavod No. 410 GA c/n confirmed; in basic 'blue' Aeroflot c/s with 'TAVRIA-MAC' titles; l/n IST 04oct99 c/n read off as '2107'; in basic 'blue' Aeroflot c/s based at Sevastopol; in basic 'blue' Aeroflot c/s; trf to Zavod No. 410 GA as payment for debts in 2005; operated in Sudan and was abandoned at PZU when an engine needed repair; canx 01oct08; sat wfu at PZU (N19.435972 E37.236513), seen jun12/feb18 opb 46 otap at OSF; offered for sale by Russian privatisation agency 19dec01 salon version f/n VKO 31aug93; Rossiskaya Aviakompaniya; see c/n 27300009; still current on the Russian register feb01/oct04 in basic Polet c/s, no titles; l/n SHJ 25sep03
	UR-BXA UR-BXA UR-BXA	An-24B An-24B An-24B	Tavria MAK Sevastopol Avia VVOSS	SIP IEV PZU	20jul98 06aug02 23nov10	
9 99 021 08	not known	An-24B	Russian Navy	mfd	1969	
9 99 021 09	not known RA-46711(2)	An-24B An-24B	Soviet Air Force Polet	mfd rgd	04nov69 17may93	
	EK-46711(2)	An-24B	Ararat Avia	Erb	19jun97	

	EK-46711(2)	An-24B	Daallo Airlines		photo	with dark green/blue tail, dark green cheatline and 'Daallo Airlines' logo (rear fuselage only on photo, date unknown); in fleet list jan04
	EK-46711(2)	An-24B	Duadan Airlines	DXB	24nov05	with light blue tail and dark green cheatline; l/n DXB 19oct06
	4L-RAS	An-24B	TransAviaService	DXB	06dec06	in white c/s with red cheatline, additional 'TL' (TL Aviation) logo on fin; stored SHJ since at least feb08 and moved to the scrap area; l/n as such 31oct10/19nov12, now parked at the side of the main 'military' apron (N25.337393 E55.493496) as a result of a new hangar having been built upon the old scrap area
9 99 021 10	--	An-24B	history unknown			
9 99 022 01	CCCP-47194	An-24B	AFL/Magadan	mfd	30sep69	toc 16oct69; rgd 04dec69
	CCCP-47194	An-24B	AFL/Ural's	trf	20apr76	
	RA-47194	An-24B	Kurgan Air	trf	30mar94	
9 99 022 02	"01" blue	An-24B	Russian Air Force	Kub	17may94	soc and canx 11feb98 as life-time expired
	"07" blue	An-24B	Russian Air Force	Kub	11may95	salon version; c/n painted as 2202; call-sign 46021 from holder on the instrument panel
						salon version; c/n painted as 2202 and checked as such Kubinka 10apr97, with call-sign 46474 pencilled on the instrument panel; sat wfu at Kubinka, l/n aug07/mar08, c/n checked; offered for sale as scrap metal 21may08
9 99 022 03	"01" yellow	An-24B	Belarus Air Force	Mma	12may96	salon version; opb 50 SAB at Minsk-Machulishchi; originally in grey c/s with Red Stars; last overhaul completed in 1994; seen Minsk-Machulishchi 12may96/24aug96 in white c/s, blue cheatline and grey undersides with Red Stars and Belarussian flag; stored by 2010; offered for sale 28jan11/30mar12 with t/t 5,118 hours, but could not be sold; seen being re-assembled in the Minsk-Borovaya museum 02may14; c/n and tactical code confirmed by museum website; l/n 16mar21, tail, outer wings and engines missing; to be moved to Lipki; l/n Lipki 08sep23
9 99 022 04	not known	An-24B	Soviet Air Force	mfd	16dec69	last overhaul completed 20Jun91
	not known	An-24B	Russian Air Force	no	reports	opb 390 osap at SVX, still active in the mid-1990s; later opb 128 osae at SVX; t/t 6,593 hours and 7,312 cycles; offered for sale as scrap metal 09feb09
9 99 022 05	--	An-24B	history unknown			
9 99 022 06	CCCP-46345	An-24B	Soviet Air Force	rgd	20dec73	CoFA canx 12mar80
9 99 022 07	"01" yellow	An-24B	Soviet Navy	mfd	31dec69	last overhaul completed 28mar91; stored at Severomorsk-1 1993
9 99 022 08	CCCP-47794	An-24B	Soviet AF/AFL c/s	rgd	20dec73	l/n LED sep87; l/n CKL 09apr92; in 223rd flight unit fleet list mar95 as '47794'
	RA-47794	An-24B	Russian AF/AFL c/s	Klin	16aug96	seen Ivanovo-Severny 24apr97, no titles; l/n Klin-5 airbase 20aug01; soc by jan01 as life-time expired; canx 12jan01 as 'destroyed'
0 99 022 09	CCCP-47795	An-24B	Soviet AF/AFL c/s	rgd	20dec73	CoFA canx 14apr82
	"795" black	An-24B	Soviet Air Force	CKL	24sep91	c/n not 100% sure but more than likely
0 99 022 10	CCCP-47796	An-24B	Soviet AF/AFL c/s	rgd	20dec73	l/n CAI sep75; c/n checked; canx but date unknown
0 99 023 01	CCCP-47797	An-24B	Soviet AF/AFL c/s	mfd	28feb70	salon version; f/n Sperenberg 17apr72; rgd only 25nov93; in 223rd flight unit fleet list mar95 as '47797'; soc by jan01; canx 12mar01, see next line
	"797" black	An-24B	Russian Air Force	CKL	09apr92	see previous line; l/n Ryazan-Dyagilevo 18aug99
	RA-797	An-24B	Russian Air Force	Tbv	2003	opb 1449 AB at Tambov; with a large Russian flag of non-standard proportions (almost square) on the fin instead of a Red Star; seen photo CKL 30jul04; seen Tambov-Military 27may07 now with a standard size flag on the fin; reportedly still active by 2010; preserved in the air base museum at Tambov-Military (N52.706057, E41.37940) f/n 31may14; l/n 25may19
0 99 023 02	--	An-24B	history unknown			
0 99 023 03	--	An-24B	history unknown			
0 99 023 04	CCCP-47798	An-24B	Soviet AF/AFL c/s	rgd	20dec73	salon version; f/n SXF 09nov77; in 223rd flight unit fleet list mar95 as '47798'; soc by jan01; canx 12mar01 as 'destroyed', see next line
	"798" black	An-24B	Russian Air Force	CKL	24sep91	salon version; see previous line; opb mil. unit 55773 at Balashov; l/n Balashov 28aug07, c/n not checked; c/n offered for sale as scrap metal 09feb09
0 99 023 05	"44" red	An-24B	Russian Air Force	Ors	11aug12	c/n not confirmed; reported as c/n 67302305, but this c/n seems more likely as has the twin ventral strakes beneath the fin, which c/n 67302305 did not have; in white c/s with blue cheatline and grey undersides, very faded Red star on tail, stored with engines missing
0 99 023 06	"03" red	An-24B	Russian Air Force	Kub	08aug02	salon version; c/n painted as 2306; in white c/s, grey undersides with blue cheatline and Russian flag on tail; repainted by 2006 into white/grey c/s with white/blue/red cheatline, no titles, clef and notes behind cockpit; seen Levashovo 17aug12, c/n checked this date; l/n Levashovo oct12
	"33" red	An-24B	Russian Air Force	Lev	16aug14	preserved on the gate at Levashovo (N60.091298 E30.194773), with this fake code, in white/grey c/s with white/blue/red cheatline, no titles; l/n 12aug18
0 99 023 07	CCCP-46824	An-24B	Soviet AF/AFL c/s	mfd	08jan71	rgd only 20dec73; f/n Sperenberg 27dec81; photo SXF 10feb87
	RA-46824	An-24B	Russian Air Force	trf	25nov93	see dates below; in 223rd flight unit fleet list mar95 as '46824'; soc by jan01; canx 12jan01
	"824" black	An-24B	Russian Air Force	CKL	09apr92	salon version; see previous line; seen Klin-5 airbase 20aug01, c/n offered for sale as scrap metal 08jun09, was at 308 ARZ at Ivanovo-Severny at that time; seen 01aug11 without engines, still present 22aug18
0 99 023 08	CCCP-46825	An-24B	Soviet AF/AFL c/s	mfd	26jun70	salon version; rgd 20dec73; black and white photo exists with Aeroflot titles; CoFA canx 14apr82
	"25" blue	An-24B	Soviet Air Force	WAW	jun87	salon version; based at Legnica with 245 osae from 1982, in basic Aeroflot c/s; l/n Legnica 12may91
	"02" red	An-24B	Russian Air Force	Tno	19aug92	salon version; with Russian Federation flag instead of Red Star
	RA-49258(2)	An-24B	Aeroflot	SVO	02jul93	confirmed as ex "25", from Legnica; see c/n 87304504
	RA-49258(2)	An-24B	Aeroflot c/s, n/t	Tno	01sep93	still present as such 02sep97, gone by may99, broken up
1 99 023 09	CCCP-26191	An-24B	MAP Ulan-Ude APO	mfd	28may71	rgd 22apr71; trf 05jul71 to MOM Kuibyshev MSZ; f/n VKO 16mar92 with 'Aeroflot' titles; salon version
	RA-26191	An-24B	MOM Kuibyshev	VKO	17may93	
	RA-26191	An-24B	Aviaobshchemash	trf	12nov93	
	RA-26191	An-24B	TsSKB-Progress	rgd	06apr00	f/n VKO 24aug04; seen IEV 19may10; l/n seen 02jul10, all metal undergoing maintenance; seen IEV 30jul10, in full colours; seen ARH 15may17; canx 26may20
	RA-26191	An-24B	Khabarovsk Avia	rgd	25may21	restored to the register this date; seen active at KHV 19jun21 still with TsSKB Progress titles but reported by russianplanes.net to be operated by Khabarovsk Avia; seen active KHV 16dec21 no titles; seen KHV 16jan22; CoFR renewal 08jul22; l/n OHO 26oct23
0 99 023 10	CCCP-93934	An-24B	MAP Ulan-Ude APO	mfd	20oct70	rgd 04may73
	CCCP-93934	An-24B	MSP Kom-na-Amu APO	rgd	28feb78	
	CCCP-93934	An-24B	MAP Ulan-Ude	trf	unknown	f/n RVH 03jul90, in Aeroflot c/s and titles
	RA-93934	An-24B	MAP Ulan-Ude	IAA	11jun94	in Aeroflot c/s and titles; stored at Ulan Ude-Vostochny, l/n 25nov06
	RA-93934	An-24B	IrAero	IKT	29apr09	l/n IKT 07may15
	RA-93934	An-24B	Bural	IKT	14feb16	all white, small titles; scrubbed IrAero tail scheme still visible; l/n ABA 13jun16; Bural Buryat Airlines ceased ops 2016 and AOC cancelled 2017
	RA-93934	An-24B	IrAero	PWE	20oct20	IrAero titles and motif on tail; in service; l/n IKT 20oct23

165 An-24T/TV/RT freighter versions built by Factory No. 39 at Irkutsk from 1967 to 1971

Irkutsk built 102 An-24T/TV and 62 An-24RT freighters between 1967 and 1971 (with one aircraft presumably having been a static test airframe). The An-24T prototype was Soviet Air Force "93". It was converted from the third pre-production An-24 in 1961. First flight as an An-24T was on 4 September 1961. This aircraft was not accepted, and in 1965 another An-24 (c/n 37300602) was converted which passed state acceptance trials and was cleared for production in 1967.

The An-24T/TV version can be recognised by having less windows than other An-24 versions. There are no passenger doors on the port or starboard side of the rear fuselage. A loading ramp is accessed under the tail, which is much smaller than that of the An-26.

Only four An-24T/RTs of those mentioned below were used by Aeroflot. These were c/ns 7910104, 8910709, 9911304 and 0911308. All other An-24Ts were used by the Soviet Armed Forces, test institutes, factories or other government agencies.

There seem to be two methods of presentation. The first c/n presentation suggests batches 1 and 2 consisted of five aircraft each, batches 3 to 17 of ten aircraft each and batch 18 of five aircraft, resulting in a total of 165 aircraft (as mentioned before, one was probably a static test airframe).

The c/n explanation is probably as follows: the first digit stands for the year of manufacture (from at least 1966 until 1971), the second digit is the factory code (9 for Factory No. 39), followed by a 1 the meaning of which is unknown, the batch number (two digits) and the number in the batch (also two digits).

The second c/n system was used for export aircraft ("Aviaexport" number for foreign customers), the explanation is believed to be as follows: all start with 102 which is the code for the type of aircraft from Factory No. 39, this is followed for example by 1, 2, 5 or 6 which might indicate a code for the country of export, followed by 8, 9 or 0 which represents the year of manufacture (1968 to 1970) while the last two digits are a sequence number. Regarding the total number of An-24T/RTs built, the export aircraft were also allocated a c/n as per the first system mentioned above (to date only one tie-up is known). A similar system was used for An-12 export aircraft built by this factory in 1961.

Factory # 39 Irkutsk An-24TV/RT production

6 9 1 01 01	not known	An-24T				quoted as the prototype in book by Y. Gordon and D. Komissarov
6 9 1 01 02	--	An-24T	history unknown			
6 9 1 01 03	"52"	An-24T	Russian Air Force	mfd	21feb67	converted to An-24VSR; opb the NCO school at Kansk for training of gunners and radio operators of bombers, had a blister on each side of the rear fuselage; colour of code was probably red; reportedly broken up at Kansk, around 1999
7 9 1 01 04	CCCP-46280	An-24T	AFL/Moscow SPIMVL	mfd	31mar67	rgd 18apr67; toc 18sep67; f/n LBG 01jun67 in Aeroflot c/s, with yellow upper sides (design ordered by Antonov himself) and exhibition number '234'; converted to, see next line
	CCCP-46280	An-24RT	AFL/Centr.Reg.-URS	trf	unknown	in Aeroflot c/s, with yellow upper sides; f/n LBG may69, with exhibition number '831'; dbr 08mar81 on a cargo flight to Kursk, on final approach to Kursk at night in difficult weather conditions the crew dropped below the glide path and was not able to align with the runway, they failed to go around and the aircraft hit trees and crash-landed 420 metres before the runway threshold, suffering substantial damage, all 5 crew escaped unhurt; t/t 10,035 hours and 7,695 cycles; soc 02apr81
6 9 1 01 05	"04" red	An-24T	Russian Air Force	mfd	12apr67	f/n Ryazan-Dyagilevo 29jun02, grey c/s, c/n not checked this date; c/n from russianplanes.net, version given as An-24VSR (has large blister window at rear of fuselage on both sides)
7 9 1 02 01	CCCP-46839(2)	An-24T	MAP Kuibyshev PO	rgd	15mar85	c/n as given from Soviet register 1985 and on Russian register feb98 as 79110201, which is one digit too many; see c/n 17306806
	RA-46839(2)	An-24T	Kotlas Avn Ent.	rgd	28dec94	from Russian register feb98; canx 05sep00 as to Armenia
	EK-46839(2)	An-24T	Air Atlantic Congo	SHJ	22jan04	with additional 'Phoenix Avia' titles and email address 'aircargo@arminco.com' and yellow motif on forward fuselage; at PNR 13oct04, named 'Samith & Ali'; l/n NBO 07mar08; canx before 01jan09; possibly this was

7 9 1 02 02	"08" red	An-24T	Russian Air Force	toc	31mar67	the Armenian AN-24 freighter which veered off the runway while taking off from Dire Dawa at 18may09 in heavy fog and received substantial damage, all occupants escaped with minor injuries was based at Kansk; f/n Ivanovo-Severnoy (North) 24aug95, c/n painted as just 0202; trf to Ukrainka by 1998
7 9 1 02 03	"36" red "51" red	An-24T An-24T	Russian Air Force Russian Air Force	mfd	sep06 30apr67	seen being broken up at Tambov converted to An-24VSR; opb the NCO school at Kansk for training of gunners and radio operators of bombers, had a blister on each side of the rear fuselage; trf to Ryazan-Dyagilevo by 1998; f/n Ryazan-Dyagilevo 29jun02, in all-grey c/s with Red star, c/n not checked this date
7 9 1 02 04	not known "05" red	An-24VSR An-24T	Russian Air Force Russian Air Force	mfd Iva	30apr67 24aug95	version for the training of air gunners and radio operators, had a blister on each side of the rear fuselage initially based at Kansk; trf to 22 tbad at Engels in 1998; in basic Aeroflot c/s with Red Stars, no titles; c/n painted as just '0204'; seen Engels 17aug01; offered for sale by the Russian privatisation agency 19dec01/apr04, but could not be sold, version given as such; t/t 7,233 hours and 11,945 cycles
7 9 1 02 05	--	An-24T	history unknown			
7 9 1 03 01	"53"	An-24T	Russian Air Force	mfd	31may67	converted to An-24VSR; opb the NCO school at Kansk for training of gunners and radio operators of bombers, had a blister on each side of the rear fuselage; colour of code was probably red; reportedly broken up at Kansk, around 1999
7 9 1 03 02	--	An-24T	history unknown			
7 9 1 03 03	"06" red	An-24T	Russian Air Force	mfd	30jun67	converted to An-24VSR; opb the NCO school at Kansk for training of gunners and radio operators of bombers, had a blister on each side of the rear fuselage; trf to Ryazan-Dyagilevo by 1998; f/n Ryazan-Dyagilevo 29jun02, in all-grey c/s with Red star, c/n not checked this date
7 9 1 03 04	--	An-24T	history unknown			
7 9 1 03 05	"09" red	An-24T	Russian Air Force	mfd	01jul67	f/n Ryazan-Dyagilevo 29jun02, grey c/s, c/n not checked this date; c/n from russianplanes.net, version given as An-24VSR (has large blister window at rear of fuselage on both sides)
7 9 1 03 06	--	An-24T	history unknown			
7 9 1 03 07	--	An-24T	history unknown			
7 9 1 03 08	--	An-24T	history unknown			
7 9 1 03 09	not known	An-24T	Soviet Air Force			
7 9 1 03 10	--	An-24T	history unknown			
7 9 1 04 01	"03" CCCP-46713(2)	An-24T An-24T	KGB/Border Guards Baikalavia	mfd rgd	sep67 01jul92	photo, in c/s similar to Aeroflot with Red star and red stripe on the fin; became, see next line toc 01jul93 according to the MGA document; see c/n 27300101
7 9 1 04 02	RA-46713(2) CCCP-46700	An-24T An-24T	Bodaibo Avn Ent. KGB/Border Guards	trf mfd	14jun94 sep67	rgd 29jun94 version painted on as 'An-24B' although it was in fact an An-24T (with TG-16, loading ramp and blister); in Aeroflot c/s; was depicted on an Aeroflot postcard nov72; opb 9 oao at Chita-Cheryomushki by 1983 (was also reported with 7 oao at Ozyornyye Klyuchi at some time); seen Krasnoyarsk-Severnoy 05/06may83 in post-1973 Aeroflot c/s with the registration painted on in a font similar to that used on the very first An-24s, version still painted on as 'An-24B'
	CCCP-46700 RA-46700	An-24T An-24T	Baikalavia Bodaibo Avn Ent.	trf trf	30apr92 14jun94	rgd 25may92; in standard 'blue' Aeroflot c/s including titles still in standard 'blue' Aeroflot c/s including titles, version now painted on as 'An-24T'; c/n checked IKT 11may95; new CoFR issued 20dec96; canx 28jan98; soc 30sep98 as having reached the end of its calendar life of 30 years; sat derelict at Bodaibo (N57.859760 E114.23047), seen jan09/aug21
7 9 1 04 03	CCCP-98116	An-24T	MAP Omsk	mfd	01oct67	reported as such in a book by Y. Gordon and D. Komissarov, mistake for An-12 c/n 9901101 which was rgd 10mar83 and canx 18nov88 ?
	EK-98116 EK-98116 EK-98116	An-24T An-24T An-24T	Avia Urartu, n/t Sudan Airways Avia Urartu	MRV SHJ Erb	15may96 07apr00 02feb02	in Aeroflot c/s no titles and Armenian flag; according to the CAA it was only rgd by 10dec96 l/n KRT 14mar01 all-white c/s, no titles; l/n Yerevan-Erebuni 23mar02; canx 15nov02 and scrapped
7 9 1 04 04	--	An-24T	history unknown			
7 9 1 04 05	RA-49273	An-24T	Aeroflot	mfd	14oct67	also given as 31oct67; ex Soviet Air Force; last overhaul completed 27apr93; trf to Sterlitamak Aviation Enterprise 16jun93; f/n BKA 04jul95; l/n UFA 13aug99
	RA-49273 EK-49273	An-24T An-24T	Aeroflot c/s, n/t Sudan Airways	UFA SHJ	16jun01 23nov02	l/n EVN 12nov01; soc 12apr02 and canx 14apr02 as sold to the Congo, see below in white c/s with blue and yellow trim; l/n SHJ 03nov04 under maintenance; was to be ferried back to Armenia under a Phoenix Avia call-sign
	EK-49273	An-24T	Phoenix Avia n/t	QIW	03mar05	in partial ex Sudan Airways c/s with titles overpainted; l/n SHJ 13apr05, in the process of being repainted in white c/s with blue undersides, blue rudder and engines; seen SHJ 22may05 as such without titles; canx 17jul06 as exported to Kyrgyzstan; CofA expired 27sep06
	JY-TWA	An-24T	Transworld Airfr.	rgd	12jun05	Transworld Airfreighters; canx 14feb06; no reports, but registration just visible on the tail under the paint of a photo of EX-170 taken sep22
	EX-170	An-24T	ASA Aviation	ph.	12oct06	c/n confirmed by Kyrgyz CAA, not c/n 9911102; owned by Varty Pacific Inc. of Sami (UAE); in white c/s with blue undersides, rudder and engines, initially without titles; seen RMI 14oct06 with 'ASA Aviation' (not readable) titles; reportedly arrived at FJR 17oct06, opb Skyway Air; seen FJR 29dec06/08oct08 without titles; canx 14dec07; offered for sale (probably 23oct09) with t/t 10,465 hours; offered for sale as scrap jun15; stored on a remote ramp far side of FJR airfield, l/n sep22
7 9 1 04 06	--	An-24T	history unknown			
7 9 1 04 07	--	An-24T	history unknown			
7 9 1 04 08	--	An-24T	history unknown			
7 9 1 04 09	"50"	An-24T	Russian Air Force	mfd	30jan68	converted to An-24VSR; opb the NCO school at Kansk for training of gunners and radio operators of bombers, had a blister on each side of the rear fuselage; colour of code was probably red; flown to Ivanovo for overhaul in the mid 1990s reportedly broken up around 2007
7 9 1 04 10	"50"	An-24VSR	FSB/Border Guards			
7 9 1 05 01	-- "55"	An-24T An-24T	history unknown Russian Air Force	mfd	26jan68	converted to An-24VSR; opb the NCO school at Kansk for training of gunners and radio operators of bombers, had a blister on each side of the rear fuselage; colour of code was probably red; reportedly broken up at Kansk, around 1999; this is also reported as c/n 7910502
7 9 1 05 02	--	An-24T	history unknown			
7 9 1 05 03	--	An-24T	history unknown			
7 9 1 05 04	--	An-24T	history unknown			
7 9 1 05 05	"52"	An-24T	Russian Air Force	no	reports	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; opb ... otap PVO at OVB
7 9 1 05 06	"23" yellow	An-24T	Russian Air Force	toc	30dec67	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; opb ... otap at IKT until 2000 and at Ukrainka from 2000; in all-grey c/s; photo 2009
. 9 1 05 07	--	An-24T	history unknown			
. 9 1 05 08	--	An-24T	history unknown			
8 9 1 05 09	"16" red	An-24T	Russian Air Force	KJA	12jun94	in all-grey c/s with Red star on the fin, c/n only from the engine covers marked as just '0509'; l/n KJA 08jul08, wfu
8 9 1 05 10	--	An-24T	history unknown			
8 9 1 06 01	--	An-24T	history unknown			
8 9 1 06 02	--	An-24T	history unknown			
8 9 1 06 03	--	An-24T	history unknown			
8 9 1 06 04	--	An-24T	history unknown			
8 9 1 06 05	--	An-24T	history unknown			
8 9 1 06 06	--	An-24T	history unknown			
8 9 1 06 07	"54" red "54" red	An-24T An-24T	Soviet Air Force ROSTO	SVO PRG	23apr91 06sep97	in all-grey c/s; seen Tushino mar92; l/n Smolensk-Severnoy 05jul95 opb Vyazemski UATs at Vyazma-Dvovyevka; in all-grey c/s, no titles; reportedly damaged, details unknown; reportedly wfu around 1998/99; sat wfu at Vyazma-Dvovyevka (N55.146927 E34.378719), seen jun99/may19
8 9 1 06 08	--	An-24T	history unknown			
8 9 1 06 09	"57" red "57" red	An-24T An-24VSR	Soviet Air Force Russian Air Force	mfd trf	31may68 1992	last overhaul completed 29aug92, with the version given as An-24T converted to an An-24VSR at an unknown date, had a blister on each side of the rear fuselage; opb 662 uap 43 TsBP I PLS at Kansk-Dalni (disbanded in 1998) for the training of gunners and radio operators of bombers
	"57" red	An-24PRT	Russian Air Force	Eng	20aug03	converted to an An-24PRT (basically an An-24PS with simplified equipment) at an unknown date, still had a blister on each side of the rear fuselage; in grey c/s with Red Stars and yellow spinner tips; arrived at Engels from Kansk for preservation 15aug00; offered for sale by the Russian privatisation agency 19dec01/apr04, but could not be sold; preserved in the long-range aviation museum at Engels (N51.476387 E46.190044), seen aug03/oct19, the placard in front of the aircraft gives the version still as An-24VSR
8 9 1 06 10	--	An-24T	history unknown			
8 9 1 07 01	not known CCCP-46710(2) RA-46710(2)	An-24T An-24T An-24T	Soviet Air Force Uralskie Avialinii SP Air	mfd rgd rgd	07jun68 27feb92 22sep95	in full standard 'blue' Aeroflot c/s including titles; see c/n 27300008 to the Russian Federation; the CoFR was returned 06jun07 at the end of the lease; canx between aug10 and mar16
	RF-46710(2)	An-24T	NTIIM	Nzt	sep15	in very faded Aeroflot c/s with the titles and the Soviet flag still visible under the paint, but otherwise complete; the registration is not visible on the photo, but confirmed by the photographer; opb the Nizhni Tagil Institute of Metals Testing (NTIIM) at Nizhni Tagil-Salka
8 9 1 07 02	not known "02" red	An-24T An-24T	Soviet Air Force Soviet Air Force	no Bls	reports 21aug06	opb BVVAU at Balashov; w/o 1973 on landing at Balashov when collided with a bird and crashed c/n from russianplanes.net; preserved in bare metal with code and red star still visible; l/n as such still 14aug10
8 9 1 07 03	--	An-24T	history unknown			
8 9 1 07 04	not known "60" red	An-24T An-24T	Soviet Air Force Russian Air Force	mfd trf	30jun68 1992	no c/n painted on; in light grey c/s; f/n at the operational civil apron at IKT 10may95; towed to the premises of the Irkutsk Higher Military Aviation Engineering College (IVVAIU) 21feb05; used as a ground instructional airframe by the IVVAIU (N52.270330 E104.34761) until the College was closed down jan09, but remained at the premises, with the colour of the code no longer discernible; disassembled oct20 (probably in order to be transported to another location)
8 9 1 07 05	--	An-24T	history unknown			
8 9 1 07 06	--	An-24T	history unknown			
8 9 1 07 07	CCCP-26849	An-24T	not reported	no	reports	CCCP-26849 is a military call sign and probably not painted on the aircraft
8 9 1 07 08	"02" blue	An-24T	Avialini. Ukrayiny	IEV	16jul93	in full c/s; c/n not confirmed

	"02" blue	An-24T	Ukrainian Navy	Sai	08may98	c/n not checked; seen IEV 25may98, c/n confirmed and again 29apr99 at Saki-4-Novofedorovka; l/n Saki-4-Novofedorovka 10jul09; moved to the Faculty of Aviation and Space Systems at Kiev, f/n 28jul11, just the fuselage in a dismantled state; l/n 03oct19
8 9 1 07 09	CCCP-46336 CCCP-46336	An-24T An-24T	AFL/Ukraine MAP Kharkov APO	toc trf	09mar70 12jun81	rgd 14apr70; f/n LED mid 1975; see c/n 97305603; version given as such in the MGA document based on a decree dated 08may81; rgd 25jun81; in Soviet register as An-24RT; in incident report 22jan87 as An-24T
	UR-46336	An-24T	KhGAPP	Krn	12sep96	version painted as such; initially in full Aeroflot c/s including titles; seen Kharkiv-Sokolniki 04may98 in basic Aeroflot c/s, no titles; not in KhGAPP fleet list jan02; sat wfu with flat tyres at Kharkiv-Sokolniki, 09dec05/18sep10; canx 13aug08, version given as An-24RT in Ukrainian document
8 9 1 07 10	--	An-24T	history unknown			
8 9 1 08 01	"16" blue	An-24T	Ukraine Air Force	mfd	1968	last overhaul completed 28nov95; offered for sale by SkyBirdHeli 27may06 with t/t 6,715 hours and 8,245 cycles, version given as An-24RT; c/n mentioned in documents sep08/sep11 for disposal, was with military unit A1231 at Vinnitsa at the time
8 9 1 08 02	--	An-24T	history unknown			
8 9 1 08 03	--	An-24T	history unknown			
8 9 1 08 04	--	An-24T	history unknown			
8 9 1 08 05	--	An-24T	history unknown			
8 9 1 08 06	--	An-24T	history unknown			
. 9 1 08 07	--	An-24T	history unknown			
. 9 1 08 08	--	An-24T	history unknown			
. 9 1 08 09	--	An-24T	history unknown			
9 9 1 08 10	CCCP-46458	An-24T	Soviet AF/AFL c/s	LED	11aug75	and Pushkin 28may90; ELINT aircraft; reported as such in a book by Gordon/Komissarov
. 9 1 09 01	--	An-24T	history unknown			
. 9 1 09 02	--	An-24T	history unknown			
8 9 1 09 03	"01" red "01" red	An-24T An-24T	Soviet Air Force Russian Air Force	mfd trf	31jan69 1992	opb 662 uap 43 TsBP i PLS at Kansk-Dalni; last overhaul completed 17may91 opb 662 uap 43 TsBP i PLS at Kansk-Dalni (disbanded in 1998); arrived at Engels from Kansk for preservation 19jul00; in basic 'blue' Aeroflot c/s with Red Stars; offered for sale by the Russian privatisation agency 19dec01/apr04, but could not be sold; preserved in the long-range aviation museum at Engels (N51.473445 E46.188307), seen aug03/oct19
. 9 1 09 04	--	An-24T	history unknown			
. 9 1 09 05	--	An-24T	history unknown			
. 9 1 09 06	--	An-24T	history unknown			
9 9 1 09 07	"59" red	An-24T	Russian Air Force	mfd	26feb69	converted to An-24VSR; opb the NCO school at Kansk for training of gunners and radio operators of bombers, had a blister on each side of the rear fuselage; trf to Ryazan-Dyagilevo by 1998; f/n Ryazan-Dyagilevo 23jun02; l/n Ryazan-Dyagilevo 13feb08, code very faded; decommissioned at Ryazan-Dyagilevo and offered for sale by Russian privatisation agency apr08
9 9 1 09 08	not known CCCP-47793	An-24T An-24T	Soviet Air Force Soviet Air Force	mfd rgd	03mar69 03jun76	to 223 LO, version not given in register; last overhaul completed 09oct90; still current on the Russian register feb98, but canx before feb01; see next line
	"02" yellow	An-24T	Russian Navy	ph.	21jul09	stored at Severomorsk-1 probably from 1993; in basic Aeroflot c/s with Red star, no titles; preserved in the Naval Aviation Museum at Safonovo, f/n 07may20, with type painted as An-24RT; l/n 25jul21
9 9 1 09 09	--	An-24T	history unknown			
9 9 1 09 10	--	An-24T	history unknown			
9 9 1 10 01	--	An-24T	history unknown			
9 9 1 10 02	--	An-24T	history unknown			
9 9 1 10 03	--	An-24T	history unknown			
9 9 1 10 04	--	An-24T	history unknown			
9 9 1 10 05	--	An-24T	history unknown			
9 9 1 10 06	--	An-24T	history unknown			
9 9 1 10 07	--	An-24T	history unknown			
9 9 1 10 08	CCCP-46459 UN-46459	An-24T An-24T	Soviet AF/AFL c/s Kazakh Air Force	ALA ROV	22apr93 14jul94	l/n ALA 04jun97; in Aeroflot c/s, no titles; has code "03" red; l/n ALA 03dec11
9 9 1 10 09	--	An-24T	history unknown			
9 9 1 10 10	CCCP-49270 UR-49270	An-24T An-24T	not known not known	mfd rgd	jun69 27apr93	rgd 10dec72; canx but date unknown a document dated 16nov93 confirms transfer of ownership from Scientific Production Association Agrogeliokafa (Republic of Crimea) to Boris Evgenievich Manyukov; a further document from the Ukrainian Aviation Authority confirms cancellation from the register on 25mar94, when owned by Committee on Youth Problems CPS "Koktebel", but no registration is shown on the cancellation certificate and in 2012 the Ukrainian CAA said it was not cancelled officially until 15jan03; see next lines c/n not confirmed, en route to USA to become N24HM ?; canx but date unknown under the name of Boris Evgenievich Manyukov, c/n confirmed; temporary airworthiness certificate issued until 04aug94; special airworthiness certificate issued 14nov94 for ferry flight from Jefferson City MO to Puerto Plata; Mr Manyukov submitted a request 13jan95 to the FAA for the aircraft to be cancelled from the American register citing the reason that it was to be registered in the Dominican Republic, but it was seen Puerto Plata 15jun95 still as N24HM; there is no evidence that a Dominican registration was taken up c/n not confirmed; reported in Air Britain and there is no evidence the registration was ever taken up as such in 2004 and 2008 DRC register without rgd
	RA-01248 N24HM	An-24T An-24T	Aeroflot c/s, n/t	BUD rgd	11may94 05jul94	
	CX-BRO 9Q-CLO	An-24T An-24T	Congolais	no	reports	
9 9 1 11 01	--	An-24T	history unknown			
9 9 1 11 02	not known RA-49275 EK-49275 EK-49275 EK-49275 EK-49275 EX-171	An-24T An-24T An-24T An-24T An-24T An-24T An-24T	Soviet Air Force Tin Air Ararat Avia no titles Sudan Airways no titles not reported	mfd trf Erb SHJ SHJ ph. FJR	21jun69 28may93 19jun97 29jul01 29nov02 12oct06 29jan07	also given as 07jun69; last overhaul completed 14apr93 f/n VOG 30aug93; in white/blue/red c/s with large 'TA' on the fin; soc and canx 26dec97 to Armenia in basic Tin Air c/s, no titles; l/n EVN 20mar01, stored in the process of being repainted l/n SHJ 28feb04 probably at SHJ or FJR; in white/grey c/s with blue cheatline c/n confirmed by Kyrgyz CAA, not c/n 7910405; canx 16nov06; reportedly arrived at FJR 23jan07, opb Fab Airlines; useful life-time expired 21jul07 (after prolongation 02oct06) stored; in white/grey c/s with blue cheatline, with titles; seen FJR 01nov08; offered for sale 23oct09 with t/t 12,075 hours and 15,093 cycles; offered for sale as scrap jun15; stored on a remote ramp far side of FJR airfield jun16/sep22
9 9 1 11 03	--	An-24T	history unknown			
9 9 1 11 04	CCCP-49256 UR-49256	An-24T An-24T	Avialini. Ukrayiny Aeroflot c/s, n/t	mfd IEV	jul69 26jul93	rgd 08jul92 l/n AMS 04aug99; l/n IEV 22may04 titles not reported and again may07; l/n IEV re-work plant 10jul07/23apr09; moved to the adjacent Oleg Antonov State Aviation Museum (N50.404819 E30.465439) 10sep09; l/n oct21
9 9 1 11 05	--	An-24T	history unknown			
9 9 1 11 06	"58" red	An-24RT	Soviet Air Force	toc	27jul69	photo 2010; seen preserved in the base museum at Ukrainka (N51.16428 E128.44218); l/n 2016
9 9 1 11 07	--	An-24RT	history unknown			
9 9 1 11 08	--	An-24RT	history unknown			
9 9 1 11 09	--	An-24RT	history unknown			
9 9 1 11 10	"35" blue "775" UR-46715(2)	An-24RT An-24RT An-24RT	Soviet Air Force Ukraine Air Force ZTsLP	mfd Zas	19nov69 28may96 06jul96	Zaporizky tseentr lyotnoi pidgotivky (Zaporizhzhya Flying Training Centre) at Zaporizhzhya-Shiroke; in basic Aeroflot c/s, no titles; seen Shiroke 07may97, reported as ex "06" blue !; canx 13aug08; sat wfu at Shiroke (N47.915536 E34.965402) l/n 2010/22may18; see c/n 27300103
9 9 1 12 01	--	An-24RT	history unknown			
9 9 1 12 02	--	An-24RT	history unknown			
9 9 1 12 03	--	An-24RT	history unknown			
9 9 1 12 04	--	An-24RT	history unknown			
9 9 1 12 05	--	An-24RT	history unknown			
9 9 1 12 06	--	An-24RT	history unknown			
9 9 1 12 07	--	An-24RT	history unknown			
9 9 1 12 08	--	An-24RT	history unknown			
9 9 1 12 09	"42" blue	An-24RT	Ukraine Air Force	mfd	15dec69	last overhaul completed 28nov94; f/n KBP 19mar97; used call-sign '46914' KBP 12may98; l/n HRK 22may99 but c/n not checked this date; offered for sale by SkyBirdHeli 27may06 with t/t 7,349 hours and 8,738 cycles, based at Vinnitsa at that time; mentioned in an official document 2008 for disposal, was with military unit A2215 at KBP at the time; l/n KBP 29sep10/01jun16 stored, code removed/very faded opb mil. unit 55773 at Balashov; offered for sale as scrap metal 09feb09
9 9 1 12 10	not known	An-24RT	Russian Air Force	no	reports	
9 9 1 13 01	--	An-24RT	history unknown			
9 9 1 13 02	"05"	An-24T	Soviet Navy			opb 263 otap at Khrabrovo; w/o 16may72 on a flight from Khrabrovo in order to check the detection capabilities of the radars at Kosa (simulating a foreign aircraft intruding into Soviet airspace at low height) with an altimeter from an Il-14 which had been fitted the day before and indicated a height higher than the actual altitude by some 60-70 metres due to incompatibility when entered a patch of thick fog before crossing the shoreline at Svetlogorsk reportedly at an indicated height of 150 metres, the wing collided at a height of 42 metres with a pine tree on the high banks and the aircraft crashed onto a kindergarten 200 metres further on, killing 24 children and 3 kindergarten nurses as well as all 6 crew and both passengers and injuring several other people on the ground
9 9 1 13 03	not known "51" blue	An-24RT An-24RT	Soviet Air Force Russian Air Force	mfd OSF	22dec69 apr03	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; opb 978 otap PVO at Klin until 1996 and by ... otap PVO (mil. unit 19123) at Khabarovsk-Tsentralny from 1996; overhaul completed 24apr97; in basic Aeroflot c/s with Russian flag on fin, no titles; l/n Khabarovsk-Tsentralny 2010, with caricature of a black bear motif below the cockpit on the starboard side laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; preserved in the Khabarovsk air base museum; Red star on tail; l/n oct16
	"35" red	An-24RT	Soviet Air Force	Khb	20aug16	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; preserved in the Khabarovsk air base museum; Red star on tail; l/n oct16
9 9 1 13 04	CCCP-47250	An-24RT	AFL/Yakutiya	mfd	14jan70	toc 16feb70; rgd 30mar70; photo spring 1972, the first landing of an An-24 at drifting NP-21 (North Pole) ice station

	CCCP-47250 RA-47250 RA-47250	An-24RT An-24RT An-24RT	MAP Irkutsk APO Baikalavia Ust'-Kutavia	trf trf trf	14may81 01jul93 26apr94	based on a decree dated 24apr81 f/n IKT 11may95, in Aeroflot c/s and titles; seen UUD 21apr97 in Aeroflot c/s, no titles; soc and canx 16nov01 as life-time expired rgd 07apr70
9 9 1 13 05	CCCP-47251 CCCP-47251 CCCP-47251 CCCP-47251 RA-47251 RA-47251 N38LT 3C-ZZA	An-24RT An-24RT An-24RT An-24RT An-24RT An-24RT An-24RT An-24RT	AFL/Urals AFL/Ukraine AFL/Urals MAP Taganrog MSZ MAP Taganrog MSZ TANTK Sunshine Intl Air Aeroflot c/s, n/t	toc trf trf trf CKL trf trf rgd	06feb70 18oct73 unknown 11nov81 08sep93 22feb94 29oct98 apr99	on charge as of 01apr76 based on a decree dated 24apr81; rgd 03jun82; f/n Taganrog-Yuzhny 20aug92, in Aeroflot c/s and titles in Aeroflot c/s and titles, with type painted as 'An-24T' soc and canx 27oct98 as to USA rgd 13nov98; canx 22apr99 as to Equatorial Guinea seen NBO jul99/jan22 wfu (S1.3212174 E36.919983); operated for Interflight; removal ordered 14aug20 failing which sale by auction will proceed; due for auction 17nov21, owner listed as Somali Air Force; was not sold and they will try again!
. 9 1 13 06 0 9 1 13 07	-- CCCP-26186 RA-26186	An-24RT An-24RT An-24RT	history unknown MAP Ufa Motors MAP Ufa Motors	mfd BKA	20feb70 14jun94	rgd 03mar70; in Soviet register as An-24RT in basic ex Aeroflot c/s no titles, version painted as An-24T; rgd 15aug94 to Ufa Motors, in Russian register as An-24RT; l/n UFA 18aug99; soc 24may00 and canx 25may00 as to Slovenia flight planned 06jun00 KZN-ODS; in Moldovan register as An-24RT; canx 29jun00 was reported Namibia jun04 also using call sign D2-MAV which is known as an An-32 with unknown c/n, but see next line
	ER-AEU T-240	An-24RT An-24RT	Angolan Air Force	rgd no	29may00 reports	VIP aircraft; c/n not confirmed but is the only Angolan An-24T/RT known; seen in all-white c/s IEV 09jun06; seen in grey c/s with light blue undersides, no markings apart from registration and Angolan flag on the fin; seen FIH 19oct06; l/n LAD (S8.8565361 E13.225530) 28mar09 wfu; no longer visible on GE jan13
	D2-MAU	An-24RT	Angolan Air Force	ODS	apr06	f/n LED 16jul91 'Aeroflot' titles soc and canx 03oct96 as life-time expired; hulk only stored since at least mar02 (N52.369802 E104.174521); l/n Irkutsk-2 (Vostochny) 31jan15
0 9 1 13 08	CCCP-26187 RA-26187	An-24RT An-24RT	MAP Irkutsk MSZ IAPO-Irkutsk	rgd trf	18dec70 06sep94	on charge as of jan92; rgd 16sep92; c/n confirmed; also in MGA document with export c/n 1026023, see this c/n; f/n Krasnoyarsk-Cheremshanka 13jul93 in Aeroflot c/s and titles; see c/n 27300007 soc and canx 14dec94 as to Peru
0 9 1 13 09 0 9 1 13 10	-- RA-46709(2)	An-24RT An-24RT	history unknown Krasnoyarskavia	mfd	13mar70	opb Peruvian Aviacion and Travel System S.A.; involved in an accident at Callao 08mar96, repaired; seen LIM 04feb97/23sep97, stored, in full Expresso Aéreo c/s and titles with additional Peruvian Aviation titles on the rear fuselage; canx 14oct98 to OB-1708 but ntu and remained as OB-1617 ntu and remained as OB-1617; OB-1708 canx 06jul99
	RA-46709(2) OB-1617 OB-1617	An-24RT An-24RT An-24RT	Cheremshanka AI Expresso Aéreo Peruvian Aviation	trf no rgd	19nov93 reports 05jul95	canx 21dec01; l/n LIM 15jan02, but gone by may02
	OB-1708 OB-1617 OB-1617	An-24RT An-24RT An-24RT	TARSA TARSA T Doble A	rgd lsd lsd	14oct98 02aug99 28dec00	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; opb 36 osap at Chita l/n Ivanovo-Severy 26aug97; c/n painted on as 1403 in ADB listing with c/n given as '11404' and this mfd; see c/n 67302508 based YKS from 1994 but was subsequently never operated, wfu; in all grey c/s without the c/n painted on; c/n reported in a Russian listing with the same mfd; struck off by 2003; seen YKS 01jul04 in metallic c/s with faded code; l/n YKS 03aug10 as such without props c/n previously reported as 8911405; f/n LWO 09sep96; last flight 31oct05; offered for sale by SkyBirdHeli 27may06 with t/t 7,661 hours and 8,400 cycles; c/n mentioned in documents sep08 for disposal, was with military unit A1231 at Vinnitsa at the time seen VIN 15apr15; in white c/s with blue cheatline and red trim, grey undersides; c/n from spotters.net.ua website, also photo with '1405' on engine intake covers
0 9 1 14 01 0 9 1 14 02 0 9 1 14 03 0 9 1 14 04	-- "12" "21" blue CCCP-47769(1) "76" red	An-24RT An-24RT An-24RT An-24RT	history unknown Russian Air Force Soviet Air Force Soviet AF/AFL c/s Russian Air Force	no reports Iva mfd YKS	24aug95 01apr70 08jul94	opb mil. unit 55773 at Balashov; offered for sale as scrap metal 09feb09
0 9 1 14 05	"23" blue "47" blue	An-24RT An-24RT	Ukraine Air Force Ukraine Air Force	mfd VIN	1970 26aug10	opb ? uap (mil. unit 78474) BVVAUL (renamed BVAI aug98 and BUATs 01sep02) at Balashov; f/n Gromovo 09aug96; c/n painted on as '1501'; offered for sale by Russian privatisation agency dec07 c/n not checked this date; in white c/s, blue cheatline with Russian flag on tail and black tip to tail; c/n checked Ryazan-Dyagilevo 27mar09 as '1502' and painted as just 'An-24'; wfu; l/n Ryazan-Dyagilevo 22oct11
0 9 1 14 06 0 9 1 14 07 0 9 1 14 08 0 9 1 14 09 0 9 1 14 10 0 9 1 15 01	-- -- not known -- -- "04" blue	An-24RT An-24RT An-24RT An-24RT An-24RT An-24RT	history unknown history unknown Russian Air Force history unknown history unknown Russian Air Force	no reports no reports mfd	1970	opb mil. unit 55773 at Balashov; offered for sale as scrap metal 09feb09
0 9 1 15 02	"01" blue	An-24RT	Russian Air Force	Rzd	29jun02	opb 7 uap (mil. unit 78474) BVVAUL (renamed BVAI aug98 and BUATs 01sep02) at Balashov; f/n Gromovo 09aug96; c/n painted on as '1501'; offered for sale by Russian privatisation agency dec07 c/n not checked this date; in white c/s, blue cheatline with Russian flag on tail and black tip to tail; c/n checked Ryazan-Dyagilevo 27mar09 as '1502' and painted as just 'An-24'; wfu; l/n Ryazan-Dyagilevo 22oct11
0 9 1 15 03 0 9 1 15 04	-- CCCP-49264	An-24RT An-24RT	history unknown AFL/Yakutiya	mfd	15jun70	registration ws an An-2 c/s 1G10-07 till 1984 so probably rgd after 1984; opb Sakha Tsentr podgotovki aviatsionnogo personala (STs PAP - Sakha aviation personnel training centre); also see An-26 c/n 10404; there are no sightings or photos as CCCP-49264 and there is no mention of this in any pre 1992 Soviet documentation to STs PAP (Sakha aviation personnel training centre); in full Aeroflot c/s without 'STs PAP' logo; f/n YKS 01oct00 in basic 'blue' Aeroflot c/s with 'STs PAP' logo on fin; f/n OVB feb02; seen YKS 14aug03 and YKS 01jul04, presence of logo not reported; sold around 2005 leased to IrAero 27mar06; in basic 'blue' Aeroflot c/s, no titles; seen IKT apr06 probably based at Ulan-Ude; in basic 'blue' Aeroflot c/s, very small titles on nose only; f/n Krasnoyarsk-Cheremshanka 27aug07; l/n UUS 22jul08 to RegionAvia-Service; in basic 'blue' Aeroflot c/s, very small titles on nose only; f/n UUD 09jul09; t/t 11,099 hours and 12,505 cycles by 01jan10; l/n YKS 11jun10; excluded from the operator's certificate of Bural 02jul10 still owned by RegionAvia-Service; included into the operator's certificate of Khabarovskiy Avialinii 09jul10; in basic 'blue' Aeroflot c/s, no titles; seen KHV oct14; offered for sale by RegionAvia-Service 11jul16, but not sold by 07aug16; l/n KHV aug18/sep21, stored was based at Kansk; trf to Ukraina by 1998; colour of code was probably red; reportedly broken up around 2005
0 9 1 15 05	"15"	An-24RT	Russian Air Force	mfd	30jun70	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; f/n Tambov 29may08; opb 36 osap at Chita
0 9 1 15 06	"30" red	An-24RT	Russian Air Force	mfd	19jun70	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; opb ... otap PVO (mil. unit 19123) at Khabarovsk-Tsentralny from 1996
0 9 1 15 07	"03"	An-24RT	Russian Air Force	no	reports	opb mil. unit 55773 at Balashov; offered for sale as scrap metal 09feb09
0 9 1 15 08 0 9 1 15 09 0 9 1 15 10 0 9 1 16 01 0 9 1 16 02 0 9 1 16 03 0 9 1 16 04 0 9 1 16 05 0 9 1 16 06 0 9 1 16 07	not known -- -- not known not known not known not known not known -- "35" red	An-24RT An-24RT An-24RT An-24RT An-24RT An-24RT An-24RT An-24RT An-24RT An-24RT An-24RT	Russian Air Force history unknown history unknown Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force history unknown Strat.Rocket Force	no reports no reports no reports no reports no reports mfd	1970	version from the technical passport (formulyar), but was given as An-24PRT in 195 otap documents (possibly the aircraft was brought up to An-24PRT standard at some time); opb 195 otap GUKOS at Kustanai-Narimanovo; underwent trials at Chkalovski in 1974; GUKOS (Main Directorate of Space Resources) was subordinated directly to the General Staff in 1981 and directly to the MoD in 1986; last overhaul completed 27jul87
	"35" red "35" red "35" red	An-24RT An-24RT An-24RT	Russ. Space Forces Strat.Rocket Force Russ. Space Forces	trf trf trf	10aug92 jul97 01jun01	opb 320 otap PSS at Troitsk; soc 15aug08; t/t 5,479 hours and 4,163 cycles; sat wfu at Uvelski-Uprun in the early 2000s; offered for sale as scrap metal 09feb09
0 9 1 16 08 0 9 1 16 09	not known "36" red	An-24PRT An-24RT	Russian Air Force Strat.Rocket Force	no mfd	reports 12dec70	version from the technical passport (formulyar), but was given as An-24PRT in 195 otap documents (possibly the aircraft was brought up to An-24PRT standard at some time); opb 195 otap GUKOS at Kustanai-Narimanovo; GUKOS (Main Directorate of Space Resources) was subordinated directly to the General Staff in 1981 and directly to the MoD in 1986; last overhaul completed 31may94
	"36" red "36" red "36" red	An-24RT An-24RT An-24RT	Russ. Space Forces Strat.Rocket Force Russ. Space Forces	trf trf trf	10aug92 jul97 01jun01	opb mil. unit 55773 at Balashov; offered for sale as scrap metal 09feb09
0 9 1 16 10 0 9 1 17 01 0 9 1 17 02	not known not known "03"	An-24PRT An-24RT An-24RT	Russian Air Force Russian Air Force FSB/Border Guards	no no no	reports reports reports	opb mil. unit 55773 at Balashov; offered for sale as scrap metal 09feb09 based at Khabarovsk; offered for sale by Russian privatisation agency 12jan99, but could not be sold; broken up on the basis of a decree issued 07apr03
0 9 1 17 03	"04" red "04" red	An-24RT An-24RT	KGB/Border Guards FSB/Border Guards	mfd trf	1970 1992	in basic 'blue' Aeroflot c/s; was offered for sale by the Russian privatisation agency 11sep01, but could not be sold; was to be scrapped on the basis of a decree issued 21jun03; the dismantled hulk sat at Kaliningrad-Chkalovsk, seen mar15/jul16
0 9 1 17 04	"32" red	An-24PRT	Strat.Rocket Force	mfd	1970	version from the technical passport (formulyar); opb 195 otap GUKOS at Kustanai-Narimanovo; in grey c/s; photo 1978; GUKOS (Main Directorate of Space Resources) was subordinated directly to the General Staff in 1981 and directly to the MoD in 1986
	"32" red "32" red "32" red	An-24PRT An-24PRT An-24PRT	Russ. Space Forces Strat.Rocket Force Russ. Space Forces	trf trf trf	10aug92 jul97 01jun01	in grey c/s with Red Stars and a Russian flag behind the cockpit; was probably active until at least 2007; sat wfu at Uvelski-Uprun, seen may13; reportedly scrapped at Uvelski-Uprun dec14

0 9 1 17 05	--	An-24RT	history unknown				
0 9 1 17 06	"33" red	An-24RT	Strat.Rocket Force	mfd	15dec70	version from the technical passport (formulyar), but was given as An-24PRT in 195 otap documents (possibly the aircraft was brought up to An-24PRT standard at some time); opb 195 otap GUKOS at Kustanai-Narimanovo; GUKOS (Main Directorate of Space Resources) was subordinated directly to the General Staff in 1981 and directly to the MoD in 1986; last overhaul completed 19oct87	
	"33" red	An-24RT	Russ. Space Forces	trf	10aug92		
	"33" red	An-24RT	Strat.Rocket Force	trf	ju197		
	"33" red	An-24RT	Russ. Space Forces	trf	01jun01	opb 320 otape PSS at Troitsk; soc 15aug08; t/t 5,877 hours and 5,088 cycles; sat wfu at Uvelski-Uprun in the early 2000s; offered for sale as scrap metal 09feb09	
0 9 1 17 07	not known	An-24PRT	Russian Air Force	no	reports		
0 9 1 17 08	"26" red	An-24PRT	Strat.Rocket Force	mfd	1970	version from the technical passport (formulyar); opb 195 otap GUKOS at Kustanai-Narimanovo; GUKOS (Main Directorate of Space Resources) was subordinated directly to the General Staff in 1981 and directly to the MoD in 1986	
	"26" red	An-24PRT	Russ. Space Forces	trf	10aug92	c/n painted on as just '1708' when seen Ivanovo-Severnoy 24aug95	
	"26" red	An-24PRT	Strat.Rocket Force	trf	ju197		
	"26" red	An-24PRT	Russ. Space Forces	trf	01jun01	in grey c/s with Red Stars; was probably active until at least 2007; sat wfu at Uvelski-Uprun, seen may13; reportedly scrapped at Uvelski-Uprun dec14	
0 9 1 17 09	not known	An-24PRT	Russian Air Force	no	reports		
1 9 1 17 10	"39" red	An-24PRT	Strat.Rocket Force	mfd	12apr71	version from the technical passport (formulyar); opb 195 otap GUKOS at Kustanai-Narimanovo; in grey c/s; GUKOS (Main Directorate of Space Resources) was subordinated directly to the General Staff in 1981 and directly to the MoD in 1986; photo KSN 1978 in grey c/s; last overhaul completed 26sep88	
	"39" red	An-24PRT	Russ. Space Forces	trf	10aug92		
	"39" red	An-24PRT	Strat.Rocket Force	trf	ju197		
	"39" red	An-24PRT	Russ. Space Forces	trf	01jun01	opb 320 otape PSS at Troitsk; in grey c/s; soc 15aug08; t/t 4,955 hours and 4,385 cycles; sat wfu at Uvelski-Uprun in the early 2000s; offered for sale as scrap metal 09feb09	
1 9 1 18 01	--	An-24RT	history unknown				
1 9 1 18 02	--	An-24RT	history unknown				
1 9 1 18 03	CCCP-26189	An-24RT	MOM "Zlatoust" MSZ	rgd	01dec71	f/n SVO 01jun92; in Aeroflot c/s and titles; l/n DME 10sep92	
	RA-26189	An-24RT	Aviaobshchemash	trf	19apr93	no reports; canx 14jul95 as to Angola	
	EL-AKP	An-24RT	Aeroflot c/s, n/t	rgd	08sep95	to Air Cess; f/n SHJ 06nov95	
	EL-AKP	An-24RT	Air Cess	SHJ	30nov95	l/n SHJ 18nov97; named 'XXBek'	
	3D-SBP	An-24RT	Air Cess	SHJ	20jan98	l/n SHJ 05feb98; c/n confirmed	
	3D-KKM	An-24RT	Air Cess	SHJ	01jul98	c/n confirmed	
	3C-KKM	An-24RT	Air Cess	SHJ	22nov98	l/n SHJ 14dec98; with a 'P' (ex 3D-SBP, EL-AKP) on the nose	
1 9 1 18 04	CCCP-48102	An-24RT	MAP Ulan-Ude APO	mfd	16sep71	rgd 18nov71	
	RA-48102	An-24RT	MAP Ulan-Ude APO	Uue	20apr97	in Aeroflot c/s, no titles; was leased to Barguzin 01jun98/31dec01; CofR renewal 13sep00 and 14may01 to Ulan-Ude AZ	
	RA-48102	An-24RT	Katekavia	rgd	29jul02	f/n Krasnoyarsk-Cheremshanka 04jul03, in basic ex Aeroflot c/s, no titles; l/n IKT 11jul09	
	RA-48102	An-24RT	Bural	trf	dec09	f/n KHV 04apr10, in white c/s with grey undersides, tail logo and titles; l/n UUS 07apr10	
	RA-48102	An-24RT	Khabarovsk Avia	UUS	18sep11	in white c/s with grey undersides and titles	
	RA-48102	An-24RT	Aerocomp. Antey	IKT	26jun12	in white c/s with grey undersides and titles; CofR renewal 03jul12; seen KHV 24may17, named 'Muslim Magomayev' after a popular singer; possibly stored; l/n KHV 29feb20; dismantled and transported by road aug22 for the Far East Aerospace Museum at Ivanovka; canx 06feb23; f/n Ivanovka 30apr23, without registration and still to be re-assembled	
1 9 1 18 05	CCCP-26192	An-24RT	LLI Ramenskoye	rgd	14dec71	trf to MAP Zhukovski; f/n SVO 27sep90; 'Aeroflot' titles; converted to navais calibration aircraft	
	RA-26192	An-24RT	MAP Zhukovski	ZIA	06jul93	l/n ZIA 03sep93; 'Aeroflot' titles; canx but date unknown	

Factory # 39 Irkutsk export An-24TV/RT production with known c/ns include:

102 1 8 01	801	An-24T	Romanian Air Force	OTP	06may70	
	YR-AML	An-24T	Rom AF/TAROM c/s	rgd	12jul70	canx 07mar91 as to the military
	1801	An-24T	Romanian Air Force	CGN	14nov92	'An-24T' on nose; in basic ex TAROM c/s initially without titles and later with titles; l/n OTP 29jun07, already stored on the grass for a long time; broken up 2008
102 1 8 02	802	An-24T	Romanian Air Force	OTP	05may70	
	YR-AMM	An-24T	Rom AF/TAROM c/s	rgd	12jul70	canx 07mar91 as to the military
	1802	An-24T	Romanian Air Force	OTP	12feb95	in basic ex TAROM c/s, no titles; l/n OTP 10sep07, already stored on the grass for a long time; broken up 2008
102 2 8 05	YI-AEM	An-24TV	Iraqi Airways	AUH	01dec75	crashed near Kirkuk 24sep80; c/n from ATDB
102 2 8 06	YI-AEN	An-24TV	Iraqi Airways	no	reports	wfu Al Bakir 1986 and scrapped; c/n from ATDB
102 2 8 07	YI-AFG	An-24TV	Iraqi Airways	no	reports	c/n from ATDB
102 2 8 08	not known	An-24TV	Iraqi Air Force			
	YI-ALY	An-24TV	Iraqi Airways	rgd	feb84	wfu Al Bakir 1986 and scrapped; c/n from ATDB
102 2 8 09	not known	An-24TV	Iraqi Air Force			
	YI-AMB	An-24TV	Iraqi Airways	rgd	feb84	wfu Al Bakir 1986 and scrapped; c/n from ATDB
102 2 8 10	not known	An-24TV	Iraqi Air Force	d/d	1968	
	YI-ALN	An-24TV	Iraqi Airways	rgd	08mar82	dbr 28aug82 when undercarriage collapsed on take-off at Tallil; tail section dumped at Tallil, f/n Jul03, l/n mar04
102 1 9 11	911	An-24T	Romanian Air Force	mfd	22apr69	f/n OTP 06may70
	YR-AMS	An-24T	Rom AF/TAROM c/s	rgd	12jul70	f/n ARN 18jul70, in full Tarom c/s and titles; photo ATH 1990; canx 07mar91 as to the military
	1911	An-24T	Romanian Air Force	OTP	16sep95	in basic ex TAROM c/s, no titles; last overhaul completed 07sep95; l/n OTP 07jul02
	ER-AZD	An-24T	Airline Transp.Inc	rgd	07may03	in all-white c/s, no titles; offered for sale oct05 with t/t 9,453 hours and 10,932 cycles; f/n KIV 09dec05; l/n KIV 28jun07; canx 19oct07 as to Ukraine
	UR-IIC	An-24T	IPTs	IEV	12feb09	c/n confirmed; Innovatsiyno-promyslovy tsentr (Innovative Industrial Centre); based at Kiev; in all-white c/s, no titles; seen IEV jul10/apr12 stored; was canx 03feb10; l/n IEV 13/17may12 in the process of being scrapped; still basically complete 26jul12 but lying on its belly with engines etc. removed
102 1 9 12	912	An-24T	Romanian Air Force	OTP	06may70	
	YR-AMU	An-24T	Rom AF/TAROM c/s	rgd	12jul70	canx 07mar91 as to the military
	1912	An-24T	Romanian Air Force	OTP	12feb95	'An-24T' on nose; in basic ex TAROM c/s, no titles; l/n OTP 10sep07, already stored on the grass for a long time
102 5 0 22	YR-AMO	An-24RT	Rom AF/TAROM c/s	rgd	18mar70	f/n ZRH jun70, in full Tarom c/s and titles; canx 20sep91 as to the military
	5022	An-24RT	Romanian Air Force	OTP	sep92	'An-24RT' on nose; in basic ex TAROM c/s; repainted in all-white c/s with titles; offered for sale for \$35,000 with t/t 10,410 hours; l/n OTP 29jun07, already stored on the grass for a long time; 70% of the fuselage (with rear missing) seen at Marculesti, Moldova, 18sep10 outside a hangar, looking like a space shuttle with tail added; 'An-24RT' and '5022' still carried; nose only remaining by 2016
102 6 0 23	045	An-24RT	Bulgarian AF	mfd	13mar70	c/n not confirmed; f/n SXF 16mar72; photo Dobroslavtsi-Kumaritsa apr91; returned to Russia in 1991 in exchange for two Let-410s; confirmed that this c/n became RA-46709(2) by jan92; see c/n 0911310
102 5 0 24	YR-AMN	An-24RT	Rom AF/TAROM c/s	rgd	12may70	photo exists RTM, in full Tarom c/s and titles; canx 07mar91 as to the military
	5024	An-24RT	Romanian Air Force	ATH	21jun93	photo sep95 with 'An-24RT' on nose; in basic ex TAROM c/s; repainted in all-grey c/s with titles by aug01; l/n OTP aug10/may13 wfu and preserved (N44.559246 E26.078613) apr14/09sep23

An-24s with unknown c/ns include:

---	CCCP-08821	An-24	MAP	no	reports	an entry in the old Soviet register exists without c/n, probably just allocated for the return of an export aircraft
---	CCCP-08825	An-24	MAP	no	reports	an entry in the old Soviet register exists without c/n, probably just allocated for the return of an export aircraft
---	CCCP-13364	An-24	MAP	no	reports	an entry in the old Soviet register exists without c/n, probably just allocated for the return of an export aircraft
---	CCCP-46429(3)	An-24B	MAP Kuibyshev MSZ	rgd	13oct77	the Soviet/Russian registers and MGA document give c/n 87304208 which is CCCP-46429(1), with mfd as oct73 (An-24RVs were only being built by this time - see An-24RV c/n 37309009); version given as An-24B in all registers; f/n VKO 22aug80, in Aeroflot c/s and titles; l/n VKO 11sep92
	RA-46429(3)	An-24B	MAP Kuibyshev MSZ	VKO	28aug93	in Aeroflot c/s and titles; photo proof of version
	RA-46429(3)	An-24B	Aviakor	trf	25jul94	CofR renewal 03oct94; l/n Samara-Bezmyanka 13aug99, in Aeroflot c/s, titles not reported; soc 20sep05 as life-time expired
---	CCCP-46452	An-24	Soviet AF/AFL c/s	JIB	24oct92	not on Soviet or Russian Federation register
---	RA-46453	An-24B	Russian AF/AFL c/s	Kln	16aug96	l/n Klin-5 airbase 20aug01; not on Soviet or Russian Federation register
---	CCCP-46456	An-24B	Soviet AF/AFL c/s	PRG	21apr87	in full Aeroflot c/s and titles, version painted as such; seen Spereberg 30mar88; l/n RIX may93; not on Soviet or Russian Federation register
	UR-46456	An-24B	primer	IEV	04may99	on overhaul; not on Soviet or Russian Federation register; never officially registered in Ukraine, probably the registration was only used for test flights
---	CCCP-46701	An-24B	Sov. Navy/AFL c/s	OSF	26aug95	l/n OSF 21aug99; version confirmed; not on Soviet or Russian Federation register; see c/n 99902108
---	CCCP-46823	An-24B	Soviet AF/AFL c/s	TAS	28mar86	not on Soviet or Russian Federation register
	UR-46823	An-24	not reported		06jul96	seen Verkhnyaya, Ukraine
---	UN-47006	An-24RV	blue/white c/s n/t	SHJ	05may03	l/n SHJ 11may03; no c/n worn externally; possibly c/n 17307003 ?
---	UN-47218	An-24	not reported	CIT	10may98	seems to be wfu; registration not in Soviet or Russian Federation register; misread ?
---	RA-47382	An-24RV	not reported	rgd	22sep95	on Russian register feb98/sep01 without c/n
---	no reg	An-24B	no titles	Sae	aug91	modified into a hovercraft, air cushions added to the lower fuselage and outer wings cut off; in basic Aeroflot 'polar' c/s; l/n Samara-Bezmyanka 13aug99
---	not known	An-24RV	Aeroflot	ph.	1979	converted An-24B with single ventral fin; used as a testbed with experimental 8 blade low noise propellers; see c/ns 67302309 and 67302310
---	not known	An-24T	Soviet Air Force			opb 478 uap Balashovskogo VVAUL at Petrovsk; w/o 06jul74 on a training flight from Sinitino when suffered a bird strike on final approach to Sinitino, one engine failed, the propeller could not be feathered, the aircraft banked, lost height, crashed before the runway threshold and exploded, all 5 crew killed

---	"01" red	An-24T	Soviet Air Force	YKS	08jul94	no c/n painted on, grey c/s
---	"02" blue	An-24T	Russian Navy	VVO	19apr97	opb 71 ovtae at VVO; in basic Aeroflot c/s with blue cheatline and white tail with Russian flag on the fin
---	"02" red	An-24RT	Russian Air Force	ph.	25jul21	preserved at the disused seaplane base Safonovo (N69.061590 E33.288393) in basic old Aeroflot c/s
---	"03" red	An-24T	KGB/Border Guards		photo	black and white photo exists, cheatline and fin look to be the same colour, white top and grey undersides with Red star and red stripe on the fin; could also be an An-24RT
---	"03" red	An-24RV	Soviet Air Force		photo	all-grey c/s, tactical code on the nose
---	"04"	An-24B	Soviet Air Force			converted to An-24RR (NBC reconnaissance aircraft for nuclear, biological and chemical contamination early warning)
---	"04" red	An-24T	KGB/Border Guards	RIX	may93	photo; in c/s similar to Aeroflot with Red star and red stripe on the fin
---	"04" red	An-24T	Soviet Navy	mfd	1968	"Trojanda" ASW system test-bed, with two large cheek pouches; used to test equipment for the detection of submarines; in all-grey c/s; f/n Pushkin 05aug01
---	"08" red	An-24	Soviet Air Force	Kai	10may98	in white c/s with blue cheatline, grey undersides and Red star on the fin, wfu ?; type painted as just 'An-24'; was a left over of the Soviet Union era and not taken on charge by Ukraine
---	"09" red	An-24RT	Russian Air Force	YKS	20apr94	in Aeroflot style c/s
---	"11" black	An-24	Soviet Air Force	no	reports	c/n reported as 37300601, but this seems to be incorrect, see this c/n
---	"11"	An-24T	Soviet Air Force	no	reports	opb Balashovskoye VVAUL; w/o 12may82 on a training flight from Petrovsk, simulating the failure of the left engine, when dropped below the glide path on final approach to Petrovsk due to pilot error, lost speed, stalled, crashed upside-down near the runway threshold, caught fire and burnt out, all 5 crew killed
---	"14"	An-24	Russian Air Force	Roc	16apr05	converted to An-24RR (NBC reconnaissance aircraft for nuclear, biological and chemical contamination early warning); based at Kubinka; trf to newly established 367 osae 28apr86; used to check radiation levels after the Chernobyl disaster 28apr/29apr86; fate unknown, but possibly broken up because of its contamination
---	"15"	An-24B	Soviet Air Force			in all-grey c/s, code was black or blue, badly painted
---	"21" blue	An-24T	Russian Air Force	OVB	21apr93	in c/s similar to Aeroflot with Red star on the fin
---	"23" red	An-24B	Soviet Air Force	Spr	aug90	photo; opb 195 otap GUKOS at Kustanai-Narimanovo; in grey c/s
---	"37" red	An-24PRT	Strat.Rocket Force	KSN	1978	salon aircraft; in c/s similar to early Aeroflot aircraft, with single ventral fin
---	"47" red	An-24B	Soviet Air Force	SVO	late60s	in white c/s with blue cheatline and grey undersides
---	"50" red	An-24B	Russian Air Force	IKT	11may95	
---	"53" blue	An-24RT	Soviet Air Force		photo	
---	"53" blue	An-24T	Russian Air Force	wfu	1998	basic 1973-standard Aeroflot c/s with Russian flag on the fin, type painted as just 'An-24'; opb 978 vtap at Klin-5 airbase; scrapped 2000
---	"54" blue	An-24B	Soviet Air Force		photo	salon aircraft; black and white photo, in white c/s with grey undersides, Red star on the tail and twin ventral strakes under the tail; opb 978 vtap at Klin-5 airbase, the personal aircraft of Commander-in-Chief Battitsky all grey c/s, l/n Tushino 18aug92; became, see next line
---	"61" red	An-24T	DOSAAF	Tno	19aug91	l/n Tushino sep93/apr97, gone by may99, broken up ?; in basic Aeroflot c/s with Russian flag, no titles; call-sign '30929' in cockpit
---	"03" red	An-24T	DOSAAF	SVO	1992	in all grey c/s with Red star on tail
---	"72" red	An-24T	Russian Air Force	BKA	13apr92	l/n Klin-5 airbase 16may99; in basic Aeroflot c/s with Red star on the tail; possibly had civil registration
---	"849" black	An-24T	Russian Air Force	Kln	16aug96	CCCP-46849 although this is not on the Soviet or Russian Federation registers
---	"25" red	An-24	Ukraine Air Force	VIN	10may98	in grey c/s
---	"26" red	An-24T	Ukraine Air Force	VIN	27sep12	in grey c/s; could be an An-24RT; a candidate is perhaps c/n 8910801 which according to documents was stored there; l/n VIN 11sep15, without spinners
---	"99" red	An-24RT	Ukraine Air Force	IEV	1993	in white c/s with blue cheatline and grey undersides, Red star on tail; version painted as just An-24; opb 223 otae
---	014	An-24V	Civ Avn Adm China		photo	mid 1960s in Kiev; with single ventral strake; see c/n 67302201, this and 4393, c/n unknown are the only aircraft known that were delivered to China with this feature
---	B-458	An-24RV	Civ Avn Adm China	KMG	apr79	no records available; based at Chengdu; badly damaged 03mar80 at Xian on a cargo flight Beijing-Xian-Kunming, when the nose gear retracted after landing; not r/r after 1985, fate ?; see c/n 37309009 and 37309103 ?
---	B-464	An-24	Civ Avn Adm China			no records available, not r/r after 1985, probably to China United; see c/n 37309009 and 37309103 ?
---	B-490	An-24	Civ Avn Adm China			no records available, not r/r after 1985, probably to China United; see c/n 47309408 and 47209501 ?
---	B-492	An-24RV	Civ Avn Adm China			no records available; based at Guangzhou; crashed on approach to Changsha-Huanghua 21jan76 whilst making turns in low cloud on a flight from Guangzhou-Baiyun Airport to Shanghai via Changsha and Hangzhou, killing all 8 crew and 34 passengers (including 2 Danish and 1 American passenger) on board; see c/n 47309409 ?
---	B-494	An-24	Civ Avn Adm China			no records available, not r/r after 1985, probably to China United; see c/n 47309408 and 47309501 ?
---	B-500	An-24	Civ Avn Adm China	KMG	apr79	according to CAAC never existed
---	4393	An-24V	Chinese Air Force	ph.	2017	with single ventral strake; in white/light grey c/s with blue cheatline and trim, red code; seen preserved Changchun Air Force Academy (N43.833333, E125.318489); present since at least aug13 according to Google Earth images
---	'31'	An-24V	Chinese Air Force	ph.	29jul23	in white/light grey c/s with blue cheatline and trim, with fake red code; preserved Changchun Air Force Academy (N43.833333, E125.318489)
---	50950	An-24V	Chinese Air Force	NAY	27oct86	
---	CUA-50950	An-24V	China United AI	NAY	01jun94	
---	50951	An-24	Chinese Air Force			
---	50952	An-24	Chinese Air Force	WUH	11oct88	wfu 1989, preserved in the China Aviation Museum at Shahezhen AFB (Changping); to Shahezhen 1992 and broken up
---	50955	An-24RV	Chinese Air Force	NKG	06apr86	
---	50955	An-24RV	China United AI	NAY	09nov93	with logo and titles
---	50956	An-24	Chinese Air Force	NAY	oct93	
---	50957	An-24RV	Chinese Air Force	NKG	13oct88	
---	CUA-50957	An-24RV	China United AI	ph.	27sep11	at Songjiang Shanghai University of Engineering Technology (N31.059841 E121.198541) with titles; l/n 17aug19
---	50958	An-24RV	China United AI	CAN	12nov85	l/n NAY 09nov93
---	51052	An-24RV	China United AI	NAY	09nov93	l/n NAY 01jun94
---	CUA-51056	An-24	China United AI	NAY	29aug98	
---	71290	An-24V	Chinese Air Force	ph.	18jun09	in a technical school, location unknown; equipped with cameras for (Tu-16) bomber pilot training; exact version not known but based upon an An-24V/B; this serial was previously reported as an An-26 NAY 09nov93, probably in error for this aircraft
---	CUA-5....	An-24RV	China United AI		photo	test-bed for the radar of the J10 fighter (mounted on the nose); opb in fact by China Flight Test Establishment; in basic Aeroflot c/s with 'China United Airlines' titles in Chinese
---	--	An-24V				two aircraft were delivered to China in 1966, one being c/n 67302201 and one as a pattern aircraft for the Y-7
---	not known	An-24T	China			4 An-24T aircraft were ordered in 1970 as part of an order for 40 aircraft which included 36 An-24V/An-24RV
---	12-46	An-24B	Cuban Air Force	HAV	28aug83	reported as an An-24B but possibly an An-26, although it does not feature in Cuban data from Cuban sources
---	D2-EPU	An-24RV	SAFT Gabon	LBV	15aug97	l/n Libreville dec97
---	D2-FBQ	An-24	Aeroflot c/s, n/t	LAD	16mar01	
---	D2-FEH	An-24		LBV	05sep97	An-26 ?
---	JU-7070	An-24	Mongolian Govt.	DLZ	30aug02	l/n ULN 10sep05
---	LY-AKL	An-24RV		mfd	11jul75	details from Lithuanian register; CoFA expired 10feb00; possibly this is c/n 57310404 from the manufacture date
---	P-529	An-24	Chosonminhang		1976	not in ADB files, existence to be confirmed; see c/n 47309801 ?
---	P-531	An-24	Chosonminhang		1976	not in ADB files, existence to be confirmed; see c/n 47309801 ?
---	ST-ART	An-24B	blue/white c/s n/t	PNR	oct03	photo, reported opf Trans Air Congo this date; in Air West Express fleet list jan04; l/n KRT jan05 titles not reported; canx before jan07
---	ST-RIC	An-24	Ric Aviation			reported in JP-96 but not in JP-97; not on register mar00
---	700	An-24	Sudanese Air Force			was destroyed on the ground at Al Fasher (by rebels) on 25apr03 along with two other Antonovs, according to the rebels
---	900	An-24RT	Sudanese Air Force	KRT	11oct80	l/n KRT feb88/nov94 wfu
---	911	An-24RT	Sudanese Air Force	KRT	11oct80	l/n KRT feb88/nov94 wfu
---	922	An-24RT	Sudanese Air Force	AUH	28jun76	l/n KRT feb88/nov94 wfu
---	933	An-24RT	Sudanese Air Force	KRT	11oct80	l/n KRT feb88/nov94 wfu
---	944	An-24RT	Sudanese Air Force	KRT	11oct80	l/n KRT feb88/nov94 wfu
---	955	An-24TV	Sudanese Air Force	KRT	feb85	
---	966	An-24TV	Sudanese Air Force			reportedly became 2016
---	977	An-24TV	Sudanese Air Force	KRT	feb85	serial later used on An-12 with unknown c/n
---	S9-CAU	An-24	red/blue c/s, n/t	LAD	22mar01	
---	S9-GBE	An-24	Trast Aero	FJR	25nov08	l/n FJR 04feb09
---	TN-KAN	An-24RT	Congo Air Force	LBG	09aug71	photo proof of registration painted as TNK-AN; in white c/s with red cheatline and partial red rudder, grey undersides, no titles
---	TN-102	An-24RT	Congo Air Force	MUC	30jun72	l/n MUC 28jul77; ex TNK-AN; in slightly revised white c/s with red cheatline and partial red rudder, grey undersides, no titles
---	TN-223	An-24RT	Congo Air Force		1981	seen wfu Brazzaville mar96/apr97
---	TN-KAO	An-24RT	Congo Air Force	LBG	09aug71	photo proof of registration painted as TNK-AO; in white c/s with red cheatline and partial red rudder, grey undersides, no titles
---	TN-103	An-24RT	Congo Air Force	MUC	21jul72	ex TNK-AO; in white c/s with red cheatline and partial red rudder, grey undersides, no titles
---	TN-221	An-24RT	Congo Air Force	MUC	01jul77	last digit of previous registration just visible under the paint; in white c/s with red cheatline and partial red rudder, grey undersides, no titles; l/n MUC 16feb80; five aircraft seen wfu BVZ 31mar96
---	not known	An-24	Vietnam Air Force	w/o	mar79	crashed on landing at Danang airport, killing 6 people on board, including military advisers from the Soviet Union
---	XU-313	An-24	Kampuchea Airlines	PNH	nov95	Kampuchea Airlines or Air Force ?
---	not known	An-24RV	PMT Air		18dec14	in all-white c/s with red/black cheatline and titles; seen preserved (N11.52688 E104.82305) at the Bun Rany Hun Sen Chaoom Chau military Hospital in Phnom Penh (visible on images from 07jan10 onwards)
---	XW-TCA ?	An-24	Pathet Lao			reg not confirmed; based at Vientiane; w/o 08mar74 at Phuc Yen AFB, Hanoi, when it landed long, attempted to go around, struck trees at the end of the runway, crashed and burst into flames; all 3 crew and 24

---	374	An-24B	Pathet Lao	LPQ	04apr74	passengers, 15 Algerians including the Foreign Minister and 9 Vietnamese (journalists travelling along with the Algerian delegation) killed
---	YA-DAF	An-24RV	Ariana	SHJ	jul99	in white c/s with blue 'lightning-bolt' cheatline outlined in red, grey undersides, only carried titles in Laotian script; with Prince Souphanouvong on board this date
---	YA-DAH	An-24B	Ariana	SHJ	16feb99	in UN sanction list dec99; probably destroyed in late 2001
---	YA-DAI	An-24	Ariana	KBL	10apr02	l/n SHJ 25feb99; reportedly destroyed during a US bombing raid at KBL oct01 and KBL 06aug03; l/n KBL feb04, remains only of the scrapped aircraft; last flew 28jan01 and reported to be ex Air Cess
---	not known	An-24	Bakhtar Afghan AI			sabotaged KBL 27aug88, no further details known; see c/n 07306602 and 17306709, for which fates are not known
---	not known	An-24	Ariana			Involved in an accident Quala Nua 02aug89, no further details known; see c/n 07306602 and 17306709, for which fates are not known
---	T-005	An-24	Afghan Air Force			
---	YI-AEZ	An-24V	Iraqi Airways		photo	damaged at Balad (Al Bakir is the US name) by bombing 29jan91; photo 17nov03, just the remains of the tail unit with registration on the fin, port wing and engine; l/n may05, now dumped upside down; see c/n 87304607 and 87304705 ?
---	797	An-24TV	Iraqi Air Force	SDA	07jun81	based at Habbaniya-Air Strip 37 in early 1981 and at Baghdad IAP from apr81; flown by Indian exchange pilot G/C A.G. Bewoor in 1981
---	..6 ?	An-24B	Iraqi Air Force	PRG	bef. 73	only the last digit confirmed due to the angle of the photo, the second digit may possibly be an '8'; in white c/s, small cheatline with flag on tail and roundel (triangle) on the fuselage; version painted as such no further details known
---	3C-LLM	An-24	C.O.A.G.E.Airlines	SSG	02mar00	
---	3X-GRI	An-24B	all-white n/t	JIB	feb09	
---	'4R-CAA'	An-24RV	Civ. Av.Authority			refurbished by the Sri Lanka Air Force after long term storage at Ratmalana as a simulation aircraft, to allow the experience of real flight; in white c/s with pale blue cheatline and grey undersides with 'Civil Aviation Authority' titles; seen jul11 at a Government compound in Buttala, 270 km from Colombo, with this fake registration; moved to Oyamaduwu by 2012 and removed by the Sri Lanka Air Force on 21jun13; was to be subsequently displayed at Puttalam according to the CAA; noted on GE image dated 17jul18 at Anuradhapura Base, (N8.31046772, E8.42493439); photos dated 14aug18, show with a pointed nose cone from a different aircraft, a candidate for this is UN-46644
---	2016	An-24TV	North Yemen AF	SAH	jan85	with red cheatline; reportedly ex 966
---	1178	An-24	North Yemen AF	SAH	11nov85	possible An-24RT ?
---	5H-MMY	An-24	Pan African AS			allocated 1966 but not taken up as the order was cancelled when operator was refused a licence
---	5H-MMZ	An-24	Pan African AS			allocated 1966 but not taken up as the order was cancelled when operator was refused a licence
---	601	An-24T	South Yemen AF	ADE	19may75	in white c/s with grey undersides, red cheatline and flag on the tail; could also be an An-24RT
---	602	An-24T	South Yemen AF	ph.	sep81	
---	603	An-24	South Yemen AF	ADE	19may75	
---	604	An-24T	South Yemen AF	ADE	19may75	in white c/s with grey undersides, red cheatline and flag on the tail; l/n SAH 17mar09; probably an An-24T/RT
						in white c/s with grey undersides, red cheatline and flag on the tail; photo 2004 and 20oct05 in a derelict condition dumped at an old military airfield at Riyan (N14.647783 E49.322556); could also be an An-24RT

Registrations in the 'regular' An-24 batches have never been seen and are not mentioned in any documents.

-46231, -46232, -46235, -46236, -46237, -46238, -46240, -46283, -46450, -46451, -46461, -46702, -46821, -47320 were not mentioned in any documents. In addition to those -46503, 46538, -46543, -46545, -46822, -46840, -46537, -46841, -46842, -46843, -46844 are An-26s; -46239 was an Il-14; -46546 is a military An-72; -46632, -46633, -46634 are An-30s and -46539, -46540, -46541 and -46544 were in use with the Soviet Air Force as call-signs for unknown aircraft.

Antonov An-26

The Antonov 26 came about in response to a need for a light transport military freighter with an improved performance and specification over and above the An-24T. Unusually, the Antonov Design Bureau set about designing the aircraft without any directives from the government and as Dmitri Komissarov & Yefim Gordon record in their book on the Antonov Turboprops, a 1/12th scale mock up of the aircraft's cargo hatch was produced and demonstrated to the then Aviation Minister in 1967 who was so impressed that he immediately instructed the Kiev-based company to initiate series production.

A static test machine and two prototypes were completed. The first prototype made its maiden flight on 21 May 1969 and the second prototype CCCP-26184 appeared at the Paris Air Show the following month. Production of the aircraft was alongside the An-24 and later the An-30 at Kiev, where at one time 14-16 aircraft per month were rolling off the production line. The first series production aircraft was completed in August 1969 and handed over to the Soviet Air Force the following year, and the last was completed in 1986 and delivered to a civilian customer.

As with the An-24 the exact number built has been open to debate. The famous blackboard at the factory, number 473 Kiev-Svyatoshino, states 1,402 were built between 1968 and 1986. Aircraft were produced in batches, 144 in all. The first batch consisted solely of the static test aircraft; batches two and three had two aircraft each, batches four and five had five each, batches 6 to 143 had ten each and the final 144th batch had three aircraft, making a total of 1,398 machines (1,397 excluding the static test machine). The difference of five aircraft between the factory's assertion and other sources is unexplained but it could be accounted for if the fifth batch had ten aircraft rather than five, but no aircraft higher than c/n 0505 have been reported in that batch. Keeping track of the production history has been particularly difficult with some civil registrations being used twice and a large number of aircraft being exported to the military forces of countries from where it is notoriously difficult to obtain information such as Angola, Afghanistan, Vietnam etc. One has only to look at the list of reported military aircraft for which there is no known construction number to realise the extent of the problem, and thus far nobody in the ADB or the Aviant factory has seen fit to assist in identifying them. Perhaps the Antonov Design Bureau has been consulting our files, as the latest version of their website quotes the total built as 1,398

The factory reports that 564 were manufactured for the Soviet Armed Forces, 420 were exported and the rest were used by the MGA (Ministry of Civil Aviation) and other ministries such as the MPA (Ministry of Aviation Industry). Produced or converted were 116 An-26B civilian transports, 36 An-26Sh navigator trainers, 42 An-26RT relay aircraft and 20 An-26(KPA-ES1) laboratory/calibration aircraft, 5 An-26P water bombers, 6 An-26RL fisheries research aircraft, 1 An-26 "Nelmo" fisheries research aircraft, 4 An-26M "Spasatel" intensive care aircraft, 1 An-26 "Vita" ambulance aircraft, 1 An-26A de-sophisticated military transport, 1 An-26D long-range military transport, 1 An-26B "Tsiklon" weather control aircraft, 1 An-26 "Pogoda" weather control aircraft, 1 An-26 "Sfera" atmosphere research aircraft, 1 An-26P "Prozhektor" laser-guidance test aircraft, 1 An-26K laser-guidance test aircraft, 1 An-26REP experimental jamming aircraft. By March 2003 it was known that twenty two aircraft had been converted from cargo aircraft configuration to the An-26-100 and An-26B-100 passenger aircraft with probably more conversions to follow.

Note regarding East German An-26s: Apart from serial "369" and "373" all were convertible from An-26S to An-26T and back. The construction number for the An-26 is explained as with many other Soviet built aircraft representing batch number and number in the batch. Several An-26s have the factory number 73 (for factory 473) painted on as well followed by a 0 (zero) for batches below 100 (example 67304103 or 17311110) However, this is not an official part of the construction number. It is painted most probably just by the ARZ-403 overhaul plant at Irkutsk. There are examples where this 'long' construction number was painted on but later changed back to the proper 'short' construction number.

The construction number is normally stencilled under the horizontal stabilizer on the left side of the aircraft (and for the An-26 in most cases only showing the batch and the number in the batch).

With the An-26s it is known a construction number plate is attached at the frame, between the hinges, of the crew entry door on the forward right side of the fuselage and also there is a second plate inside the doors covering the right hand engine. Also with the An-26, and probably as well with the An-24s, a construction number plate is attached to a panel which is attached to the front bulkhead, front side or attached to the front bulkhead, front side For the An-24 construction number plates are also in the upper side of the cabin door clearly showing batch number and number in the batch.

1,398 An26s built by factory # 473 at Kiev-Svyatoshino from 1969 to 1986

01 01	--	An-26				static test frame, completed in early 1969
02 01	no reg	An-26	MAP Kiev MeZ	mfd	30mar69	the first flying An-26 prototype; completed 20dec68, but remained at the factory and was only handed over for tests 30mar69; f/f 21may69; in white c/s with grey undersides and thin black cheatline, Red Star on the tail; flew initially as such
	CCCP-27...	An-26	MAP Kiev MeZ	ph.	may69	was due to appear at the 1969 Paris Air show at Le Bourget with exhibition code "831", but c/n 0202 was sent instead; in the same c/s, but with Aeroflot titles and a Soviet flag replacing the Red Star
	"831" grey	An-26	OKB/GK NII VVS			accumulated 302 hours/176 cycles during state acceptance trials which were completed 21sep70
	"92" red	An-26	OKB/GK NII VVS	photo		in the same c/s but with a Red star on the tail; undertook de-icing equipment trials 22apr71/10may71 from Chkalovski to Vorkuta via Syktyvkar, Syktyvkar to Ukhta and back, Vorkuta to Pechora and back; now with teardrop fairing at navigator's port side blister and striped wing/tail unit leading edges to act as visual aids during tests; performed 81 flights to study field performance, structural stresses and vibrations from unpaved and snow covered runways
	CCCP-93913	An-26	MAP Kiev APO	rgd	18feb80	canx 26jul82; registration worn by An-12BP c/n 4342609 since oct85
02 02	not known	An-26				converted into a testbed and used for automatic landing trials 1982/93, including the use of GPS
	CCCP-26184	An-26	MAP Kiev MeZ	f/f	may69	f/n LBG 02jun69, in white c/s with grey undersides and thin black cheatline, Aeroflot titles and exhibition code "830", with no dash in the registration; accumulated 131 hours/83 cycles during state acceptance trials which were completed 21sep70; registration later worn by a Ka-26 c/n 7101802 from jan72
	"830" grey	An-26	OKB/GK NII VVS	photo		conducted bombing trials tests in apr72; undertook 53 test flights aug/sep74 from Chardzhou with a propeller auto feathering system where temperatures exceeded 33 degrees Celsius; undertook similar tests dec74/jan75 in Yakutiya where temperatures were as low as -53 degrees Celsius
	CCCP-26194	An-26	MAP Kiev APO	rgd	15nov77	f/n SGN 30nov87; in Aeroflot c/s and titles; l/n IEV 27aug92, c/n checked
	UR-26194	An-26	MAP Kiev, n/t	rgd	19jan93	f/n IEV 16jul93; l/n IEV 28aug93; last overhaul completed 29aug94; reported for Aviant; wfu summer 2002 and later dismantled at IEV
	UR-26194	An-26	Nat Avn University			preserved in these colours (with diagonal blue/yellow stripes) near building 8 of the Ukrainian National Aviation University at Kiev (N50.439731 E30.428191) since 16aug03, officially canx 18jun04; f/n 13jul05, l/n jul21

03 01	not known	An-26	Soviet Air Force			first series-production aircraft, was completed on 29aug69; performed six test flights during sep69 and cleared to enter service after the last acceptance flight 30sep69; h/o to 606 uap of the Balashov VVAUL in 1970
	TL-ABD	An-26	Damal Airlines	SHJ	13jan00	a/w, no titles; l/n SHJ 02feb00; still with circular blister window and 'Astrodome' on top of the fuselage behind cockpit
	TL-ABD "30" red	An-26	all-white c/s, n/t Russian Air Force	SHJ	12feb00	l/n SHJ 11may00
03 02		An-26		mfd	1969	opb 606 uap BVVAUL at Balashov from 1970; in light grey c/s with Red Stars; f/n ULV 17aug99; l/n operational ULL 28jun05, c/n checked; still present ULV derelict (N54.275448 E48.242006) apr09/jul17
04 01	CCCP-26637 "637" black	An-26	Soviet AF/AFL c/s Russian Air Force	no reports	Kln 16aug96	seen Klin-5 airbase 31jul97, c/n checked; in c/s similar to Aeroflot with Red star; laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; l/n Klin-5 airbase 20aug01
04 02	CCCP-26211	An-26	MAP Experiment.MSZ	rgd	08oct85	ex Soviet Air Force; f/n BKA 02aug90 in Aeroflot c/s; seen ZIA 02sep93; l/n ZIA 21aug99/18aug01; reported as RA- aug95 ?; canx but date unknown; not on Russian register mar03
04 03	"03" yellow "03" yellow RF-56306	An-26	Soviet MVD/VV Russian MVD/VV	mfd	08may70	tender for technical assessment published 05jun06, t/t 5,016 hours by then
		An-26		trf	1992	initially opb 685 osap on at Rostov-na-Donu-Tsentralny (still by feb11); in light grey c/s with dark blue engines and belly and 'Russian flag' cheatline, no titles; last overhaul completed may11; f/n CKL 26apr12; opb 70 osap on at Yermolino by may12; trf to 1 oae at Khabarovsk-Tsentralny later in 2012; l/n ASF 25sep13; trf to Rosgvardiya 05apr16 ?
04 04	"04" red	An-26RT	Soviet Air Force	mfd	08may70	code visible under paint, see next line; c/n only reported in a Russian document as having served in Afghanistan
	"10" red	An-26RT	Russian Air Force		photo	on skywar.ru website, in all-grey c/s; opb 390 osap at SVX, seen SVX 20apr93 and 23aug95, c/n not checked either time, last overhaul completed 21feb94; was the first aircraft to land at Grozny-Severny in 1995 after the repair of its runway; soc 18feb02, t/t 9,095 hours
04 05	not known	An-26	Soviet Air Force	mfd	08may70	opb mil. unit 35471 at Khabarovsk; soc 1970
05 01	"33" red	An-26Sh	Soviet Air Force	mfd	08jan70	opb mil. unit 23253 at Ukrainka; offered for sale as scrap metal 31dec07; seen 2010/2016 in faded colours in the base museum at Ukrainka
05 02	not known	An-26	Soviet AF/PVO	mfd	1970	unofficial designation An-25 (an An-26 airframe with the equipment and avionics of an An-24); opb 197 otap at OVB; suffered two accidents (both times the nose gear broke during hard landings) scrapped around 1995
05 03	not known UN-26027(2) UP-AN601	An-26	Russian Air Force Soviet Air Force SCAT SCAT	trf	1992	scrapped around 1995
		An-26		mfd	08may70	bought sep07; see c/n 10408
		An-26		rgd	unknown	stored by may08; in white c/s with light grey belly and blue cheatline and trim, f/n CIT 21jan11; seen CIT 08may13, without titles; sold to Space Cargo Inc. of the UAE 22jun15; seen KHE 06jul15, with modified tail colours (blue/white checkerboard); was to be ferried from KHE to SHJ 06jul15, but Ukrainian customs prevented this; canx 08oct15
		An-26	H.A.D. Jet Cargo	QBL	01nov17	not on the Kazakh or Libyan registers; H.A.D. Jet Cargo stated that they never owned or operated this aircraft; used in support of the Libyan National Army of Field Marshal Khalifa Haftar; in basically the same c/s as above, but with a changed layout on the nose (the cheatline now ends at the door), small titles close to the door only; seen Sharara 08feb19; reports of this being w/o during the landing run at Buaiha airstrip 05apr20, seem to be incorrect, as a photo exists nov20 of an active An-26 in identical c/s, but registration unfortunately cannot be read; an An-26 was again seen in the same c/s BEN 03oct23 (photo proof), with starboard props missing, again the registration was not read off, but the distinctive c/s suggests it must be another aircraft that was involved in the incident; a UN report dated 27may22, giving details of HAF operated aircraft from Space Cargo Inc (FZE), still mentions this aircraft, with no further details given
05 04	not known	An-26	Soviet Air Force			h/o to 606 uap of the Balashov VVAUL 1970
05 05	CCCP-46704	An-26	Soviet AF/AFL c/s	mfd	26jun70	rgd 29dec73; a black and white photo exists of the fuselage being loaded onto an An-22; opb military unit 15565 at Chkalovski; f/n CKL 24sep91; laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; in 223rd flight unit fleet list mar95
	RA-46704	An-26	Russian AF/AFL c/s	Iva	24apr97	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; overhaul completed 26may94; l/n OSF 21aug01; with old navigator blister window
	RA-46704	An-26	Russian Air Force	CKL	15aug02	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; in basic Aeroflot c/s, no titles; c/n checked CKL 23jul07; seen CKL jan15, repainted in colours similar to Rossiya with 'VVS Rossi' titles on the fin; l/n CKL 16apr19
06 01	not known	An-26	Soviet Air Force			h/o to 606 uap of the Balashov VVAUL in 1970
06 02	not known	An-26	Soviet Air Force	mfd	25jun70	opb mil. unit 64191 at Rostov
06 03	CCCP-46707 RA-46707	An-26	Soviet AF/AFL c/s Russian Air Force	mfd	30jun70	f/n Sperenberg 06nov73; rgd only 29dec73; overhaul completed 22oct93
		An-26		CKL	15aug02	version given as An-26ES-1 in a Russian Air Force inventory listing and as An-26KPL in the museum at Monino, so possibly equipped with some different complex than the KPA-ES-1; has got an old navigator blister window on the left side; opb military unit 15565 at CKL; in basic 'blue' Aeroflot c/s with a Russian flag on the fin, no titles; in a 223 LO fleet list mar95; c/n checked CKL 25aug03; t/t 7,474 hours and 5,064 cycles by feb11; soc 06sep13; sat wfu at CKL, seen aug17/jul18; was to be handed over to the Russian Air Force Museum until 01apr21 on the basis of a decision taken by the Chief of the General Staff 04mar21; preserved in the Russian Air Force Museum at Monino from 28aug21, seen in dismantled condition 28aug21/02jul22; l/n 30sep23
06 04	CCCP-46708	An-26	Soviet AF/AFL c/s	rgd	29dec73	photos exist, in old Aeroflot c/s with titles and blue cheatline above the windows and stripe on the fin; a photo also exists in standard post 1973 Aeroflot c/s with titles; CoFA canx 14apr82
06 05	CCCP-46822	An-26	Soviet Navy	mfd	30jun70	rgd only 29dec73; CoFA expired 12mar80; was reportedly used in Central Asia and Afghanistan, so may have been Soviet Air Force
	"04" yellow	An-26	Russian MVD/VV	OSF	03jul03	opb 10 oae at Novosibirsk-Severny; in light grey c/s; tender for technical assessment published 05jun06, t/t 8,905 hours by then
	RF-56309	An-26	Russian MVD/VV	rgd	11aug06	opb 10 oae at Novosibirsk-Severny; initially in light grey c/s and still carried code "04" yellow; f/n IKT 28dec08; l/n as such Novosibirsk-Severny 11jul09; overhauled may11 and repainted in light grey c/s with dark blue engines and belly and 'Russian flag' cheatline, no titles; f/n as such OVB 28jun11; l/n OVB 24mar16
	RF-56309	An-26	Rosgvardiya	trf	05apr16	opb 10 oae at Novosibirsk-Severny; in light grey c/s with dark blue engines and belly and 'Russian flag' cheatline, no titles; f/n OVB 22apr16; l/n OVB 01aug23
06 06	not known	An-26	Soviet Air Force	mfd	31jul70	opb mil. unit 53975 at Kubinka; laboratory aircraft equipped with KPA-ES-1 "Standart" equipment
06 07	"14" red	An-26	Soviet Air Force	mfd	31aug70	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; based at Sperenberg, opb 226 osap; f/n Sperenberg 1989; in all-grey c/s
	"14" red	An-26	Russian Air Force	Kub	04aug07	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; opb 226 osap; in all-grey c/s; left Sperenberg for Kubinka 10feb94; seen Kubinka 04aug07, without engines, c/n checked; soc by 2011; l/n Kubinka aug12/jun15, stored in a fenced compound (N55.611109 E36.636639); scrapped in mid 2017
06 08	not known	An-26	Soviet Air Force	mfd	23nov70	opb mil. unit A4401 at Kiev Borispol
06 09	CCCP-26648 RA-26648	An-26	MRP NPO "Leninets" NPP "MIR"	rgd	21mar79	in Aeroflot c/s; f/n Pushkin 06jul94
06 10	not known	An-26	Russian Air Force	Pus	05aug01	in Aeroflot c/s; stored at Pushkin, seen jun08/aug12
		An-26		mfd	30sep70	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; c/n from russianplanes.net; reported stored at Chita from 2011
07 01	"61" red	An-26	Russian Air Force	Iva	24apr97	opb 81 vtap at Ivanovo
07 02	"07" blue	An-26	Soviet Air Force	mfd	1971	based in Hungary (probably opb 201 osae at Tököl); in light grey c/s; relocated from Hungary to Orenburg-2 (Southwest) in the early 1990s; f/n Orenburg-2 (Southwest) 1994
	"99" red	An-26	Russian Air Force	r/r	1994	opb 366 ARZ at Orenburg-2 (Southwest); in light grey c/s; wfu probably in 2006; sat wfu at Orenburg-2 (Southwest), seen nov09/aug12; probably scrapped at Orenburg-2 (Southwest) in early 2013
07 03	not known	An-26	Soviet Air Force	mfd	30nov70	opb mil. unit 59883 at Klin
07 04	not known	An-26	Soviet Air Force	mfd	02dec70	opb mil. unit 27827 at Pushkin
07 05	not known	An-26	Soviet Air Force	mfd	02dec70	opb mil. unit Ryazan
07 06	not known	An-26	Soviet Air Force	mfd	14jan71	Antonov list of feb19 says in Vietnam (SRV) 16mar79
07 07	not known	An-26	Soviet Air Force	mfd	27jan71	opb mil. unit 32979 at SVX; offered for sale as scrap metal 01nov07
07 08	not known	An-26	Soviet Air Force	mfd	27jan71	
07 09	not known	An-26	Russian Air Force	mfd	25mar71	
07 10	CCCP-26169	An-26	MAP Moscow MSZ	mfd	mar71	opb Balashovski UATs; last overhaul completed 16sep94, t/t 8,927 hours and 14,996 cycles by then; time between overhauls exceeded in 2007; stored at Balashov
	RA-26169	An-26	Aeroflot c/s, n/t Soviet Air Force	ZIA	03sep93	rgd 13oct77; MAP/Mikoyan OKB and first reported Kazbek (Zhukovski) airport 14jan87 in an incident report; f/n BKA 03sep91, in Aeroflot c/s and titles; l/n ZIA 16aug92
08 01	not known	An-26	Soviet Air Force	mfd	31mar71	l/n ZIA 20aug99 stored on the grass; soc by 01jan01 as life-time expired
08 02	CCCP-88286	An-26	MOM Voronezh KB	mfd	27mar71	first aircraft with an alteration to the ventral crew escape; hatch actuation system, became standard from this c/n onwards; opb mil. unit 78474 at Balashov
	RA-88286	An-26	Kosmos i Transport	rgd	17jan95	rgd 20apr81; opb the Khimavtomatika rocket engine design bureau; photo Voronezh-Baltimor 1991, in full Aeroflot c/s and titles
		An-26				Kosmos i Transport was the air transport branch of Khimavtomatika; dbr 06nov94 on the leg from Lensk to Susuman of a flight from Voronezh to Susuman with the MTOW exceeded by 5,230 kg when the crew got disoriented in poor weather and was not able to re-establish the position of the aircraft, when the aircraft ran out of fuel the crew decided to make a wheels-up landing in the tundra between the rivers Omulevka and Popovka 75 km south-east of Zyryanka (N65.123148 E151.387211) during which the aircraft suffered substantial damage, all 5 crew and 4 passengers escaped unhurt; t/t 12,364 hours 26 minutes and 8,210 cycles; accident site found and occupants evacuated only 08nov94; soc by 01jan95; wreck extant by 2016
08 03	not known	An-26	Soviet Air Force	mfd	30mar71	opb mil. unit 42147 at Kazan-Borisoglebskoye
08 04	CCCP-27205	An-26	AfB/Aeroflot c/s	LBG	30may71	in the same c/s as the two prototypes c/n 0201/0202, in white c/s with grey undersides and thin black cheatline, with exhibition code '831' and Aeroflot titles; photo exists at Vilnius, Aviation exhibition, without code; l/n HAJ 27apr72, with small exhibition code '122' on the starboard side only
08 05	not known	An-26	Soviet Air Force	mfd	24apr71	opb mil. unit 15650 at Poltava according to Antonov; military unit 15650 is also known to be based at the Akhtubinsk Test Centre
08 06	not known "07" red	An-26	Soviet Air Force Ukraine Air Force	mfd	1971	
		An-26		trf	1992	photo Zhitomir-Ozernoye 01aug94, in all-grey c/s with code on the forward fuselage, Ukrainian shield on the fin

	"61" blue	An-26	Ukraine Air Force		04may07	opb 112 osae at Odessa-Shkolny; seen preserved in the Poltava museum 04may07 (N49.618246 E34.501711); overpainted code "07" just visible; l/n 11may13; c/n checked; offered for sale by the Ministry of Defence may13 but remained unsold, so dismantled and scrapped
08 07	not known	An-26	Soviet Air Force	mfd	21may71	opb mil. unit 78474 at Balashov
08 08	not known "05" blue	An-26 An-26	Soviet Air Force Ukraine Air Force	mfd mfd	1971 1971	f/n ODS 20aug97, c/n not checked this date; l/n ODS 01may99, c/n checked in all-grey c/s with old type blister; see c/n 8405
	"34" blue	An-26	Ukraine Air Force	ODS	24may02	c/n reported as 5008, but was difficult to read !; in all-grey c/s with old type blister; in official document sep08 for disposal with military unit A3571 at Odessa; l/n ODS aug10/20sep21 code faded with previous code visible
08 09	"04" red	An-26	Russian Air Force	Ors	21apr97	opb mil. unit 15650 at Poltava according to Antonov; soc, date unknown; military unit 15650 is also known to be based at the Akhtubinsk Test Centre
08 10	not known	An-26	Soviet Air Force	mfd	25jun71	used for trials of the "Groza-26D" radar; converted to An-26A (the sole one built) in 1971; underwent check trials 17aug/06sep71; used for magnetic anomaly trials by the LII in 1972/93
09 01	not known	An-26	Soviet Air Force			broken up by 308 ARZ at Ivanovo-Severnoy by 2006
09 02	"91"	An-26A	Russian Air Force	Iva	27aug04	opb mil. unit 78474 at Balashov
09 03	not known	An-26	Soviet Air Force	mfd	20jul71	first aircraft fitted with new KT-157 wheels (which allowed soft-field capability), became standard from this c/n onwards; opb mil. unit 78474 at Balashov
09 04	not known RA-47551	An-26 An-26	Soviet Air Force Russian AF/AF c/s	mfd ph.	29jul71 06nov11	opb mil. unit 32959 c/n not confirmed; in fact not Air Force, but NBC protection forces (VRKhBZ); named 'Grigori Plaskeyev' after the commander of the NBC protection forces aviation squadron who took part in fighting the results of the nuclear disaster at Chernobyl in 1986; used as a ground instructional airframe by the Rear Services Academy at Volsk (N52.093659 E47.387402) probably from 2009, digits '098' added to the registration; l/n jan16
09 05	not known not known	An-26 An-26	Soviet Air Force Russian Air Force	mfd	24aug71	opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov; last overhaul completed 03jul94; time between overhauls exceeded in 2004; earmarked for sale 02feb07, but was probably not sold; possibly scrapped by 2018
09 06	not known	An-26	Soviet Air Force	mfd	20aug71	opb mil. unit 78474 at Balashov
09 07	not known	An-26T	Soviet Navy	mfd	30aug71	
09 08	"08" yellow	An-26T	Russian Navy	no reports		opb 403 osap at Safonovo (Severomorsk-1); last overhaul completed 18nov87; no longer on charge by 2012
09 09	"37" red "04" red UR-26241 UR-26241 UR-UDM	An-26 An-26 An-26 An-26 An-26	Russian Air Force Soviet Air Force Busol Airline Ukraine Air Force Ukrainian Cargo Aw	Iva IEV OST IEV IEV	04aug01 08aug92 19oct94 02jun02 22may04	broken up by 308 ARZ at Ivanovo-Severnoy by 2006 parked at ARZ-410; c/n not confirmed; with old navigator blister window on left-hand side; in grey c/s c/n confirmed; with old blister window; l/n IEV 03may99; seen IEV 19jun01 wfu, titles not reported in VIP c/s l/n OZH 06oct10/15apr19, wfu; canx 07jul11; offered for lease feb17; reportedly acquired by Constanta Airlines apr19
09 10	"02" red	An-26PS	Soviet Air Force	mfd	17sep71	f/n Sperenberg 1990, in c/s similar to Aeroflot with Red star on the fin; based at Sperenberg, opb 226 osap; l/n Sperenberg 13feb91; overhaul completed 10oct93
	"02" red	An-26PS	Russian Air Force	Spr	08apr94	opb 226 osap; in c/s similar to Aeroflot with Red star on the fin; departed Sperenberg 15aug94 to Kubinka; l/n Ivanovo-Severnoy 30aug07; soc by 2011
10 01	not known	An-26	Soviet Air Force	mfd	15oct71	opb mil. unit at Balashov
10 02	not known	An-26	Soviet Air Force	mfd	22oct71	opb mil. unit 78474 at Balashov; soc, date unknown
10 03	"32" red	An-26Sh	Russian Air Force		photo	opb long-range aviation; in all-grey c/s with Red Stars; seen preserved in the base museum at Ukrainka (N51.164502 E128.44217) aug08/2016
10 04	"11" yellow "11" yellow RF-56300	An-26 An-26 An-26	Soviet MVD/VV Russian MVD/VV Russian MVD/VV	mfd trf rgd	15nov71 1992 04jul06	opb 70 osap on at Yermolino; in light grey c/s; last overhaul completed 24may01; f/n Ivanovo-Severnoy 04aug01 opb 70 osap on at Yermolino; in light grey c/s with Russian flag on fin, no titles; f/n Yermolino 06may10; not airworthy by may12; stored without engines at Yermolino, seen aug13/18aug18 by which time engines re-fitted; stored with reg fading and cockpit covered; trf to Rosgvardiya 05apr16 ?
10 05	not known	An-26	Russian Air Force	no reports		broken up by 308 ARZ at Ivanovo-Severnoy by 2006
10 06	CCCP-83966	An-26	MAP Kiev MeZ	LBG	may69	rgd 28feb73; Aeroflot c/s; converted to An-32 c/n 1006; was used for trials of the avionics of the export version
10 07	not known not known	An-26 An-26	Soviet Air Force Russian Air Force	mfd	30nov71	opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov; last overhaul completed 13feb95; time between overhauls exceeded in 2005; soc 2008 due to its poor technical condition; possibly scrapped by 2018
10 08	not known	An-26	Soviet Air Force	mfd	30nov71	opb mil. unit 78474 at Balashov
10 09	not known	An-26	Russian Air Force	no reports		opb mil. unit 21350 at KLD; offered for sale as scrap metal 09feb09
10 10	CCCP-46840 "60" yellow	An-26 An-26	Soviet Air Force Russian Air Force	mfd Eng	31jan72 17aug01	rgd only 29dec73; CoFA canx 12mar80 opb long-range aviation at Tambov; in all-grey c/s with white/blue/red cheatline; named 'Oka' after a river in central Russia; preserved in the base museum at Tambov seen may06/2014 and moved to the dump (N52.702259 E41.381033) and seen there 09may14 partly broken up
11 01	CCCP-46841	An-26	ADB/Aeroflot c/s	LBG	02sep72	c/n not checked; the first aircraft with navigator's port side blister fairing in the shape of a teardrop (to reduce drag), became standard from this c/n onwards but was not applicable to An-26B aircraft
	CCCP-46841 "04" blue	An-26 An-26	Soviet Air Force Russian Navy	rgd EIK	29dec73 jul11	CoFA canx 12mar80 in white c/s, grey undersides with blue cheatline and Red star on tail, no engines, stored; c/n confirmed; l/n EIK 18aug12
11 02	CCCP-46842	An-26	Soviet Air Force	rgd	29dec73	CoFA canx 12mar80
11 03	not known	An-26	KGB/Border Guards	mfd	25nov71	mfd given as 25nov72 in Antonov list; opb mil. unit 2199 at Yuzhno-Sakhalinsk
11 04	not known	An-26	Soviet Air Force	mfd	21jan72	opb mil. unit 33872 at Voronezh
11 05	not known "05" blue	An-26 An-26	Soviet Navy Russian Navy	mfd OSF	26jan72 mar06	opb 240 iisap at Ostrov by 2001; later opb 46 otap at OSF; in light grey c/s with a Russian Navy flag on the nose, a Naval Aviation badge below the cockpit and a Guards badge on the door (all on the right-hand side only); last overhaul completed 03nov95; c/n checked OSF 18may11 (not painted on); l/n OSF 22jun11; stored at OSF by 2012; l/n jun13
11 06	not known	An-26	Soviet Air Force	mfd	11feb72	opb by mil. unit Tashkent
11 07	not known	An-26	Soviet Air Force	mfd	22feb72	soc due to corrosion 1984
11 08	not known	An-26	Soviet Air Force	mfd	22feb72	opb p.p. 1 mil. unit; soc in 1984
11 09	not known "01" white	An-26 An-26	KGB/Border Guards? Kaz Border Guards	mfd TSE	1972 23mar05	repainted in green/sand camo c/s with light blue undersides and black spinner tips, with a Kazakh flag and a white stripe on the fin; f/n as such IEV 13mar08; ferried to IEV for overhaul 19jun14; repainted in beige/khaki/dark brown camo c/s with light blue undersides, black spinner tips and a white stripe on the fin, nationality marking green circle with blue star; f/n as such IEV 10oct14; l/n BXJ 04may22
11 10	"03" red	An-26	Russian Air Force	Gmv	09aug96	was based at Sempalatinsk until 1994 and then Gromovo; photo 1990s in c/s similar to Aeroflot with Red Star on the fin; still based at Gromovo 2004/5 with mil. unit 49719
12 01	not known	An-26	Soviet Air Force	mfd	29mar72	opb mil. unit 78474 at Balashov
12 02	not known not known "59" yellow	An-26 An-26 An-26	Soviet Air Force Ukraine Air Force Ukraine Air Force	mfd trf Kke	25apr72 1992 04jun08	overhaul completed 27jul95 initially opb the DNVTs ZSU Test Centre at Kirovskoye (relocated to Chernihiv may14); in light grey c/s; trf to 456 BrTrA at Vinnytsya-Havryshivka in mid-2014; arrived for overhaul with Zavod No. 410 GA at IEV 06feb18; code and base confirmed in an Antonov list feb19; seen in bare metal under overhaul with Zavod No. 410 GA 25sep19
	"59" blue	An-26	Ukraine Air Force	IEV	25jun20	in dark grey c/s with light grey undersides and a blue unit badge below the cockpit; h/o after overhaul was planned for 30jun20, but the aircraft was considerably damaged 25jun20 when the left main gear of the parked aircraft retracted by mistake during final checks so that the left outer wing hit the ground and cracked; repaired and finally h/o 09feb21; opb the DNVTs ZSU Test Centre; w/o 24feb22 when was hit (probably by mistake by the Ukrainian air defence), the left engine caught fire and the aircraft lost height and crashed in a field between Zhukivtsy and Tripolye (Obukhov district of the Kiev region), 5 of the 14 occupants were killed
12 03	not known "04" red	An-26 An-26	Soviet Navy Russian Navy	mfd Osv	25apr72 23jul03	opb 240 iisap at Ostrov; in light grey c/s with Red Stars, a Russian Navy flag below the cockpit and a Guards badge on the door; sat wfu at Ostrov (N57.289914 E28.422254) from at least summer 2001, seen jul03/jun12
12 04	"06" yellow	An-26	Russian Air Force	Iva	04aug01	l/n Ivanovo-Severnoy 27aug04; broken up by 308 ARZ at Ivanovo-Severnoy by 2006
12 05	not known	An-26	Soviet Air Force	mfd	28apr72	opb mil. unit 03111 at Khabarovsk-Garovka
12 06	"15" red	An-26	Russian Air Force	Iva	04aug01	code was faded; broken up by 308 ARZ at Ivanovo-Severnoy by 2006
12 07	not known not known	An-26 An-26	Soviet Air Force Russian Air Force	mfd mfd	23may72	last overhaul completed 05aug88 opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov; time between overhauls exceeded in 1998; earmarked for sale 02feb07, but was probably not sold; possibly scrapped by 2018
12 08	"02" red CCCP-01208 RA-13339 RA-13339	An-26 An-26 An-26	Soviet Air Force ROSTO ? ROSTO ? NAK Rossii	mfd Tno SVO rgd	may72 02jun92 20apr93 28sep94	reportedly opb DOSAAF as a VIP aircraft; in light grey c/s, no titles; f/n aug86; l/n Moscow-Tushino 18jul91 in basic 'blue' Aeroflot c/s, no titles; c/n checked 02jun92; l/n Moscow-Tushino 19aug92 in basic 'blue' Aeroflot c/s, no titles; l/n Moscow-Tushino jul94 in basic 'blue' Aeroflot c/s, no titles; sat wfu at Moscow-Tushino, seen aug95/sep14, and later at Borki, seen apr19; canx 09nov20; l/n Borki 26jul21 derelict
12 09	"59"	An-26	Soviet Air Force	mfd	22may72	opb mil. unit 78474 at Balashov
12 10	"29"	An-26	Soviet Air Force	mfd	08jul72	opb mil. unit 27827 at Moscow
13 01	CCCP-29113	An-26	MAP LII Zhukovskii	mfd	jun72	LII im. Gromova (Gromov Flight Research Institute); toc 28jun72; rgd 23aug72; in 'blue' Aeroflot c/s; f/n BKA 02aug90
	29113 RA-29113	An-26 An-26	LII im. Gromova LII im. Gromova	ZIA ZIA	15may93 03sep93	in 'blue' Aeroflot c/s belonged reportedly to the Ilyushin OKB; in 'blue' Aeroflot c/s; soc 04apr00 and canx 12apr00; stored without titles at ZIA, seen aug01/mar10
	29113	An-26	LII im. Gromova	rgd	12may11	on the Russian experimental aviation register; in basic 'blue' Aeroflot c/s, no titles; l/n ZIA 06sep14

	'SO-086420'	An-26	SoAir	ZIA	25sep14	received these fake registration and markings for the 2016 Russian film "Ekipazh" (The Crew); sat wfu at ZIA, l/n aug19; offered by Rostekh to the administrations of the Russian regions 17dec20, for preservation or display; fuselage noted on a low loader at ZIA 05jun21; note 09jun21 being re-assembled at the Voennaya Gorka Museum, Temryuk, Krasnodar region
	RA-29113	An-26	--	ph.	21jul21	fully re-assembled and painted in green and black camouflage scheme; red star on tail and civil reg in red; no titles; seen preserved Vyselki 20mar22
13 02	CCCP-21507 RA-21507	An-26 An-26	MAP Ufa Motors Ufa Motors	mfd trf	29jun72 31dec93	rgd 25jul72; f/n VKO 10apr72, seems incorrect, see mfd; BKA 13apr92, in Aeroflot c/s and titles f/n BKA 08jul94, in Aeroflot c/s and titles; soc and canx 17may01 as sold to Gibraltar in a non-airworthy condition
	9XR-DS	An-26	Aviatrade Ltd.	rgd	12jun02	company is registered in Gibraltar; in white c/s with thin red cheatline, no titles; mentioned in an incident report at Ufa 23jul02; f/n ABD 08mar03; l/n WIL 10apr07
	9L-LFW	An-26	748 Air Services		14sep07	reportedly flew LXR-HER-SIP this date; c/n confirmed from Ukrainian customs database; in all-white c/s, no titles with '21507' on the engine covers, seen Saki-4-Novofedorovka 06jul10/apr13, stored modified for use under African conditions in 1972, underwent respective trials with the GK NII VVS aug72 delivered in early 1973
13 03	not known	An-26	Somali Air Force			opb 929 GLITs at Akhtubinsk; stored at Akhtubinsk from around 1993; scrapped at Akhtubinsk sep12
13 04	not known	An-26	Soviet Air Force	mfd	1972	opb mil. unit 78474 at Balashov
	"06" red	An-26RT	Russian Air Force	Akc	1990	last overhaul completed 06may88
13 05	not known	An-26	Soviet Air Force	mfd	28jul72	opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov; time between overhauls exceeded in 1998; earmarked for sale 02feb07, but was probably not sold; possibly scrapped by 2018
13 06	not known	An-26	Soviet Air Force	mfd	18jul72	rgd 15may91; on charge as of 01jul93; see c/n 8805 but probably never had such titles; soc by jan95; seen derelict Batagai (N67.651977 E134.68755) jan09/aug21 in basic Aeroflot c/s, no titles
	CCCP-26685(2) CCCP-26685(2)	An-26 An-26	Yakutavia Polyarnyye Avial.	mfd trf	05jul72 unknown	d/d 11nov72; opb 13. plt at Kraków-Balice; photo exists 1972 in white c/s with blue cheatline and grey undersides; later repainted in all grey c/s with black serial; sold to the Soviet Union (reportedly to Tupolev OKB) 01oct91 as payment for overhaul of other Polish Air Force An-26s in Aeroflot c/s and titles; f/n BKA 20jul91; l/n BKA 10sep92; see c/n 5208
13 08	1308	An-26	Polish Air Force	mfd	24aug72	l/n IKT aug03/10feb17, in the rework compound, in Aeroflot c/s and titles with grey tail, no engines; c/n painted as '27301308'
	CCCP-26627(2) RA-26627(2) RA-26627(2) RA-26627(2)	An-26 An-26 An-26 An-26	MAP MMZ "Strela" Aeroflot Uralskoi RU Yeniseiski Merid.	rgd VKO trf rgd	20mar91 27apr93 01jun95 23jan97	d/d 13sep72; opb 13. plt at Kraków-Balice; in all grey c/s c/s with black serial; sold to Soviet Union oct90 as payment for overhaul of other Polish Air Force An-26s
13 09	1309	An-26	Polish Air Force	mfd	23aug72	overhaul registration, photo proof
	UR-013-09	An-26	no titles	IEV	16jun93	rgd circa 1993; in fleet list oct96
	UR-26233	An-26	Avialini. Ukrayiny	KUF	28aug97	in basic Avialiniyi Ukrayiny c/s, no titles, just small 'maintained by Scorpion Air' badge by cockpit; l/n OST 12nov04; not in fleet list 24nov04
	LZ-MNL	An-26	Scorpion Air	BUD	02feb98	in all-white c/s with titles and tail logo
	UR-26233	An-26	Podillia Avia	BUD	15may06	in all-white c/s with titles and Podillia Avia tail logo; l/n WAW 01apr10
	UR-26233	An-26	AviaExpress	WAW	09mar07	in all-white c/s with titles and tail logo; seen HMJ 25sep12 stored; officially cancelled 11jan13; l/n HMJ (N49.360026 E26.936147) 09jul13/2018
	UR-26233	An-26	Podillia Avia	HMJ	29sep10	opb 13. plt (re-designated 13. eltr) at Kraków-Balice; in all grey c/s c/s with black serial; last overhaul completed in 1999; repainted in mid-green/khaki/dark green camo c/s with mid-green undersides and white serial; wfu in 2005; stored at KRK, seen 23may05/may09; sold jan09 to EXIN; ferried to KTW 31may09; l/n KTW 01jul10
13 10	1310	An-26	Polish Air Force	d/d	15sep72	reg painted in black on the full military c/s, still wearing serial 1310; l/n KTW 29aug12
	SP-EKB	An-26	ex Polish AF c/s	KTW	05jun11	in full c/s; l/n KTW 15nov20/2023
	SP-EKB	An-26	EXIN	KTW	21jan16	h/o to Omsk Engine Factory im. P.I. Baranova 1972
14 01	not known	An-26				f/n Sperenberg 06sep78, but reported as an An-24 this date; CofA withdrawn 01dec85
	CCCP-46843	An-26	Soviet AF/AFL c/s	rgd	29dec73	opb 13. plt (re-designated 13. eltr) at Kraków-Balice; in all grey c/s with black serial; last overhaul completed in 1999; repainted in mid-green/khaki/dark green camo c/s with mid-green undersides and white serial; wfu in 2005; l/n KRK apr05/jan09, stored; sold jan09 to EXIN; l/n KTW 11oct09
	1402	An-26	Polish Air Force	d/d	04nov72	reg painted in black on the full military c/s, still wearing serial 1402; l/n KTW 07dec11/2023 stored; the civil registration has faded, but still just visible
	SP-EKD	An-26	ex Polish AF c/s	KTW	24aug10	opb 13. plt (re-designated 13. eltr) at Kraków-Balice; in all grey c/s with black serial; last overhaul completed in 1998; repainted in mid-green/khaki/dark green camo c/s with mid-green undersides and black serial; l/n KRK 16jan09; was due to be wfu by 2008 but wfu jan09; preserved at Kraków-Balice; (N50.068172 E19.791365) and seen there 18sep09/01mat21
14 03	1403	An-26	Polish Air Force	d/d	04nov72	d/d 04nov72; f/n DYU 19sep87; l/n DYU 16jun93; in Aeroflot c/s and titles
	CCCP-48099 RA-48099	An-26 An-26	MAP "Polyot" Omsk MAP "Polyot" Omsk	d/d IEV	26sep72 29aug93	in Aeroflot c/s and titles; soc 06dec00 and canx 11jan01 as to the United Arab Emirates; l/n RKT 17mar01/19may01, in the same c/s, see next line
	ST-AQM	An-26	Ababeel Aviation	SHJ	05aug02	CofA issued 25apr01; in white c/s with blue cheatline and without titles; rgd 03apr04; l/n SHJ 13apr05 as such; seen KRT 20dec05 in white/blue c/s with red cheatline and trim; seen KRT 2006, with titles; crashed at El Obeid 28aug06 with an engine on fire after a second attempt to take-off; l/n there 14mar07, without nosewheel and engines
14 05	CCCP-46844	An-26	Soviet AF/AFL c/s	rgd	29dec73	f/n in (former) East Germany 13oct78 but reported as an An-24; CofA canx 14apr82
	"07" red	An-26	Soviet Air Force	Spr	sep90	in c/s similar to Aeroflot with Red star
	"07" red	An-26	Russian Air Force	Spr	20apr94	in c/s similar to Aeroflot with Red star; departed to Krasnodar this date
14 06	1406	An-26	Polish Air Force	d/d	11nov72	opb 13. plt (re-designated 13. eltr) at Kraków-Balice; in all grey c/s with black serial; last overhaul completed in 1998; repainted in mid-green/khaki/dark green camo c/s with mid-green undersides and black serial; l/n SXF 01jun08; to be wfu in 2008; wfu and transferred to Luban (not Libin) (N51.123967 E15.277778) for border guard training purposes; l/n 24jul21
14 07	1407	An-26	Polish Air Force	d/d	11nov72	opb 13. plt (re-designated 13. eltr) at Kraków-Balice; in all grey c/s with black serial; last overhaul completed in 1999; repainted in mid-green/khaki/dark green camo c/s with mid-green undersides and white serial; wfu in 2005; stored at KRK, l/n 23may05/dec07; sold jan09 to EXIN; l/n KTW 11oct09
	SP-EKC	An-26	ex Polish AF c/s	KTW	13jul10	reg painted in black on the full military c/s, still wearing serial 1407; still stored at KTW dec11/2023, the civil registration has faded, but still just visible
14 08	"09" red	An-26	Kazakh Air Force	ALA	04jun97	in white c/s
14 09	not known	An-26	MRP NPO "Vzlyot"	mfd	23oct72	opb p/ya A-3158; with additional communications equipment/work stations as per other MAP/MRP industry aircraft
14 10	not known	An-26	Soviet Air Force	mfd	1972	used for trials of the ARK-UD search equipment
	"02" red	An-26	Russian Air Force	no	reports	opb 929 GLITs at Akhtubinsk; stored at Akhtubinsk from around 2000; scrapped at Akhtubinsk oct08
15 01	"05" yellow	An-26	Soviet MVD/VV	mfd	29nov72	code mentioned in a tender document for repair 19aug10
	"05" yellow	An-26	Russian MVD/VV	trf	1992	opb 685 osap on at Rostov-na-Donu-Tsentralny; initially in light grey c/s with Russian flag on fin and a white-on-black horse unit badge below the cockpit, no titles; f/n Rostov-na-Donu-Tsentralny 01jun11; l/n as such Rostov-na-Donu-Tsentralny 17oct11; overhauled in 2012 and repainted in light grey c/s with dark blue engines and belly and 'Russian flag' cheatline, no titles; f/n as such Rostov-na-Donu-Tsentralny 22oct13; l/n Rostov-na-Donu-Tsentralny apr15
	RF-56307	An-26	Rosgvardiya	trf	05apr16	opb 685 osap on at Rostov-na-Donu-Tsentralny; in light grey c/s with dark blue engines and belly and 'Russian flag' cheatline, no titles; f/n Krasnodar-Tsentralny 2017; l/nRostov-na-Donu-Tsentralny 04jun20
15 02	not known	An-26LL	Soviet Air Force	no	reports	converted by an ARZ into a laboratory for aviation accident investigation, based on a decree of the Main Staff of the Air Force dated 11sep69; officially taken on charge 30oct69; designated initially 375 ALL and later 375 LATL (laboratory), in documents just as an An-26; opb 50 osap in Afghanistan and later at Lipki (Belarus) on behalf of the HQ of the 26th Air Army
	"22" yellow	An-26LL	Belarus Air Force	Mma	09sep94	opb 50 SAB at Minsk-Machulishchi on behalf of the HQ of the Belarussian Air Force; in light grey c/s with Red Stars; wfu 2002; used as the "Sky House" café at Minsk-Borovaya from 2002; l/n 18jun09
	"07" red	An-26LL	Belarus Air Force	Msb	23jun09	preserved in the Museum of the History of the Great Patriotic War at Minsk-Borovaya (N53.96174 E27.65177), repainted and colour of code changed 23jun09 (for the official opening of the museum), but by jan10 paint and code had faded back to almost the original colours, l/n 09oct10
	"22" yellow	An-26LL	Belarus Air Force	Msb	11may11	colour of code confirmed by photo, type designation by the cockpit removed (or washed off); still preserved at Minsk-Borovaya, l/n Jun19; moved to Lipki and noted being re-assembled 01may21; l/n 20aug21, without outer wings, props and tail
15 03	"23" yellow	An-26	Belarus Air Force	Mma	09sep94	laboratory aircraft equipped with ASLK-75 equipment; in old Soviet grey c/s with red star; opb 50 SAB at Minsk-Machulishchi; l/n Minsk-Machulishchi 01jul96; scrapped by 2010
15 04	not known	An-26RT	Soviet Air Force	no	reports	opb 50 osap at Kabul
	"24" yellow	An-26RT	Belarus Air Force	Mma	09sep94	opb 50 SAB at Minsk-Machulishchi; in light grey c/s with Red Stars; seen Minsk-Machulishchi 10aug06; door damaged by a vehicle, stored by 2010/11; later put on a pedestal in the territory of the parade ground preserved on the territory of Machulishchi garrison from apr13 and marked fake "50" red (as Machulishchi is the 50th Air Base); l/n 27jun19
15 05	CCCP-46503	An-26	AFL/Tyumen-TJM	mfd	30dec72	toc 07feb74; rgd 21feb74; photo mar74 in Flight International; registration is in the An-24 sequence; first commercial flight Tyumen-Salekhard aug74
	RA-46503	An-26	Aeroflot	IEV	16jun93	was reported for Tyumen Airlines; l/n TJM jul00/aug04 derelict; canx 29oct03
15 06	not known	An-26				used for trials of the R-802V and R-832M radio transceivers
15 07	not known	An-26	Somali Air Force			confirmed as exported to Somalia, service life expired in 1983
15 08	1508	An-26	Polish Air Force	d/d	20mar73	opb 13. plt (re-designated 13. eltr) at Kraków-Balice; initially in all-grey c/s; last overhaul completed in 1999; later in mid-green/khaki/dark green camo c/s with mid-green undersides and white code; wfu in 2005; stored at KRK, l/n may07/nov09; seen being assembled in the Kraków museum 11may10; l/n 29sep23
15 09	1509	An-26	Polish Air Force	d/d	20mar73	calibration aircraft for the RSNB system; opb 13. plt (re-designated 13. eltr) at Kraków-Balice; in all-grey c/s with black serial; last overhaul completed in 1998; repainted in mid-green/khaki/dark green camo c/s with mid-green undersides and black serial; l/n KRK 04oct09; was due to be wfu by 2008, but wfu jan09; was to be preserved at Kraków Museum, but, see next line
	SP-EKE	An-26	EXIN	KTW	24aug10	in full c/s; l/n KTW 07dec11/06may18 stored

	EK-26009	An-26	Mars Avia	rgd	09sep19	included in feb20 register; shown as "Out of operation" in Poland; airworthiness certificate suspended 01feb20, registration given without hyphen; no reports; still on register 04jun20
	TL-VIB	An-26	Via Air	KTW	06aug20	test flying; c/n not confirmed, but likely; in all-white c/s with small titles and logo on the dorsal fin; delivered ex KTW 15aug20; seen BGF 16nov21; damaged JUB 07jun22, laying on its belly, the landing gear was retracted accidentally by a mechanic; photo exists; ferried JUB-HRG-KRT-ADB-KTW on 31aug22 for assessment; l/n KAT 2023, hangared
15 10	"06" yellow "06" yellow	An-26RT An-26RT	Soviet Air Force Russian Air Force	mfd trf	1973 1992	relay aircraft; opb 226 osap at Spenberg from at least 1989; in light grey c/s; f/n Spenberg sep90 opb 226 osap at Spenberg; in light grey c/s; left Spenberg for Kaluga 30aug94 and then opb 226 osap at Kubinka
16 01	not known "23" red	An-26 An-26RT	Russian Air Force Russian Air Force	no mfd	reports 1973	opb 640 ovp at Torzhok; offered for sale by the Russian privatisation agency 04aug98; probably scrapped opb 257 osap at Khabarovsk-Tsentralny; offered for sale by Russian privatisation agency 19dec01; seen stored Khabarovsk-Tsentralny 13jun06 in all grey c/s with faded Red star; l/n Khabarovsk-Tsentralny jun12
16 02	1602	An-26	Polish Air Force	d/d	20mar73	opb 13. plt at Kraków-Balice; in white c/s with blue cheatline and grey undersides; f/n SXF 11aug75; damaged 02mar78 on take-off from Balice when the undercarriage was retracted too early; repaired; repainted in all-grey c/s with black serial
	SP-LWC	An-26	LOT	rgd	17jun91	f/n DUB 06jul91, sub-leased to Iona Airways; in all-grey c/s with 'Cargo' and 'LOT Polish Airlines' titles, small LOT emblem on tail; l/n SXF 24sep91; canx 25nov91
	SP-KWC	An-26	Air Batory Cargo	rgd	25nov91	'ZZG/WSK Mielec'; photo KRK 29apr92, in all-grey c/s with 'AB' on tail, 'Cargo' and 'ZZG Air Batory' titles on fuselage; l/n KRK jun92; operations ceased in 1993
	SP-KWC 1602	An-26 An-26	all-grey c/s, n/t Polish Air Force	WAW ret	21apr93 apr96	with only 'Cargo' titles on forward fuselage, opb Polish Air Force; l/n KRK 14apr96; canx 16apr96 opb 13. eltr at Kraków-Balice; in all-grey c/s with black serial; last overhaul completed in 1998; repainted in mid-green/khaki/dark green camo c/s with mid-green undersides and black serial; still active as of jun08, wfu before end of 2008; still seen KRK 04oct09, stored; seen in the Wojska Polskiego museum (N52.231821, E21.026560) 22jun10/17sep20
16 03	1603 SP-LWB 1603	An-26 An-26 An-26	Polish Air Force LOT Polish Air Force	d/d rgd ret	20mar73 03jan89 feb96	opb 13. plt at Kraków-Balice 'SOS Assistance' titles applied LBG 24dec91; carried red 'Caritas Polska' sticker at ATH in 1995; canx 29feb96 opb 13. eltr at Kraków-Balice; f/n Bydgoszcz 28mar96; in basic ex LOT c/s; l/n Kraków-Balice 30aug98; last overhaul completed in 1998; l/n KRK 30may08; repainted in mid-green/khaki/dark green camo c/s with mid-green undersides and black serial; to be wfu by 2008; wfu and transferred to Czestochowa (N50.789513 E19.098119) for fire service training purposes, seen there jul09/dec12; transferred to the Muzeum Sil Powietrznych and l/n 18sep20 undergoing restoration
16 04	1604 SP-LWA	An-26 An-26	Polish Air Force LOT	d/d rgd	20mar73 11mar86	opb 13. plt at Kraków-Balice; in all-grey c/s with black serial seen MAN sep87, in white c/s with blue cheatline and grey tail, with titles; with all-white tail WAW may88; l/n Balice oct90; repainted in full c/s by sep91; 'La Cinq 5' titles applied LBG 24dec91; with small 'Heliglobe' titles feb92/oct95; also carried red 'Caritas Polska' sticker at ATH in 1995; canx 29feb96
	1604	An-26	Polish Air Force	ret	feb96	opb 13. eltr at Kraków-Balice; in basic ex LOT c/s with white serial; last overhaul completed in 1999; repainted in mid-green/khaki/dark green camo c/s with mid-green undersides and white serial; wfu in 2005; l/n KRK may05/nov09, stored; sold jan09 to EXIN
	SP-EKF	An-26	ex Polish AF c/s	KTW	24aug10	reg painted in black on the full military c/s; l/n KTW 07dec11/2023 stored, the civil registration has faded, but still just visible
16 05	"01" blue	An-26	Russian Air Force	Lip	13aug99	l/n Ivanovo-Severyy 04aug01/27aug04; broken up by 308 ARZ at Ivanovo-Severyy by 2006
16 06	not known	An-26	Soviet Air Force	mfd	22mar73	opb mil. unit 35451 at Chita
16 07	not known	An-26	Soviet Air Force	mfd	28mar73	opb 243 oap at Lviv-Sknyliv; soc in 1985
16 08	not known "20" red	An-26 An-26	Soviet Air Force Russian Air Force	mfd Lev	1973 17aug12	opb 186 osap at Levashovo; in light grey c/s with Red Stars and Russian flag on fin; offered for sale by the Russian privatisation agency dec07, but could not be sold; sat derelict at Levashovo, seen aug12/aug15 gradually being broken up; see "20" red with unknown c/n
16 09	not known "52" red	An-26 An-26	Soviet Air Force Russian Air Force	mfd Iva	1973 18aug01	in light grey c/s with 'R.F. Air Force' (R.F. standing for Russian Federation) titles, Red Stars (faded or overpainted on the fin) and a 'wavy' Russian flag behind the code; l/n Ivanovo-Severyy 03aug02; scrapped by 308 ARZ at Ivanovo-Severyy by 2006
16 10	not known "68" red	An-26 An-26	Soviet Navy Russian Navy	mfd	20apr73	last overhaul completed 17feb89
17 01	S3-ABA/1701	An-26	Bangladesh AF	mfd	apr73	opb 317 osap at PKC; no longer on charge by 2012; possibly scrapped by 2018 f/n CAI feb83; S3-ACA/1701 was later used on an An-32; returned to the Soviet Union (trf to MAP 31may89) and ferried back as, see next line
	CCCP-58643	An-26	Aeroflot	DXB	19dec89	canx but date unknown; see c/n 9904
	CCCP-26009(2)	An-26	Kiev ARP 410	rgd	26sep90	on charge as of 01jul91; returned to owner as of 01jan92
	CCCP-26009(2)	An-26	AFL/Leningrad	trf	unknown	as such according to CoFA and Latvian register
	CCCP-26009(2)	An-26	RAF-Avia	rgd	10nov92	f/n RTM 22feb93; with 'DHL' logo on tail NUE jun96; l/n NUE jan97; canx 17oct97 as sold to Congo; see c/n 10508
	YL-RAB (1)	An-26	RAF-Avia	rgd	10nov92	rgd 28nov97; f/n FIH 11sep03, l/n FIH 21feb04, c/n not checked either time; broken up; see c/n 12701
17 02	9Q-CIB (1) S3-ABB/1702	An-26 An-26	Comp. Afriq. d'Avn Bangladesh AF	h/o	19oct97 03dec98	seen in Dhaka-Tejgaon museum storage; an An-26 is seen on GE at (N23.780922 E90.384201) on several photos 2001/2006 in ever deteriorating condition and gone by 2008 so probably broken up
17 03	"20" red	An-26RT	Russian Air Force	mfd	1973	opb 257 osap at Khabarovsk-Tsentralny; offered for sale by Russian privatisation agency 19dec01; l/n Khabarovsk-Tsentralny jun12, in all grey c/s with Red star on tail
17 04	not known	An-26	Soviet Air Force	mfd	18may74	the mfd came from an official Antonov list but the given mfd is probably an error and should be 18may73; opb mil. unit 14154 at Kolomna; reported by Antonov as removed from service - air catastrophe at Borispil in 1991, suggesting the following accident details relate to this same airframe; opb 50 osap at Lpki; dbr 26sep91 on the leg from Krasnodar to Kiev-Boryspil of a flight from Krasnodar to Lipki when the crew decided to dump part of the fuel before take-off as otherwise the MTOW would have been exceeded, the aircraft encountered strong headwind and ran out of fuel on final approach to Boryspil, the engines flamed out and the aircraft came down in a field some 1,500 metres before the runway threshold, the right main gear broke off and the airframe suffered considerable damage, 1 out of 8 crew killed and the other 7 as well as the sole passenger injured
17 05	not known "07" blue	An-26 An-26	Soviet Navy Russian Navy	mfd AAQ	25may73 11jul06	personal aircraft of the commander of the Black Sea Fleet; opb 917 osap (renamed 7057 AvB in 2010) at Kacha (Crimea); in grey c/s without titles, carried a dolphin badge behind the cockpit; last overhaul completed 10aug95; l/n Rostov-na-Donu Tsentralny 14may14
	RF-46872	An-26	Russian Navy	OSF	04apr15	in grey c/s; seen OSF 29aug17, also carrying "07" blue; carried a dolphin badge behind the cockpit and 'MA VMF Rossii' titles; l/n OSF 2022
17 06	not known	An-26	Soviet Air Force	mfd	25jun73	opb mil. unit 13641 at Kluychi-Kamchatskiye
17 07	not known	An-26	Soviet Air Force	mfd	30mar73	opb mil. unit 54817 - 101 oiae (Independent testing aviation regiment) at Sennoye (Bagay-Baranovka air base)
17 08	"02" yellow 4L-ZUR	An-26 An-26	Belarus Air Force all-white c/s, n/t	Mma ph.	09sep94 jan05	in Aeroflot c/s with red star; opb 50 SAB at Minsk-Machulishchi; Minsk-Machulishchi 12may96; sold to Africa taken in Africa; rgd 27may05 to LLC Selford; canx 27mar06; l/n LFW 27oct10, apparently wfu (N6.1593971 E1.2457223) but complete and small "operated by", name unreadable, on the nose; still present there in horrible dirty condition 26mar22
17 09	not known "01" yellow	An-26	Soviet Air Force Kazakh Air Force		photo	no mfd in file; opb by mil. unit at Semipalatinsk
17 10	not known	An-26	Soviet Air Force			preserved at the Aktoke Military Institute (N50.284681 E57.147477) in white c/s with blue cheatline and grey undersides, Kazakh star on the tail; possibly this is a fake code; l/n 02may22
18 01	CCCP-26699 "699" black	An-26 An-26	Soviet Air Force MNS AF/AFL c/s Russian Air Force	no r/r	reports may93	no mfd in file; opb mil. unit 27299
18 02	not known	An-26	Soviet Air Force			'pulusalon' (passenger version with VIP compartment); probably opb Air Defence Forces (PVO) f/n Klin-5 airbase 16aug96; opb 148 ovtae at Klin until 01jun98, by 978 vtap at Klin 01jun98/01jul01 and by 78 ovtae at Klin from 01jul01; l/n Klin-5 airbase 20aug01; wfu in 2007; scrapped at Klin
18 03	not known "18" blue	An-26RT	Soviet Air Force			no mfd given in the Antonov list; opb mil. unit 35451 at Chita; Antonov gave 26184 for this c/n, however, this seems to have been confused with Ka-26 c/n 7101802 which appears in the register from jan72; see c/n 0202
18 04	"11" red	An-26RT An-26RT	Soviet Air Force Ukraine Air Force Soviet Air Force	ODS mfd	11may97 24jul73	no mfd given in the Antonov list; opb mil. unit 97978 at Kabul opb 2 osap at Odessa-Tsentralny; l/n ODS 20aug97, c/n not checked either time
	"11" red	An-26RT	Russian Air Force	trf	1992	relay aircraft; opb 226 osap at Spenberg; in light grey c/s; last overhaul completed 31aug89; f/n Spenberg 1989
18 05	"14" RA-26004(2)	An-26 An-26	Soviet Air Force Aeroflot	DME	07jul93	opb 226 osap at Spenberg; in light grey c/s; left Spenberg for Kubinka 18apr94 and then opb 226 osap at Kubinka; l/n operational Kubinka 17may99; time between overhauls exceeded 31aug99; was to be soc by feb11; sat wfu at Kubinka (c/n checked), seen may06/aug22
	EL-ALT	An-26	Santa Cruz Imp.	SHJ	may98	details from russianplanes.net see c/n 9807, RA- and UR-26004 were different aircraft seen at the same time during 1993/1997; RA-26004 had no visible c/n when seen Moscow-Tushino jul94/apr97; not present by may99, see the remark with the next registration
18 06	"10" blue	An-26	Russian Air Force	mfd	1973	c/n not confirmed; according to Liberian register, rgd 04aug97 as an An-12 c/n 1805 (so possibly in error for An-26 c/n 1805 ?); reported as ex UR-26004 in a document, but as this was still seen KGO may02, possibly this is the famous RA-26004 delivered via Ukraine due to overhaul
18 07	"25" blue	An-26	Russian Air Force	mfd	1973	opb 257 osap at Khabarovsk-Tsentralny; offered for sale by Russian privatisation agency 19dec01; seen Khabarovsk-Tsentralny 2012/aug18, wfu
18 08	not known not known "07" blue	An-26Sh An-26	Soviet Air Force Ukraine Air Force MNS Ukrainy	mfd trf Niz	1973 1992 09apr08	c/n not confirmed (read off from engine covers only); opb ? uap (mil. unit 78474) BVVAUL (renamed BVAI aug98 and BUATs 01sep02) at Balashov; f/n Kubinka 29may93; l/n KGD 22apr05; c/n offered for sale by Russian privatisation agency apr08
18 09	CCCP-26533 RA-26533	An-26 An-26	AFL/East Sib.-IKT Baikalavia	mfd trf	31oct73 30jun92	f/n IEV 07jul99 on overhaul, in bare metal c/s without code used call-sign 262105XT; opb sao MNS (later sao DSNs) at Nizhny; stored at Nizhny, seen apr08/mar14
18 10	CCCP-26534	An-26	AFL/Tyumen	mfd	oct73	toc 07dec73; rgd 03jan74; in MGA document with version given as 'RV'; f/n IKT 05jul92 f/n IKT 06jul94, in Aeroflot c/s and titles; no longer in fleet list by 1998; sat wfu at IKT, seen 05jun01/08sep03; scrapped at IKT sep03 toc 20dec73; rgd 03jan74

	RA-26534	An-26	Tyumen Airlines	trf	31aug94	f/n TJM 14may95, in Aeroflot c/s and titles; soc 25aug97 as life-time expired; canx 05sep97; l/n TJM 27jul00/13aug01, derelict
19 01	not known	An-26	Soviet Air Force	mfd	13sep73	opb mil. unit 45157 at Klin
19 02	"21" blue	An-26	Soviet Air Force	mfd	25mar73	based at Legnica with 245 osae; f/n Legnica 17aug91; in all-grey c/s with Red star; l/n Legnica 14sep91; seen OSF 06sep93 still as such, see next line
19 03	no code not known not known	An-26PS An-26PS	Russian Navy Soviet Air Force Russian Air Force	OSF mfd	07may94 29sep73	last overhaul completed 20apr90 opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov; time between overhauls exceeded in 2000; was to be delivered to a foreign customer on the basis of a decree issued 15feb05; possibly scrapped by 2018 mfd not given in Antonov list; opb mil. unit at Ostafyevo soc in 1974, reason unknown reportedly broken up KGD 2007 broken up possibly around 2005 at Ryazan ? broken up by 308 ARZ at Ivanovo-Severnoy by 2006 a photo taken at Sperenberg as "16" red clearly shows that the previous code was "96" opb 226 osap at Sperenberg; in grey c/s with Red Stars opb 226 osap at Sperenberg; in grey c/s with Red Stars; last overhaul completed 31mar93; left Sperenberg for Krasnodar 20apr94 opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov; time between overhauls exceeded in 2009; sat wfu at Balashov; possibly scrapped by 2018 opb mil. unit 22580
19 04	not known	An-26	Soviet Navy	mfd	late73?	
19 05	"19" blue	An-26	Russian Air Force	KGD	12aug96	
19 06	"03"	An-26	Russian Air Force	mfd	17oct73	
19 07	not known	An-26	Russian Air Force	no	reports	
19 08	"96"	An-26	Soviet Air Force	mfd	31oct73	
	"16" red	An-26	Soviet Air Force	Spr	27aug80	
	"16" red	An-26	Russian Air Force			
	not known	An-26	Russian Air Force			
19 09	not known	An-26	Soviet Air Force	mfd	21nov73	
19 10	CCCP-13371	An-26	MOM Vnuково	mfd	30nov73	
	RA-13371	An-26	Aeroflot	VKO	02sep93	
	RA-13371	An-26	Kosmos	trf	20jul95	
20 01	CCCP-26535	An-26	AFL/Ukraine	mfd	nov73	
	RA-26535	An-26	Aeroflot	SVO	14may93	
	RA-26535	An-26	Staero	trf	14jun94	
	RA-26535	An-26	Aeroflot c/s, n/t	RKT	18oct99	
	TN-AGI	An-26	Trans Air Congo	rgd	18nov99	
20 02	"02"	An-26	Soviet Air Force	no	reports	
20 03	CCCP-26536	An-26	AFL/Yakutiya	mfd	dec73	
20 04	not known not known	An-26 An-26	Soviet Air Force Ukraine Air Force	mfd	28dec73	salon version salon version; c/n confirmed from the steering column in video footage, possibly at Vinnytsya; opb mil.unit A1205 (456 ozap - mixed transport aviation regiment) at Vinnytsya by 2003
20 05	not known "01" blue	An-26 An-26	Soviet Air Force Ukraine Air Force	mfd trf	17dec73 1992	flying hospital version; in basic 'blue' Aeroflot c/s with blue fin and 'Zbroini Syly Ukrainy' (Armed Forces of Ukraine) titles; c/n checked IEV 28jun95 and ODS 24may02 opb 456 BrTrA at Vinnytsya-Havryshivka; in basic 'blue' Aeroflot c/s with blue fin and 'Zbroini Syly Ukrainy' (Armed Forces of Ukraine) titles; c/n checked VIN 10oct18; ferried from VIN to IEV 11sep20 for overhaul by Zavod No. 410 GA to be opb 10 omabr at Mykolayiv-Kulbakino opb mil. unit "Ob-1" at Novosibirsk; salon version stored engineless in grey c/s; still as such Rostov-na-Donu Tsentralny 20aug11; see c/n 12202 opb long-range aviation at Tambov; code probably red but possibly also yellow; wfu before 2010 details confirmed by Antonov details confirmed by Antonov on charge as of 01apr74; rgd 22apr74 l/n GDx 12may95; reported for Magadanaerokontrol; soc and canx 06aug03 as leased to Armenia, but still seen stored GDx 28nov06/04jul08; l/n IKT 10jul09/03apr16, in use as a ground instructional airframe by the Technical Aviation School (IATU GA) at the Irkutsk civil airfield converted in 1974 to an An-26REP experimental jamming aircraft (the sole one built), underwent trials with the GK NII VVS 17dec75/24jun76; last overhaul completed 31jul90 laboratory aircraft equipped with ASLK-75 equipment; l/n Kubinka 29may93 laboratory aircraft equipped with ASLK-75 equipment (in a Russian Air Force inventory listing as an An-26ASLK); opb 226 osap at Kubinka; sat wfu at various locations at Kubinka, seen aug7/sep16, c/n checked; soc by 2011 demodified; preserved in the "Patriot" park at Kubinka from aug17; initially still in Aeroflot c/s, l/n as such aug19; repainted in light grey c/s without any markings; f/n as such jul20; repainted in dark green camo c/s with a large badge on the forward fuselage depicting two aircraft and a parachute; f/n aug22 toc 20mar74; rgd 22apr74; in MGA document with version given as 'RV'; f/n YKS 03jul92 CoFR renewal 29feb00; canx 25mar00; converted to An-26B-100, see next line in Aeroflot c/s and titles, c/n painted as '47302102'; CoFR renewal 12nov03 in official fleet list dated 04may09 as active; seen IEV 26jan10 and again 23apr10, all metal with no prefix; seen IEV 06may10 repainted; l/n YKS 06jun22 toc 29mar74; rgd 24apr74; in MGA document with version given as 'RV' in Aeroflot c/s and titles; l/n IKT 05jul92; last overhaul completed 27aug92 in Aeroflot c/s and titles (never painted up as Baikalavia); c/n painted after overhaul as '47302103'; seen as such IKT 11may95; t/t 27,644 hours and 16,577 cycles; sat wfu at IKT, seen sep03/jul04; scrapped on the premises of the Technical Aviation School (IATU GA) at Irkutsk Civil airfield may05/jul05 opb 398 otae at KGD; in grey c/s; last overhaul completed 31jan90; stored at KGD, seen dec12; l/n 16may17, very derelict toc 14mar74; rgd 22apr74; f/n IKT 04sep89 f/n TJM 14may95, in Aeroflot c/s and titles with c/n painted as '47302105'; soc 25aug97 as life-time expired; canx 05sep97 rgd 12apr74; on charge as of 01jul74 l/n GDx 12may95, in Aeroflot c/s and titles with c/n painted as '47302106'; w/o 25jan97 when crashed on landing at Chokurdakh; current on the Russian register sep01/mar03, marked as 'air incident'
	"99" blue	An-26	Ukraine Air Force	VIN	26aug10	
20 06	not known not known	An-26 An-26	Ukrainian Navy Soviet Air Force	mfd	18jan74	
20 07	"09" blue	An-26RT	Russian Air Force	Roc	14aug10	
20 08	"69"	An-26	Soviet Air Force	mfd	29jan74	
20 09	not known not known	An-26 An-26	Soviet Air Force Armenian AF	mfd trf	21feb74 2003	
20 10	CCCP-26537	An-26	AFL/Magadan	mfd	21feb74	
	RA-26537	An-26	Aeroflot	IKT	11may95	
21 01	not known	An-26REP	Soviet Air Force	mfd	27feb74	
	CCCP-26642	An-26	Soviet AF/AFL c/s	LED	25aug91	
	RA-26642	An-26	Russian AF/AFL c/s	Kub	14may94	
	no reg	An-26	Russian Air Force	Kub	aug19	
21 02	CCCP-26538	An-26	AFL/Yakutiya	mfd	27feb74	
	RA-26538	An-26	Polyarnyye Avial.	trf	20jul95	
	RA-26538	An-26-100	Polyarnyye Avial.	IKT	15aug03	
	RA-26538	An-26-100	Polyarnyye Avial.	YKS	08may07	
21 03	CCCP-26539	An-26	AFL/East Sib.-IKT	mfd	27feb74	
	CCCP-26539	An-26	Baikalavia	trf	30jun92	
	RA-26539	An-26	Baikalavia	IKT	06jul94	
21 04	not known "20" blue	An-26 An-26	Soviet Navy Russian Navy	mfd KGD	28feb74 26jul12	
21 05	CCCP-26540	An-26	AFL/Tyumen	mfd	feb74	
	RA-26540	An-26B	Tyumen Airlines	trf	31aug94	
21 06	CCCP-26541	An-26	AFL/Magadan	mfd	19mar74	
	RA-26541	An-26	Aeroflot	GDx	08jul94	
	RA-26541	An-26	Kolymaavia	trf	11aug94	
21 07	not known "03" blue	An-26 An-26	Soviet Navy Russian Navy	mfd VVO	28mar74 19apr97	
21 08	"04" blue	An-26	Russian Air Force	Iva	30aug07	
21 09	"54" red	An-26	Kazakh Air Force	ALA	04jun97	
21 10	CCCP-48973	An-26	MAP KuibyshevTsSKB	mfd	apr74	
	not known	An-26	Russian Air Force			
22 01	"22" blue	An-26RTR	Soviet Air Force	mfd	19apr74	
	"22" blue	An-26RTR	Russian Air Force	KGD	22apr05	
22 02	202	An-26	Hungarian AF	d/d	15apr74	
22 03	203	An-26	Hungarian AF	d/d	25apr74	
	LZ-MNS	An-26	Scorpion Air	rgd	04oct03	
	TR-LID	An-26	Solenta Aviation	SOF	04sep07	
	EY-323 (2)	An-26	Asia Airways	SOF	25may16	
	S9-LON	An-26	JUB	JUB	02feb17	
	TR-OAN	An-26	South Sudan Supr.	JUB	30sep17	
22 04	204	An-26	Hungarian AF	d/d	27apr74	
22 05	"50"	An-26	Soviet Air Force	mfd	1974	
	"10" not known "22" red	An-26 An-26 An-26	Soviet Air Force Soviet Air Force Russian Air Force	Lev	25feb11	based in the Turkestan Military District and later at Kabul probably opb 186 osap at Levashovo; in light grey c/s with Red Stars; sat derelict at Levashovo from about 2000, seen feb11/jun14, evidence of previous codes "05" red, "01" red and "22" yellow showing through faded paint; possibly scrapped by 2018 black and white photo exists in two-tone camo colours CofA expired 06sep90; canx 07mar91 as to the military in basic ex TAROM c/s; for overhaul, see rgd next line just for overhaul in basic Romanian AF (TAROM c/s), with 'Aeroflot' titles; overhaul registration in basic Romanian AF (TAROM c/s), no titles; c/n reported in error 28jun95 as 12206 ! l/n OTP may99/feb02 stored on the grass
22 06	206	An-26	Romanian Air Force	mfd	30mar74	
	YR-ADD	An-26	Rom AF/TAROM c/s	rgd	1981	
	206	An-26	Romanian Air Force	IEV	14apr92	
	CCCP-26229	An-26	Zavod 410 GA	rgd	12mar92	
	26229	An-26	Zavod 410 GA	IEV	08sep92	
	UR-26229	An-26	Zavod 410 GA	IEV	16jun93	
	206	An-26	Romanian Air Force	OTP	16sep95	

	ER-AZE	An-26	Airline Transp.Inc	rgd	07may03	current on register mar04; for sale on the Internet jul04 with t/t 5,954 hours and 10,079 cycles; canx 19aug04; photo KIV 2004 all-white c/s, no titles
	9U-BHR	An-26	Mango Airlines	KRT	28aug04	false registration; flew illegally as such in the DRC and became 9Q-CAW; see rgd next line
	9Q-CAW	An-26	Mango Airlines	rgd	10aug04	f/n GOM 08oct04 registration painted as such this date; seen 13feb05 at Kisangani; reported written off Goma 29jun05, was owned by Volga Atlantic Airlines and wet leased to Mango Mat; according to Antonov they regarded the aircraft as no longer airworthy from 30jun94; w/o Goma 29jun05 on arrival from Kongolo, where on take off it had hit an unknown object with the left hand main gear, the undercarriage failed to retract and collapsed on landing at Goma causing the aircraft to veer off the runway; no fatalities; l/n GOM 03jul05 black and white photo exists OTP in camouflage c/s with 207 by the nose in white in full Tarom c/s and titles; l/n BOH 22may81; canx 07mar91 to Romavia
22 07	207 YR-ADE YR-ADE 207	An-26 An-26 An-26 An-26	Romanian Air Force Rom AF/TAROM c/s Rom Gvt/Romavia Romanian Air Force	d/d BOH rgd FRA	1974 jul79 17mar91 26oct94	in basic ex Tarom c/s without titles; l/n OTP 29jun07/24may10, with titles, in basic ex Tarom c/s with grey instead on the normal red cheatline; had already been stored on the grass for a long time
22 08	208 UR-CEP HA-TCO	An-26 An-26 An-26	Hungarian AF not known Hegedüs	d/d Szo rgd	22may74 jan05 24jun05	temporary registration used for the ferry flight from Szolnok to IEV for overhaul jan05 opb Cityline Hungary for Hegedüs Kft.; in 'wavy' white/dark blue c/s with red cheatline, 'Hegedüs' and 'Cityline Hungary' titles; f/n STR 20jul05; l/n NAP 15jun07; see c/n 2204
	HA-TCO	An-26	Cityline Hungary	WAW	08dec07	'wavy' white/dark blue c/s with red cheatline, 'Cityline Europe' titles and the URL 'www.cityhun.hu'; l/n operational BEG 04mar14; stored at IEV, seen jul15/aug16; was canx 08jun14
	UR-CEP	An-26	Constanta	rgd	16nov16	to AP Holdings Ltd. of the UAE; in all-white c/s, no titles; f/n OZH 12jan17; l/n ATH GOM 10apr21 with large UN titles on the tail; also carrying UNO-858; current on register 13aug22; seen FRA 30mar22 all white, no titles; l/n as such OST 13jul22; l/n GOM 11feb23
22 09	209 LZ-MNT TR-LIN	An-26 An-26 An-26	Hungarian AF Scorpion Air Solenta Aviation	d/d rgd FIH	24may74 04oct03 25jul08	in light-grey c/s, no titles; l/n Szolnok jun96/sep03, stored f/n LIU 13jan04; in dark blue and white c/s, no titles; l/n SOF 15mar08 in basic Scorpion c/s, no titles; l/n LBR 24jan11; ferried via ADA to SOF 06nov11; seen SOF 26mar12, with registration removed; l/n SOF feb15; not seen SOF sep16, see next line
	EY-322 (2)	An-26	Asia Airways	FJR	02jun16	c/n not confirmed; colours and titles not reported this date; reportedly flew SOF-HBE 14may16; l/n BEN 20sep17, in basic Scorpion c/s, no titles; force landed in rough terrain 40 miles from Khartoum 22apr19 whilst en route Djibouti - Khartoum when it ran out of fuel; five crew OK; photos after the accident show still in basic Scorpion c/s, no titles; see c/n 5407
22 10	210	An-26	Hungarian AF	d/d	may74	crashed near Szentkirályszabadja Air Base 06dec86 on a flight from Budapest, probably due to icing; four of the five crew were killed
23 01	not known	An-26	Soviet Air Force	mfd	jun74	mfd not given in Antonov list; opb mil. unit 22575 at Sennoye
23 02	XW-TC. RDPL-34039 26095(2)	An-26 An-26 An-26	Laos Government Laos Avn/Govt. Kiev ARP 410	rgd	nov89 03mar92	r/r 1977 ? l/n IEV 14apr92 for overhaul, see rgd next line c/n confirmed; rgd from Russian register; f/n IEV 27aug92, in Lao Aviation/Government c/s; canx but date unknown; l/n IEV 08sep92; see c/n 11810
	RDPL-34039	An-26	Laos Avn/Govt.	VTE	14apr98	c/n confirmed; only carried titles in Laotian script; stored by 2002; photo VTE 06jun05, suggesting this was to be preserved, at an unknown location
23 03	no code	An-26	Soviet Air Force	mfd	18jul74	opb mil. unit 25883, SVVAULSh (Stavropol Higher Military Aviation School); photo 30apr06 preserved in the AvtoVAZ technical museum at Togliatti, in white c/s with blue cheatline and grey undersides, Red star under the wing; l/n 02oct18; some sources report the code was "06"
23 04	not known	An-26	Soviet Air Force	mfd	10jul74	reported in Antonov file as transferred to VVAUP Borispol'skoe
23 05	not known "05" blue "01" yellow	An-26 An-26 An-26 An-26	Soviet Air Force Soviet Air Force Russian Air Force Russian Air Force	mfd Iva Rzd	28jun74 04aug01 13feb08	c/n checked; overhaul completed 12dec06 in white c/s with blue cheatline, grey undersides and Russian flag on tail; based at Ryazan-Dyagilevo until 2010; seen KLD 17dec11/feb12; l/n Ryazan-Dyagilevo 24may14
23 06	741	An-26	Civ Avn Adm China	d/d	1974	Chinese Air Force
23 07	"24" black	An-26	Russian Air Force	Iva	30aug07	Chinese Air Force; f/n KMG 16apr79; opb 13th Division/37th Regiment; a mechanic started the aircraft without authorisation 16sep82, hit a ditch whilst taxiing, resulting in a fire and explosion, the mechanic was arrested on escaping the aircraft, which burnt out
23 08	742	An-26	Civ Avn Adm China	d/d	1974	Chinese Air Force
23 09	743	An-26	Civ Avn Adm China	d/d	1974	Chinese Air Force
23 10	744	An-26	Civ Avn Adm China	d/d	1974	Chinese Air Force
24 01	745	An-26	Civ Avn Adm China	d/d	1974	Chinese Air Force; f/n CAN 01feb83; l/n Wuhan-Hankou 11oct88
24 02	746	An-26	Civ Avn Adm China	d/d	1974	Chinese Air Force
24 03	747	An-26	Civ Avn Adm China	d/d	1974	Chinese Air Force
24 04	748 10552	An-26 An-26	Civ Avn Adm China Chinese Air Force	d/d ph.	1974 07mar18	Chinese Air Force c/n confirmed; derelict at the abandoned Chengdu-Pengshang airfield according to Google Earth since at least 2008; still present feb20
24 05	749	An-26	Civ Avn Adm China	d/d	1974	Chinese Air Force
24 06	not known not known "56" red	An-26 An-26 An-26 An-26	Soviet Air Force Soviet Air Force Russian Air Force Russian Air Force	mfd Tbv	23sep74 24may08	last overhaul completed 21jul91 opb 1 ae 662 uap 43 TsBP i PLS at Kansk in 1996/97 initially based at Ryazan; in light grey c/s with Red Stars; time between overhauls exceeded in 2001; on charge of 1449 AvB at Tambov by 2008; stored at Tambov, seen may08/may15; was to be trf to Balashov; possibly scrapped by 2018
24 07	not known	An-26	Soviet Air Force	mfd	23sep74	opb mil. unit 53999 at Milovice; the first aircraft fitted with Groza-26 weather radar; became standard from this c/n onwards
24 08	not known not known	An-26RR An-26RR	Soviet Air Force Russian Air Force	mfd	30sep74	last overhaul completed 21nov91 opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov; time between overhauls exceeded in 2002; sat wfu at Balashov; possibly scrapped by 2018
24 09	not known "58" red	An-26Sh An-26	Soviet Air Force Russian Air Force	mfd Kts	30sep74 03nov13	last overhaul completed 27feb90, t/t 7,240 hours and 11,324 cycles by then opb Krasnodarskoye VVAUL at Krasnodar-Tsentralny; in light grey c/s with Russian flag on fin; stored at Krasnodar-Tsentralny, l/n nov13
24 10	not known not known	An-26 An-26	Soviet Air Force Russian Air Force	mfd	30sep74	last overhaul completed 26mar89 opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov; time between overhauls exceeded in 1999; earmarked for sale 02feb07, but was probably not sold; possibly scrapped by 2018
25 01	not known not known	An-26 An-26	Soviet Air Force Russian Air Force	mfd	30sep74	last overhaul completed 10jul90 opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov; time between overhauls exceeded in 2000; was to be delivered to a foreign customer based on a decree issued 15feb05; possibly scrapped by 2018
25 02	750	An-26	Civ Avn Adm China	d/d	1974	Chinese Air Force
25 03	751	An-26	Civ Avn Adm China	d/d	1974	Chinese Air Force
25 04	CCCP-26575(1) XW-TC. RDPL-34038	An-26 An-26 An-26	Aviaexport Laos Government Laos Government	rgd d/d no	25oct74 30may75 reports	canx, but date not given; see c/n 4109 r/r 1977 ? fate ?
25 05	CCCP-26576 XW-TC. RDPL-34037	An-26 An-26 An-26	Aviaexport Laos Government Laos Government	rgd r/r	25oct74 1977?	mfd 31oct74 according to Antonov; canx, but date not given
25 06	not known not known	An-26 An-26	Soviet Air Force Russian Air Force	mfd trf	25nov74 1992	damaged/dbr 01sep79 on a flight from Hanoi to Vientiane, made an emergency landing in a corn field near Ban Mai village, Nam Pard district of Uttaradit Province, Thailand 01sep79, after getting lost in a heavy rainstorm and ran out of fuel, the 6 crew, 62 girl students and 6 parents aboard survived; the Antonov list states 'removed from service in 1979 in the territory of Thailand' for this c/n; was later reported repaired and flown back to Vientiane 31jan80 but crashed on landing
25 07	752	An-26	Civ Avn Adm China	d/d	1974	Chinese Air Force; f/n NKG 13oct88
25 08	508 YR-ADF	An-26 An-26 An-26	Romanian Air Force Rom AF/TAROM c/s	d/d rgd	1974 1981	black and white photo exists in two-tone camo colours originally reported as not taken up, but photo exists OTP, date unknown, in full Tarom c/s with titles; canx 07mar91 and in papers as c/n 2508
	YR-ADF 508	An-26 An-26	Rom Gvt/Romavia Romanian Air Force	rgd	17mar91 photo	canx again, but date unknown; see next line exists in basic ex Tarom c/s, no titles; dbr after skidding off the runway on take-off at Oradea sep94 as the flight engineer (student) retracted the landing gear before the captain's order, cannibalised and later scrapped
25 09	753	An-26	Civ Avn Adm China	d/d	1974	Chinese Air Force; photographed in China apr12, apparently preserved, location unknown
25 10	754	An-26	Civ Avn Adm China	d/d	1974	Chinese Air Force
26 01	755	An-26	Civ Avn Adm China	d/d	1974	Chinese Air Force; f/n Wuhan-Hankou nov91
26 02	RA-26249	An-26	Gorizont	mfd	20dec74	rgd 04jul94; AOC cancelled 27may97; probably ex military or export aircraft; photo Krasnodar-Tsentralny 14apr13, derelict with only part of the registration visible in the photo; in white c/s with blue cheatline and trim, wavy Russian flag on the tail and grey undersides and reported broken up there 2019
26 03	not known not known	An-26 An-26	Soviet Air Force Russian Air Force	mfd	19dec74	last overhaul completed 16aug90 opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov; time between overhauls exceeded in 2000; was to be delivered to a foreign customer on the basis of a decree issued 15feb05
26 04	"11" red	An-26	Russian Air Force	mfd	1974	opb ? uap (mil. unit 78474) BVVAUL (renamed BVAI aug98 and BUATs 01sep02) at Balashov; f/n Balashov 22aug06; offered for sale by Russian privatisation agency apr08
26 05	CCCP-13395 UR-13395 UR-13395	An-26 An-26 An-26	MAP Kiev MeZ United Nations Antonov Des. Bur.	mfd LPA IEV	07jan75 05oct94 29jun95	rgd 16jan75; in standard 'blue' Aeroflot c/s; was demonstrated in 21 African countries 11feb75/27mar75; seen LBG 29may75/05jun75 with the exhibition number '364'; l/n IEV 14apr92, still as 'CCCP-' leased from the Kiev Aviation Plant initially in all-white c/s, no titles; seen as such HRK 18may00 and may04; repainted in full Antonov Design Bureau c/s with additional 'International Cargo Transporter' titles; f/n as such Gostomel 09jun06; current in fleet list 28dec06; canx 01oct08 but restored 03jun10; l/n Gostomel 05may13; canx again 01jan14; named 'Vasily Stepanchenko' mar14 after a former director of the Kiev Aviation Plant; converted to, see next line

	UR-13395	An-26-100	DB "Antonov"	rgd	30mar15	in white c/s with blue and yellow trim and 'International Cargo Transporter' titles; named 'Vasily Stepanchenko'; f/n Gostomal 05jun15; l/n LN2 01feb22; current on register 13aug22; this is probably the An-26 which was destroyed at Gostomal 24feb22 when the airfield was occupied by Russian airborne forces (burnt out completely) CoFR renewal 05sep90; f/n LED 11mar90; in Aeroflot c/s and titles; l/n LED 05sep92
26 06	CCCP-13399 RA-13399 RA-13399 EK-13399 EK-13399	An-26 An-26 An-26 An-26 An-26	MRP NPO "Leninets" MRP NPO "Leninets" Aviakomp. Partner Trans Attico Air Libya Tibesti	rgd SVO LED SHJ MLA	16dec74 19mar93 16jun93 12nov00 30sep02	in Aeroflot c/s and titles in all-white c/s with green cheatlines and trim; l/n ULV 13jun94; soc and canx 15jul98 as to Armenia in all-white c/s with green cheatlines and titles reported leased from Phoenix Aviation; in all-white c/s with green cheatlines, still with Trans Attico titles in English on the port side and in Arabic on the starboard side; l/n MLA 10feb03 with green cheatlines, no titles on the port side and with 'St Petersburg' visible on the starboard side; operator reported as Avia Urartu; l/n SHJ 26jan04; photo SHJ 17feb04, being resprayed all-white; l/n SHJ 20feb04 c/n from Sudanese CAA; CoFA 19aug04; rgd 14apr05; l/n IEV 22dec07, as such, version painted as just 'An-26'; converted to An-26-100, but does not have the additional cabin windows as per many other conversions in all-white colours with dark blue tail, no titles; l/n KRT 28apr09 version painted as such; seen IEV 12may11; in all-white colours with dark blue tail; re-delivered DLM-AQJ 24may11; l/n KRT 20jul12; crashed 19aug12, flew into the side of a mountain whilst on approach to Talodi (N10.606851 E30.403461) during a dust storm rgd 26feb75 f/n SVO 23sep91, in Aeroflot c/s and titles; laboratory aircraft (avionics testbed) with the first two windows blanked off on both sides and two elongated fairings, one aft of the rudder and the other just aft of the entry door f/n FRA 12feb93, in Aeroflot c/s and titles, leased to the United Nations jun94/jul94 rgd 29jun94; f/n ZIA 22aug95, all-white c/s, no titles; l/n ZIA 23aug97; was reported for Elf Air opb 2 oao at Stavropol-Shpakovskoye; in basic Aeroflot c/s; last overhaul completed 28feb00; t/t 8,752 hours by 2007; wfu 2010; opb 5 oao at PKC from 2001 to 2008; opb 1 oao at Petrozavodsk from 2008; N42.122454) without any visible registration, seen 16aug13 with this c/n and registration in a listing of FSB aviation assets 2007, but the registration was never painted on, see dates above
	EK-13399	An-26	all-white c/s	SHJ	10nov03	
	ST-ARL	An-26	Ababeel Aviation	KRT	21mar06	
	ST-ARL ST-ARL	An-26-100 An-26-100	Alfa Airlines	WUU	dec08 31jul09	
26 07	CCCP-13398 CCCP-13398	An-26 An-26	MRP Yermolino MRP NPO "Vzlyot"	mfd rgd	22jan75 20oct89	
	RA-13398 RA-13398 not known	An-26 An-26 An-26	LII Zhukovski LII Zhukovski AOA FSB	rgd trf mfd	28dec92 01jun94 22jan75	
	RF-26263	An-26	FSB	no	reports	
26 09	not known	An-26	KGB/Border Guards	mfd	14feb75	
	RF-26275	An-26	FSB	ARH	03jun10	
26 10	"30" blue	An-26	Ukraine Air Force	Chu	29aug09	in white c/s with blue cheatline and grey undersides; seen Chuhuyiv 24sep12; l/n IEV 24dec14; seen undergoing major overhaul IEV 17jul15 in all-grey c/s with Ukrainian shield on the tail; opb 203 navbr at Chuhuyiv; l/n Mykolayiv-Kulbakino feb20
	"50" blue not known "10" blue RF-36071	An-26 An-26 An-26 An-26	Ukraine Air Force Soviet Air Force Russian Air Force Russian Air Force	Chu mfd Roc Roc	24jun16 28jan75 15aug09 16jun11	overhaul completed 26jun02; in all-grey c/s with Red Star; with Russian stars by feb11; l/n ROV 12may11 opb AvGr 6972 AvB at Rostov-na-Donu-Tsentralny; in all grey c/s with Russian stars and 'VVS Rossii' titles, also carries code "10" blue; l/n Rostov-na-Donu Tsentralny jun21 last overhaul completed 28feb92 opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov; time between overhauls exceeded in 2008; possibly scrapped by 2018
27 02	not known not known	An-26 An-26	Soviet Air Force Russian Air Force	mfd	31jan75	
27 03	not known "26" red	An-26 An-26	Soviet Air Force Russian Air Force	mfd OSF	31jan75 27mar08	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; overhaul completed 20dec05; opb 6983 AvB at Khabarovsk-Tsentralny; in light grey c/s with red spinner tips, a Russian flag on the fin and a stylised black bear motif behind the cockpit; l/n Chelyabinsk-Shagol 01dec12
	RF-36029	An-26	Russian Air Force	ph.	dec14	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; also carried code "26" red; opb 6983 AvB at Khabarovsk-Tsentralny; in light grey c/s with 'VVS Rossii' titles and Russian stars; seen Levashovo 29jun17; l/n oct17; c/n only mentioned in a document dated 04oct17 with regards to the commission of ASLK-75M-04 equipment; l/n OVB 01apr22
27 04	"12" blue	An-26	Ukraine Air Force	mfd	19sep77	offered for sale by Euro Line in 2007 with t/t 3,696 hours and 2,950 cycles, for \$ 140,000; based Vinnytsya and seen there aug08; l/n VIN 30jul11/27sep12 in all grey c/s stored, no engines; c/n not checked these dates
27 05	not known	An-26	Strat.Rocket Force	mfd	13feb75	opb 84 osap at Klyuchi (Kamchatka); w/o 28dec79 on final approach to Kluychi from the direction of Ust'-Kamchatsk when crashed into a forest short of the runway, all 6 crew killed f/n BOH 01aug79 and again BOH 24apr80; canx 07mar91 as to the military
27 06	YR-ADC YR-ADC 706	An-26 An-26 An-26	Rom AF/TAROM c/s Rom Gvt/Romavia Romanian Air Force	rgd rgd OTP	09aug75 17mar91 07feb94	initially in basic ex TAROM c/s, no titles with red cheatline; cheatline later repainted grey and with titles, stored at OTP from at least oct02; l/n OTP 29jun07
	UR-CHF	An-26	Asterias	OTP	05jun08	Asterias Commercial S.A. of Greece; in basic ex Romanian Air Force c/s, no titles; reportedly flew OTP-Gostomal 05jun08, using a Meridian flight number; l/n Gostomal 03oct10, still in the same c/s; canx 08oct10 version given as An-26B canx 07mar91 as to the military
27 07	YR-ADB YR-ADB 707	An-26 An-26 An-26	Rom AF/TAROM c/s Rom Gvt/Romavia Romanian Air Force	rgd rgd OTP	05feb75 17mar91 12feb95	initially in basic ex TAROM c/s, no titles; the red cheatline was overpainted grey by 1997; offered for sale jul05 for \$85,000, t/t 6,028 hours; l/n OTP 29jun07, already stored on the grass for a long time rgd only 09jul76; f/n LED 05may89; converted to An-26P (water bomber) with external tanks on the fuselage; displayed ZIA 11/16aug92, as such; subsequently de-converted date unknown f/n ARH 10jun94, in Aeroflot c/s, no titles; soc 10nov98 as life-time expired; canx 16dec98 on charge as of 01apr75; rgd 04apr75; in MGA document with version given as 'RV' f/n HTA 18apr97, in Aeroflot c/s and titles; l/n IKT 16aug03, as such; c/n checked and in official ADB listing/MGA document as such, but in old Soviet register and Russian register feb98/sep01 as c/n 2702 in error
27 08	CCCP-26542	An-26	AFL/Arkhangel.-ARH	toc	14mar75	
	RA-26542	An-26	Arkhangelsk AI	trf	22feb94	
27 09	CCCP-26543 RA-26543	An-26 An-26	AFL/East Siberia Chita Avia	mfd trf	28feb75 29jul93	
	RA-26543	An-26	Dauriya	IKT	04jul04	in primer in rework; in fleet list 31dec03 with given c/n; converted to An-26-100 and in fleet list 2005 as such; l/n IKT 28aug07, ARZ-403 Factory ramp in basic Aeroflot c/s with titles, c/n painted as '57302709'; l/n IKT 03mar23 toc 15mar75; rgd only 16jul76; f/n LED 29sep87 f/n ULV 17aug99, in Aeroflot c/s no titles, carries a small red Ulyanovsk HFS logo; seen ULV 26jun02, with c/n painted as '57302710'; l/n ULV 26jul19 f/n LGW 05aug75; seen BOH 02jul80; canx 07mar91 as to the military; c/n in papers as 2501 !
27 10	RA-26543 CCCP-26544 RA-26544	An-26-100 An-26 An-26	Angara AFL/Tyumen Ulyanovsk HFS	IKT mfd trf	10jul09 28feb75 01jan99	
28 01	YR-ADA YR-ADA 801	An-26 An-26 An-26	Rom AF/TAROM c/s Rom Gvt/Romavia Romanian Air Force	rgd rgd OTP	17may75 17mar91 12feb95	initially in basic ex TAROM c/s; seen with titles FRA 20jun98; l/n OTP oct98; later repainted into all-grey c/s with titles; l/n HAJ 01nov12; stored at OTP by 2014; l/n OTP sep22, as such opb mil. unit 31088 at Korzunovo
28 02	not known	An-26	Soviet Navy	mfd	23mar75	
28 03	not known "05" yellow	An-26T An-26T	Soviet Navy Russian Navy	mfd no	26mar75 reports	
28 04	"06"	An-26	Soviet Air Force	mfd	31mar75	opb 403 osap at Safonovo (Severomorsk-1); last overhaul completed 31may91; no longer on charge by 2012
	"12" red	An-26	Russian Air Force	Akc	25sep10	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; opb 929 GLITs at Akhtubinsk; in light grey c/s with a blue 'GLITs' badge under the cockpit; code not visible on photo
	"12" blue	An-26	Russian Air Force	CKL	jun12	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; opb 929 GLITs at Akhtubinsk; in light grey c/s with a blue 'GLITs' badge under the cockpit; seen Astrakhan-Privolzhskii 01oct16; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life, version given as just An-26; l/n OVB 2019
28 05	not known "04" red	An-26 An-26	Soviet Air Force Russian Air Force	mfd Lev	30apr75 jun95	laboratory aircraft equipped with ASLK-75 equipment laboratory aircraft equipped with ASLK-75 equipment; opb 186 osap at Levashovo; in light grey c/s with Red Stars; overhaul completed 01dec08; l/n mar14
	RF-36001	An-26	Russian Air Force	Iva	08may15	laboratory aircraft equipped with ASLK-75 equipment; also carried code "29" red; opb 186 osap at Levashovo; in light grey c/s with 'VVS Rossii' titles, but still with Red Stars; received black spinner tips; f/n as such Gromovo jan17; l/n with 'VKS Rossii' titles Gromovo nov18; titles changed to 'VKS Rossii'; f/n as such Ivanovo-Severnnyy mar21; l/n Levashovo 01apr21
28 06	CCCP-26545 RA-26545	An-26 An-26	AFL/Urals-MQF Magnitogorsk Air	mfd trf	30apr75 12apr94	toc 08may75; rgd 03jun75; mentioned in an incident report at SVO 24nov88 but never painted up; impounded because of debts 02apr98 and offered for sale by Russian privatisation agency 19jun98; soc 15nov03 as life-time expired; canx 02aug04; sat wfu at Magnitogorsk (N53.387129 E58.760913) still in full Aeroflot c/s with faded prefix, f/n 2007; l/n 14aug11
28 07	not known "21" blue	An-26 An-26	Soviet Navy Russian Navy	mfd OSF	21apr75 28mar06	initially opb 398 otae at KGD; in light grey c/s with Red Stars, no titles; last overhaul completed 19dec02; trf to 7054 AvB at Chkalovsk in early 2011; carries a 'coat of arms' with Navy shield on the starboard side, behind the nose; seen OSF 21aug14 and 01jun15; trf to 72 AvB at Chernyakhovsk, date unknown; on charge by apr17; l/n OSF 28feb18; c/n only mentioned in a contract dated 23mar18 following the approval of costs for service life extension in light grey c/s with Red Stars, no titles, also carrying "21" blue; l/n jan19, location withheld opb 320 osae at Klyuchi-Kamchatskiye
28 08	RF-46892 "06" yellow "06" yellow "06" yellow	An-26 An-26SK An-26SK An-26	Russian Navy Strat.Rocket Force Russian Air Force Russian Air Force	OSF mfd trf Iva	29oct18 23apr75 01jun10 20mar12	opb 320 osae at Klyuchi-Kamchatskiye; in light grey c/s with Russian stars, unknown badge on nose, no titles; last overhaul completed 23mar12; l/n OVB 30jun17 toc 12may75; rgd 13jun75; opb Yeniseiski OAO; l/n LED 07apr91 c/n painted as '57302809'
28 09	CCCP-26546 RA-26546 RA-26546	An-26 An-26 An-26	AFL/Krasnoyarsk Aeroflot Yeniseiski Merid.	mfd EIE trf	30apr75 11jun94 22dec95	Yeniseiski Meridian; owned by the Russian Federation; stored from 20jan97; trf confirmed 08apr03 and h/o 18feb04; never repainted in own colours; the operator was renamed Cheremshanka 15jul04; no valid CoFR

28 10	CCCP-26547	An-26	AFL/Yakutiya-KGP	mfd	30apr75	or CoFA by aug10 and on the register still with the rgd 13jun75; sat wfu (still with 'Aeroflot' titles) at EIE, seen sep10/aug17; t/t 26,106 hours and 13,843 cycles; canx 22mar21
29 01	CCCP-26548 CCCP-26548 RA-26548	An-26 An-26 An-26	AFL/Far East-KHV AFL/Far East-UUS Sakhal. AviaTrassy	mfd trf trf	apr75 unknown 26may93	toc 16may75; rgd 11jun75; crashed on take-off Cherski 09dec78, on a flight to Zyryanka, lost control after the cargo shifted, killing the five crew and two passengers; soc 05feb79 toc 26may75; rgd 19jun75; f/n IKT 1977; in 'polar' c/s but in the late 1980s f/n UUS 07jul94, in Aeroflot c/s and titles; soc 23feb94 as life-time expired; canx 13jan95; hulk without outer wings and tail sat at UUS; l/n 2004; reported as broken up by 2007 but now known to have been moved to the premises of the Sakhalin Region of the FSIN - The Russian Federal Penitentiary Service at Yuzhno-Sakhalinsk, GE ref N46.952854 E142745386 where it is used for staff training purposes; l/n on GE image dated 24oct19
29 02	756	An-26	Civ Avn Adm China	d/d	1975	Chinese Air Force; f/n SHA jul86; l/n Wuhan-Hankou 15may01
29 03	757	An-26	Civ Avn Adm China	d/d	1975	Chinese Air Force
29 04	758	An-26	Civ Avn Adm China	d/d	1975	Chinese Air Force
	51054	An-26	Chinese Air Force	Shh	04oct88	opb China United AI
29 05	759	An-26	Civ Avn Adm China	d/d	1975	Chinese Air Force; f/n mar85
29 06	CCCP-69312	An-26	MAP Kiev APO	rgd	16jun76	in Aeroflot c/s; f/n IEV 14apr92
	UR-69312	An-26	United Nations	rgd	19jan93	f/n LPA 10mar94, opb Aviant; in all-white c/s, carried code 'UN960'; l/n LPA 11nov94 with code 'UN961'
	UR-69312	An-26	Aviant	SHJ	22mar95	with Ukrainian flag, no titles; used three-letter code 'UAK'
	UR-69312	An-26	Ukr. Air Alliance	BUD	29dec97	in CoFA as UR-AAQ I; leased from Aviant; no titles; l/n BUD 11jun98
	UR-69312	An-26	Air Soleil	LIS	17sep98	leased from Aviant; returned dec98
	UR-69312	An-26	Aviant		jan01	leased to Africa West jan01; canx 13aug08; l/n Kiev-Svyatoshino sep08/jul18, only with tail logo, rudder missing
29 07	CCCP-26549 RA-26549	An-26 An-26	AFL/Urals-MQF Aeroflot	mfd SVO	apr75 15may93	toc 06jun75; rgd 26jun75; f/n LED 17may91; l/n IKT 05jul92, with c/n painted as '57302907' opb Magnitogorsk Aviation Enterprise by 1993; dbr 29aug93 on the leg from Khmelintski to Donetsk of a flight from Khmelintski to Samara when deviated from the approach pattern on final approach to Donetsk in a thunderstorm at night, failed to go around, touched down hard (with 5.7 g) 80 metres to the left of the runway, collided with obstacles and broke up, all 5 crew injured; soc 10mar94; canx 14apr94
29 08	CCCP-26550 RA-26550	An-26 An-26	AFL/Far East-KHV Dalavia	mfd trf	may75 01jun93	toc 16jun75; rgd 08jul75; f/n KHV 30aug89 no reports; soc 18may94 as involved in an accident, details unknown; canx 06jun94
29 09	not known "04" blue	An-26 An-26	Soviet Navy Russian Navy	mfd VVO	17jun75 19apr97	initially opb 71 ovtae at VVO and later by 7062 AvB at Nikolayevka; in light grey c/s with Russian stars, no titles; tender for repair of outer wing published 04aug08; last overhaul completed 03mar09; l/n VVO 09apr12 in all-grey c/s, also carrying code "04" blue; details from russianplanes.net; seen VVO may15; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; l/n VVO 17aug18, with additional 'MA VMF Rossi' titles
29 10	not known "05" blue	An-26 An-26	Soviet Navy Russian Navy	mfd VVO	24jun75 09apr12	initially opb 71 ovtae at VVO and later by 7062 AvB at Nikolayevka; in light grey c/s with Red Stars, no titles; last overhaul completed 19jun92; stored at VVO by 2012
30 01	9Q-CLA	An-26	all-white c/s, n/t	FIH	2003	photo; no titles; reportedly opb Co-Za airways in 2005; l/n FIH 12may09, all-white; rgd to J.P. Bemba, date unknown; has the old navigator blister window; l/n stored FIH 19jul11/04nov11 still all-white c/s, no titles and dirty but complete
30 02	not known	An-26	Soviet Air Force	mfd	28jun75	opb mil. unit 43009 at Baikonur
30 03	761	An-26	Civ Avn Adm China	d/d	1975	Chinese Air Force; f/n Wuhan-Hankou 04nov93; seen Wuhan-Hankou 02oct99; l/n ma13, location unknown
30 04	762	An-26	Civ Avn Adm China	d/d	1975	Chinese Air Force; f/n mar86; l/n Shahezhen 04oct88
30 05	763	An-26	Civ Avn Adm China	d/d	1975	Chinese Air Force
30 06	not known "08" red	An-26 An-26	Soviet Air Force Russian Air Force	mfd Lev	1975 aug12	probably opb 186 osap at Levashovo; in light grey c/s with Red Stars; sat derelict at Levashovo, seen apr13/jun14; possibly scrapped by 2018
30 07	YK-ANC	An-26	Syrian Air Force	d/d	1975	in Syrianair c/s; the same registration was also worn by two An-12s in the 1970s, with unknown c/ns; seen DAM 14sep99; seen LTK dec12, equipped with bomb-racks and additional aerals on the underside of the fuselage; l/n Hama airbase 2014, active as such
30 08	YK-AND	An-26	Syrian Air Force	d/d	1975	in Syrianair c/s; l/n ALP 05nov01; w/o 17jan15 when crashed on approach to Abu ad-Duhur air base (Idlib province) in fog, at least 37 occupants killed; registration was also an An-12BK-PPS in the 1970s/early 1980s, c/n unknown
30 09	BNMAU-3009 MT-1012 JU-1012 ER-AZS	An-26 An-26 An-26 An-26	MIAT Mongolia MIAT Mongolia MIAT Mongolia Tiramavia	mfd ULN rgd	31jul75 22jul98 25feb05	f/n ULN 20jun79; l/n ULN 10may95 already allocated by early 1995 l/n ULN 27jun01; JU- prefix reported allocated by mar98 on photo at KIV 16may06 (no registration visible) still in basic MIAT c/s without titles; canx 02aug06 as to Armenia
	EK-26441	An-26	MIAT Mong. c/s,n/t	FJR	22dec06	identical colours to ER-AZS; still in basic MIAT c/s including logo; l/n SHJ 04mar08; mentioned in ICAO/BV document jun08 as owned by Antey-2 Ltd and opb South Airlines; canx 28aug08
	3X-GDI	An-26	MIAT Mong. c/s,n/t	TII	10nov08	photo comparison shows it to be this c/n; l/n FJR 17oct09; owners reported to be Oleg Baranov and Gennady Ganeev and opb Supreme Group (USA); reg also used on a Mi-8S in 2001/2003
	3X-GDI	An-26	all-white c/s	NDJ	may10	not confirmed as the same aircraft as above; l/n FJR aug11/sep22
30 10	BNMAU-3010 MT-1013 JU-1013	An-26 An-26 An-26	MIAT Mongolia MIAT Mongolia MIAT Mongolia	PEK PEK ULN	29oct93 23apr97 22jul98	l/n ULN 10may95, with c/n painted as '57303010' c/n not confirmed l/n ULN 27jun01; JU- prefix reported allocated by mar98; according jan02 fleet list cannibalised during 2001; seen stored ULN 27jan10; l/n ULN 02sep10, hulk only, no tail or wings; seen 01apr15, slightly right of the centre line of RW14, 3.6 miles from the threshold (N47.893834 E106.715044), preserved on top of a small building, having been joined to the fuselage of An-30 c/n 1506 (BNMAU-1506), with the noses extended to a point and with truncated wings made to look as though they originally had two engines on either side
31 01	not known	An-26	Soviet Air Force	mfd	31jul75	opb mil. unit KIAVPS; Antonov file says 'in Sudan'
31 02	CCCP-26551 CCCP-26551	An-26 An-26	AFL/GosNII GA AFL/Arkhangel.-ARH	mfd trf	10oct75 07may76	toc 03dec75 rgd 26may76, f/n mar85; converted to An-26P (water bomber) with external tanks on the fuselage; subsequently de-converted date unknown
	RA-26551	An-26	Arkhangelsk AI	trf	22feb94	soc and canx 21jun01 as sold to Ukraine in a non-airworthy condition
	YK-ANE	An-26	Syrian Air Force	d/d	1975	in Syrianair c/s; the same registration was also worn by two An-12s (one An-12BK-PPS) in the 1970s, with unknown c/ns; l/n DAM 14sep99
31 04	YK-ANF	An-26	Syrian Air Force	d/d	1975	in Syrianair c/s; the same registration was also worn by an An-12 in the 1970s, c/n unknown; l/n DAM 14sep99
31 05	760	An-26	Civ Avn Adm China	d/d	1975	Chinese Air Force; f/n Wuhan-Hankou nov91; seen Wuhan-Hankou 02oct99; seen Chaoyang 15sep11, still in CAAC type c/s; l/n 19nov04, location unknown
31 06	765	An-26	Civ Avn Adm China	d/d	1975	Chinese Air Force; f/n Wuhan-Hankou nov91; l/n 19nov04, location unknown
31 07	CCCP-26552 RA-26552 RA-26552 RA-26552	An-26 An-26 An-26 An-26	AFL/Yakutiya Almazay Ros.-Sakha Sakha Avia Alrosa	mfd trf trf YKS	31aug75 18oct94 22feb02 01jul04	toc 19sep75; rgd 06oct75; f/n BTK 31aug91; l/n MJZ 02jul92 later Alrosa seen on TV on a flight from Yakutsk to Omjakon with a broken prop blade that had caused damage to the fuselage, c/n painted as '57303107' this date; seen KHV 14apr08; in official fleet list 04may09 as active; l/n MJZ 31oct16 wfu with parts missing; reported broken up in 2017
31 08	766	An-26	Civ Avn Adm China	d/d	1975	Chinese Air Force; f/n Wuhan-Hankou 11oct88
31 09	767	An-26	Civ Avn Adm China	d/d	1975	Chinese Air Force; f/n Wuhan-Hankou 11oct88; l/n Wuhan-Hankou 04nov93; seen preserved Manzhouli (N49.626397 E117.34837) sep13; seen jul18 as such; l/n Jun23, now resting on its tail
31 10	764	An-26	Civ Avn Adm China	d/d	1975	Chinese Air Force; f/n Shahezhen 04oct88; l/n Wuhan-Hankou 02oct99
32 01	CCCP-26553 RA-26553 26553	An-26 An-26 An-26	Aeroflot/KShVLP ATsR Ukr State Flt Ac	mfd rgd KGO	sep75 27jun94 29may02	Kirovograd Advanced Flying Training College; toc 01oct75; rgd 07oct75; photo KGO 1979 in basic ex Aeroflot c/s, logo on tail only; canx 15feb96 as to Ukraine; f/n KGO 21mar97; l/n KGO 24jun99 in basic ex Aeroflot c/s, no titles; l/n KGO 08sep06/2019, stored with Aeroflot titles bleeding through; canx 13aug08
32 02	CCCP-26554(1) RA-26554(1)	An-26 An-26	AFL/Krasnoyarsk Aeroflot	mfd KJA	sep75 13jul93	toc 03oct75; rgd 27oct75; f/n sep80; c/n reported several times as 3302, painting error ?; see c/n 5305 reported for KrasAir; l/n KJA 09jul94; soc and canx 19jul94 as further use not economically viable, handed over to the Siberian Technical School for 'study' purposes; seen in the Technical School at KJA (N56.181873 E92.462972) jul03/oct16 with CCCP- prefix still visible
32 03	CCCP-26555 UR-26555 UR-26555	An-26 An-26 An-26	AFL/Ukraine Avialini. Ukrayiny HRK Kharkiv	mfd IEV HRK	sep75 16jun93 27apr99	toc 09oct75; rgd 14oct75 opb Avialininyi Kharkova; l/n HRK 04may98 Avialininyi Kharkova; seen wfu at HRK jun06/mar09; was canx 13aug08
32 04	CCCP-26556 26556 RA-26556 ER-AVB	An-26 An-26 An-26 An-26-100	AFL/Arkhangel.-ARH Aeroflot Arkhangelsk AI Valan ICC	mfd ZIA trf rgd	30sep75 04sep93 22feb94 17oct05	toc 10oct75; rgd 27oct75; converted to An-26P (water bomber) with external tanks on fuselage; f/n SVO sep90; l/n YKS 03jul92, subsequently de-converted date unknown f/n ARH 10jun94, in Aeroflot c/s and titles with c/n painted as '57303204'; soc and canx 08aug01 as sold to Ukraine in a non-airworthy condition; converted to An-26-100 passenger aircraft by ARZ-410 based at Baghdad from aug05; in Valan fleet list 15oct07; seen KIV 04apr09 with additional Skylink Arabia titles on the rear fuselage; seen KIV 20sep14, still with dual titles; l/n KIV 21jul16; current on register 29dec16; w/o 14oct17 when it crashed into the sea and broke up during a thunderstorm, 650m short of the runway threshold whilst attempting to land at ABJ on a flight from OUA; four people were killed and six injured; officially canx between 22mar18 and 03may18
32 05	"10" blue	An-26	Ukraine Air Force	mfd	30sep77	late mfd ?; laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; c/n only offered for sale by SkyBirdHeli in non-flying condition 27may06 with t/t 4,788 hours and 5,107 cycles, type given as just An-26; possibly the aircraft seen Mykolayiv-Kulbakino 27may02, in all-grey c/s
32 06	CCCP-26160 "14" yellow	An-26 An-26	Soviet Air Force Soviet MVD/VV	rgd mfd	26sep83 30sep75	opb 10 oae at Novosibirsk-Severnoy; in light grey c/s with Russian flag on fin initially 70 osap on at Yermolino (still by feb11); in light grey c/s with Russian flag on fin and still carried code "14" yellow; f/n Novosibirsk-Severnoy 18may08; opb 10 oae at Novosibirsk-Severnoy by may12; l/n ROV 11dec15, awaiting overhaul by RZGA No. 412
32 07	"14" yellow RF-56301	An-26 An-26	Russian MVD/VV Russian MVD/VV	trf rgd	1992 30jun06	canx 27mar86

	RF-56301	An-26	Rosgvardiya	trf	05apr16	opb 10 oae at Novosibirsk-Severnoy; in light grey c/s with dark blue engines and belly and 'Russian flag' cheatline, no titles; f/n OVB 21mar17; l/n OVB 19oct23
32 08	not known	An-26	Soviet Air Force	mfd	25dec75	
32 09	not known "30" blue	An-26 An-26Sh An-26Sh	Ukraine Air Force Soviet Air Force Ukraine Air Force	mfd trf	1975 1992	opb mil. unit A4258 at Melitopol
32 10	"31" red	An-26Sh	Soviet Air Force	mfd	30dec75	opb 2 osap at Odesa-Shkolny; in light grey c/s, the code was painted over an old one; f/n ODS 24may02; l/n ODS 25may02
33 01	"31" red CCCP-26557 RA-26557	An-26Sh An-26 An-26	Ukraine Air Force AFL/Krasnoyar.-KJA Aeroflot	trf mfd KJA	1992 17oct75 13jul93	opb 46 uap Voroshilovgradskogo VVAUSh; last overhaul completed feb90 opb mil. unit A4083 - 46 uap Luganskogo VVAUSh; t/t 3,915 hours by nov92 toc 19nov75; rgd 10dec75; f/n KJA 01jul92 reported for KrasAir; soc 17feb97 as life-time expired; canx 17dec97
33 02	768	An-26	Civ Avn Adm China	d/d	1975	Chinese Air Force; f/n Wuhan-Hankou 11oct88
33 03	TZ-347	An-26	Mali Air Force	OUA	dec76	crashed 4km short of runway SKG 31aug95; wreck l/n 08nov96
33 04	not known	An-26	Yugoslav Air Force	mfd	29oct75	info from Antonov file; sole candidates are 71351, 71352 and 71356
33 05	CCCP-26558 RA-26558 RA-26558	An-26 An-26 An-26	AFL/Urals-MQF Aeroflot Magnitogorsk Air	mfd mfd trf	30oct75 19mar93 12apr94	but never painted up; impounded because of debts 02apr98 and offered for sale by Russian privatisation agency 19jun98; soc 15nov03 as life-time expired; canx 02aug04; sat wfu at Magnitogorsk (N53.385651 E58.759915) still in full Aeroflot c/s with faded prefix, l/n jul07/2014 info from Antonov file; sole candidates are 71351, 71352 and 71356
33 06	not known	An-26	Yugoslav Air Force	mfd	29oct75	
33 07	not known "07" red	An-26T An-26T	Soviet Air Force Russian Air Force	mfd Akc	1975 23may09	opb 929 GLITs at Akhtubinsk; in light grey c/s with Red Stars, no titles; struck off charge may10; scrapped at Akhtubinsk may12
33 08	71364 71364 71364	An-26 An-26 An-26	Yugoslav Air Force Serb. & Monteneg.AF Serbian Air Force	mfd ZAG CND	25oct75 13nov99 29jul06	d/d 21jan76; opb 677 trae at Nis; f/n aug90 opb 677 trae at Batajnica; l/n BJJ 04aug03 opb 138 trae at Batajnica; in grey/green camo c/s with light grey undersides, with new roundels; underwent overhaul/upgrade at Rostov-na-Donu ARZ 412 between 10nov08/24apr09 and repainted 25mar09 in to all-grey c/s; l/n LWO 06jul13
33 09	CCCP-26559 RA-26559 UN-26559 RA-26559 9L-LFL	An-26 An-26 An-26 An-26 An-26	AFL/Magadan Mavial Tulpar Air Service ... Continental 748 Air Services	mfd trf PRG KGL rgd	03nov75 unknown 22jul00 07oct03 20jun05	but not current on the Russian register this date f/n LKG may08 titles not reported; regarded as non airworthy in Antonov list nov06 and banned from flying in Kenya; listed in JP07/08 as opb 748 Air services; de-registered 08apr08; l/n LKG (N4.2045183 E34.342958) oct08, possibly awaiting sale; removal ordered 14aug20 failing which sale by auction will proceed; due for auction 22nov21, owner listed as Flight Path rgd 10dec75; version given in MGA document as 'RV'; f/n IKT 06sep89
33 10	CCCP-26560 RA-26560 RA-26560	An-26 An-26 An-26	AFL/East Siberia Aeroflot Ulan-Ude Avn Ent.	toc Niz trf	21nov75 11jun93 28dec94	seen UUD 21apr97, in Aeroflot c/s and titles with c/n painted as '57303310'; soc 21jul98 as life-time expired; canx 22jul98; seen UUD (N51.803277 E107.45237) 26nov06 wfu and 09jul09 engineless; l/n sep14, dumped the first aircraft with a new reinforced cross-bar for the overhead cargo hoist (allowing 2 tons instead of 1.5 tons to be lifted), became standard from this c/n onwards; the serial was incorrectly painted and later corrected to 71362
34 01	71326	An-26	Yugoslav Air Force	mfd	04nov75	opb 677 trae at Nis operational in 2004 but wfu by 2006; l/n BJJ aug08/sep12, stored and used for spare parts for the remaining operational Serbian Air Force An-26s d/d 26jan76; opb 677 trae at Nis; f/n DBV jul76 l/n Tanagra 17sep05 l/n BJJ oct08/sep12, stored; was earmarked for overhaul and upgrade 2009/2010, for 138 trae opb 677 trae at Nis; f/n INI 29jul90 stored from 2004, 400 metres SW of the runway 11 threshold (N43.33857 E21.83928), l/n may14/jul23, derelict d/d 05feb76; opb 677 trae at Nis; f/n ORY 19jun87; l/n ZAG 11sep90 l/n BRQ 10sep05; wfu by 2006; l/n stored BJJ sep09/sep12; was earmarked for overhaul and upgrade 2009/2010, for 138 trae l/n Linton-on-Ouse 01jul13; stored at Kecskemet; l/n 28aug21 l/n MUC 24may20; withdrawn from service 11jun20 and reported into storage at Kecskemet; performed farewell last flight 23jun20, ending Hungarian AF An-26 operations l/n Kecskemet 28aug21 on display l/n Kecskemet 02feb18/28aug21; stored Chinese Air Force; f/n Wuhan-Hankou 11oct88; l/n Wuhan-Hankou 15may01 Chinese Air Force; f/n Wuhan-Hankou 11oct88
	71362 71362	An-26 An-26	Yugoslav Air Force Serb. & Monteneg.AF	r/r	early76	
34 02	71371 71371 71371	An-26 An-26 An-26	Yugoslav Air Force Serb. & Monteneg.AF Serbian Air Force	mfd BJY MJI	12nov75 15jun03 18nov06	
34 03	71374 71374	An-26 An-26	Yugoslav Air Force Serb. & Monteneg.AF	mfd INI	14nov75 01aug06	
34 04	71382 71382	An-26 An-26	Yugoslav Air Force Serb. & Monteneg.AF	mfd BJY	30nov75 30dec03	
34 05	405	An-26	Hungarian AF	d/d	20nov75	
34 06	406	An-26	Hungarian AF	d/d	20nov75	
34 07	407	An-26	Hungarian AF	d/d	22nov75	
34 08	769	An-26	Civ Avn Adm China	d/d	1975	
34 09	770	An-26	Civ Avn Adm China	d/d	1975	
34 10	not known "02" red	An-26 An-26	Soviet Air Force Russian Air Force	mfd Lev	1975 25feb11	probably opb 186 osap at Levashovo; in light grey c/s with Red Stars and Russian flag below the cockpit; sat derelict at Levashovo from about 2000, seen feb11/aug15; possibly scrapped by 2018
35 01	"01" blue "03" yellow	An-26 An-26	Soviet Air Force Belarus Air Force	no Mma	reports 09sep94	code visible under paint, when seen in jul19 in old Soviet grey c/s with red star; opb 50 SAB at Minsk-Machulishchi; seen Minsk-Machulishchi 10feb07 with Belarus flag; seen Minsk-Machulishchi 30may09 and stored by 2010; l/n Minsk-Machulishchi 23apr11; seen preserved at Karobchitsy Garadzenski Maentak Park (N53.596356 E23.739777) apr15; l/n 28jul19 rgd 22jan76; f/n BKA 01jun92 f/n TJM 14may95, in Aeroflot c/s and titles; soc 05jul96 as life-time expired; canx 26jun97 canx 27mar86
35 02	CCCP-26561 RA-26561	An-26 An-26	AFL/Tyumen Tyumen Airlines	toc trf	04jan76 31aug94	
35 03	CCCP-26161	An-26	Soviet Air Force	rgd	26sep83	
35 04	CCCP-26640 CCCP-26640 CCCP-26640	An-26 An-26 An-26	MRP NPO "Vzlyot" AFL/International MRP NPO "Vzlyot"	rgd rgd trf	22mar76 22feb78 unknown	f/n SXF 01feb79, in Aeroflot c/s and titles; trf to the Soviet Air Force 29jun88 f/n Tassar 13aug91, in non-standard Aeroflot c/s with grey underside, dark blue cheatline, Soviet flag on tail and very large registration on rear fuselage and with 'Aeroflot' titles; calibration aircraft, c/n in logbook and the Russian Register; CofR renewal issued 24mar94, but operator not given, was still a laboratory aircraft canx 31mar9. (probably 1998); soc 09apr98; l/n KLF 16aug01; with normal blister window; seen Yermolino 02sep02, titles not reported
	RA-26640	An-26	Aeroflot c/s, n/t	KLF	01may95	mentioned in ICAO/BV document jun08 as owned by Armtranscont and opb Vertir; registration without dash; in white c/s with red cheatline, no titles; reportedly flew ADJ-Yerevan-Erebuni 10sep07; version painted as such with old type blister window; on Armenian register 01jan09; opb Air Highnesses; l/n FJR 13mar10/16sep11, stored and FJR 18nov11; c/n confirmed; in all-white c/s with red no titles; still present sep22
	EK-26440	An-26B	Navigator Airlines	KBL	10feb08	mentioned in ICAO/BV document jun08 as owned by Armtranscont and opb Vertir; registration without dash; in white c/s with red cheatline, no titles; reportedly flew ADJ-Yerevan-Erebuni 10sep07; version painted as such with old type blister window; on Armenian register 01jan09; opb Air Highnesses; l/n FJR 13mar10/16sep11, stored
35 05	3X-GDF CCCP-26562 RA-26562	An-26B An-26 An-26	not known AFL/Far East Dalavia	FJR mfd trf	11nov11 dec75 01jun93	mentioned in ICAO/BV document jun08 as owned by Armtranscont and opb Vertir; registration without dash; in white c/s with red cheatline, no titles; reportedly flew ADJ-Yerevan-Erebuni 10sep07; version painted as such with old type blister window; on Armenian register 01jan09; opb Air Highnesses; l/n FJR 13mar10/16sep11, stored
35 06	CCCP-26563 RA-26563 RA-26563	An-26 An-26 An-26	AFL/West Sib.-OVb Aeroflot Sibir	mfd OVb trf	29dec75 02jul93 29dec94	mentioned in ICAO/BV document jun08 as owned by Armtranscont and opb Vertir; registration without dash; in white c/s with red cheatline, no titles; reportedly flew ADJ-Yerevan-Erebuni 10sep07; version painted as such with old type blister window; on Armenian register 01jan09; opb Air Highnesses; l/n FJR 13mar10/16sep11, stored
	26563	An-26	Sudanese Air Force	KRT	02may06	mentioned in ICAO/BV document jun08 as owned by Armtranscont and opb Vertir; registration without dash; in white c/s with red cheatline, no titles; reportedly flew ADJ-Yerevan-Erebuni 10sep07; version painted as such with old type blister window; on Armenian register 01jan09; opb Air Highnesses; l/n FJR 13mar10/16sep11, stored
	7705	An-26	Sudanese Air Force	KRT	27aug07	mentioned in ICAO/BV document jun08 as owned by Armtranscont and opb Vertir; registration without dash; in white c/s with red cheatline, no titles; reportedly flew ADJ-Yerevan-Erebuni 10sep07; version painted as such with old type blister window; on Armenian register 01jan09; opb Air Highnesses; l/n FJR 13mar10/16sep11, stored
35 07	CCCP-26564 RA-26564	An-26 An-26	AFL/Far East-KHV Dalavia	mfd trf	27dec75 01jun93	mentioned in ICAO/BV document jun08 as owned by Armtranscont and opb Vertir; registration without dash; in white c/s with red cheatline, no titles; reportedly flew ADJ-Yerevan-Erebuni 10sep07; version painted as such with old type blister window; on Armenian register 01jan09; opb Air Highnesses; l/n FJR 13mar10/16sep11, stored
35 08	CCCP-58646 RA-58646 RA-58646 ST-AWT ST-AWT	An-26 An-26 An-26 An-26 An-26	MAP Orenburg MSZ Aeroflot c/s, n/t Antares Eyr Air West Express Ababeel Aviation	mfd REN rgd SHJ	29dec75 21apr97 26may99 jan04 16feb04	mentioned in ICAO/BV document jun08 as owned by Armtranscont and opb Vertir; registration without dash; in white c/s with red cheatline, no titles; reportedly flew ADJ-Yerevan-Erebuni 10sep07; version painted as such with old type blister window; on Armenian register 01jan09; opb Air Highnesses; l/n FJR 13mar10/16sep11, stored
35 09	ST-AWT not known "02" red	An-26 An-26PS An-26PS	Alfa Soviet Air Force Russian Air Force	FJR mfd Azp	01jul09 20dec75 jun15	mentioned in ICAO/BV document jun08 as owned by Armtranscont and opb Vertir; registration without dash; in white c/s with red cheatline, no titles; reportedly flew ADJ-Yerevan-Erebuni 10sep07; version painted as such with old type blister window; on Armenian register 01jan09; opb Air Highnesses; l/n FJR 13mar10/16sep11, stored
35 10	not known not known	An-26PS An-26PS	Soviet Air Force Russian Air Force	mfd	20dec75	mentioned in ICAO/BV document jun08 as owned by Armtranscont and opb Vertir; registration without dash; in white c/s with red cheatline, no titles; reportedly flew ADJ-Yerevan-Erebuni 10sep07; version painted as such with old type blister window; on Armenian register 01jan09; opb Air Highnesses; l/n FJR 13mar10/16sep11, stored
36 01	CCCP-47342	An-26	Soviet Air Force	mfd	20dec75	mentioned in ICAO/BV document jun08 as owned by Armtranscont and opb Vertir; registration without dash; in white c/s with red cheatline, no titles; reportedly flew ADJ-Yerevan-Erebuni 10sep07; version painted as such with old type blister window; on Armenian register 01jan09; opb Air Highnesses; l/n FJR 13mar10/16sep11, stored
	RA-47342	An-26	Russian Air Force	OVB	14may05	mentioned in ICAO/BV document jun08 as owned by Armtranscont and opb Vertir; registration without dash; in white c/s with red cheatline, no titles; reportedly flew ADJ-Yerevan-Erebuni 10sep07; version painted as such with old type blister window; on Armenian register 01jan09; opb Air Highnesses; l/n FJR 13mar10/16sep11, stored
36 02	not known	An-26	Soviet Air Force	mfd	12feb76	mentioned in ICAO/BV document jun08 as owned by Armtranscont and opb Vertir; registration without dash; in white c/s with red cheatline, no titles; reportedly flew ADJ-Yerevan-Erebuni 10sep07; version painted as such with old type blister window; on Armenian register 01jan09; opb Air Highnesses; l/n FJR 13mar10/16sep11, stored
36 03	603	An-26	Hungarian AF	d/d	04jan76	mentioned in ICAO/BV document jun08 as owned by Armtranscont and opb Vertir; registration without dash; in white c/s with red cheatline, no titles; reportedly flew ADJ-Yerevan-Erebuni 10sep07; version painted as such with old type blister window; on Armenian register 01jan09; opb Air Highnesses; l/n FJR 13mar10/16sep11, stored
36 04	not known	An-26	Yugoslav Air Force	mfd	28jan76	mentioned in ICAO/BV document jun08 as owned by Armtranscont and opb Vertir; registration without dash; in white c/s with red cheatline, no titles; reportedly flew ADJ-Yerevan-Erebuni 10sep07; version painted as such with old type blister window; on Armenian register 01jan09; opb Air Highnesses; l/n FJR 13mar10/16sep11, stored
36 05	"09" blue	An-26	Ukrainian Navy	Sai	08may98	mentioned in ICAO/BV document jun08 as owned by Armtranscont and opb Vertir; registration without dash; in white c/s with red cheatline, no titles; reportedly flew ADJ-Yerevan-Erebuni 10sep07; version painted as such with old type blister window; on Armenian register 01jan09; opb Air Highnesses; l/n FJR 13mar10/16sep11, stored

	"09" yellow	An-26	Ukrainian Navy	IEV	06jan08	opb 10 mabr at Saki-Novofyodorovka until 03mar14; in medium blue/light blue camo c/s with light grey undersides, 'Viskovo-Morski Sily Ukrainy' titles and a Ukrainian Navy flag behind the cockpit; relocated from Saki-Novofyodorovka to Mykolayiv-Kulbakino 03mar14 and based there since; in its old c/s Mykolayiv-Kulbakino 25mar14; repainted in 'digital' medium grey/dark grey/bluish grey camo c/s with light grey undersides, 'Viskovo-Morski Sily Ukrainy' titles and a Ukrainian Navy flag behind the cockpit; f/n as such IEV 09dec14; l/n Mykolayiv-Kulbakino 23sep21
36 06	71359	An-26	Yugoslav Air Force	ZAG	25dec79	opb 676 traee at Zagreb; l/n ZAG 11sep90
36 07	71359 "10" "10"	An-26 An-26 An-26	Serb. & Monteneg.AF Strat.Rocket Force Russian Air Force	BJY no trf	15jun97 reports 01jun10	destroyed Batajnica 1999 during NATO raids, hangar roof collapsed whilst undergoing maintenance
36 08	RF-90340 71366 71366 3X-GEU	An-26 An-26 An-26 An-26	Russian Air Force Yugoslav Air Force Serb. & Monteneg.AF Windmill Markets	no mfd BJY rgd	reports 26jan76 15jun97 16feb09	ph. 22jan13 opb 1050sae at Omsk-Severny; grey colour scheme; tactical code faded but probably blue; l/n Omsk-Severny 11oct13 details from airforce.forum.ru mar15 opb 676 traee at Zagreb; f/n ZAG 25dec79; l/n ZAG 11sep90 l/n BJV 04aug03; seen stored BJV 2004/aug08, serial painted out and reportedly sold to Russia in 2008 flew ESB-THR 03sep09 for GaleX Guinée, all white c/s, no titles; canx 28nov12
36 09	not known	An-26	Soviet Air Force	mfd	03feb76	opb mil. unit 25882 at Gorelovo; soc in 1977 ("Ob-2")
36 10	not known "19" blue "19" red	An-26PS An-26PS An-26PS	Russian Air Force Soviet Air Force Russian Air Force	NSK Azp	13may95 10aug05	opb 185 TsBP i BPr at Privolzhski; in basic Aeroflot c/s with Russian flag on fin, no titles; overhauled 19aug03; l/n CKL 13aug12
	RF-36058	An-26PS	Russian Air Force	CKL	feb13	also carried code "19" red; opb 185 TsBP i BPr at Privolzhski; initially in basic Aeroflot c/s with 'VVS Rossii' titles and Russian flag on fin; l/n as such Privolzhski oct16; repainted in basic Aeroflot c/s with 'VKS Rossii' titles and Russian stars during overhaul and code changed to "19" blue; f/n as such CKL 09jun20; l/n Kubinka 26aug21
37 01	not known not known	An-26 An-26	Soviet Air Force Ukraine Air Force	mfd trf	04mar76 1992	offered for sale by SkyBirdHeli 27may06 with t/t 6,896 hours and 5,666 cycles, but was not sold; was to be overhauled by Zavod No. 410 GA at IEV in 2020, but there was a lack of funding after overhaul by Zavod No. 410 GA; opb 456 BrTrA at Vinnytsya-Havryshivka; in dark grey c/s with light grey undersides; officially h/o at Ozerne 06dec21
	"46" blue	An-26	Ukraine Air Force	h/o	04dec21	opb 676 traee at Zagreb; f/n GVA 1977; l/n ZAG 11sep90
37 02	71369	An-26	Yugoslav Air Force	mfd	1976	destroyed Batajnica 1999 during NATO raids, hangar roof collapsed whilst undergoing maintenance
37 03	71369 71377 71377	An-26 An-26 An-26	Serb. & Monteneg.AF Yugoslav Air Force Serb. & Monteneg.AF	BJY mfd trf	15jun97 03feb76 27apr92	seen BJV 04aug03; sat wfu at BJV, used as a donor of spare parts for the remaining operational Serbian Air Force An-26s, seen 2004/sep12; scrapped, date unknown; the cockpit section was integrated into a platform for spotters at BEG, seen nov19/apr23
37 04	not known	An-26	Soviet Air Force	mfd	26feb76	opb mil. unit 28001 at Baku Qala (Kala); soc 30aug83
37 05	CCCP-26565 RA-26565 RA-26565	An-26 An-26B An-26B	AFL/Krasnoyarsk Aeroflot Yeniseiski Merid.	mfd mfd BAK trf	28feb76 10dec92 22dec95	on charge as of 01apr76; rgd 20apr76; f/n LED 12mar90 fuselage seen at Kyiv Svyatoshino 25oct19 resting on trestles; bare metal with c/n stencilled on behind the cockpit
37 06	71379 71379	An-26 An-26	Yugoslav Air Force Serb. & Monteneg.AF	mfd BJY	17feb76 04aug03	d/d 19mar76; opb 676 traee at Zagreb; f/n ZAG 10jun80; l/n ZAG 11sep90 operational in 2004 but wfu by 2006, in poor condition and deemed not to be economical to repair; l/n BJV aug08/sep12, stored without engines and used for spare parts for the remaining operational Serbian Air Force An-26s
37 07	not known "33" red	An-26Sh An-26Sh	Soviet Air Force Russian Air Force	mfd LED	31mar76 06jul94	last overhaul completed 19nov91 opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov; time between overhauls exceeded in 2001; possibly scrapped by 2018
37 08	not known "02" yellow	An-26 An-26	Soviet Air Force Russian Air Force	mfd OVB	28feb76 mar03	opb mil. unit 42841 at Ostafyevo in all-grey c/s; seen Voronezh-Baltmor jun13, with 'VVS Rossii' titles; l/n Voronezh-Baltmor nov13; details from russianplanes.net
37 09	"23" "23" red 4L-BKL	An-26 An-26 An-26	Soviet Navy Ukraine Air Force all-white c/s, n/t	mfd Mkk rgd	28feb76 27may02 20may08	no reports; opb 278 otae 33 TsBP i PLS at Mykolayiv-Kulbakino c/n not checked this date; in grey c/s f/n VIN 13aug08; c/n from Georgian CAA; according to Georgian CAA opb Air West by dec09; l/n Gostomel 03oct10
	4L-BKL	An-26	FlyAdjara		03dec13	in register listing this date; still current 08dec14; l/n KGO 2015 undergoing maintenance, in all white c/s, no titles, reportedly for Air West Georgia
	4L-BKL	An-26	Bravo Air	MGQ	28oct15	owner shown as Bravo Air in register dated 10jul15; seen KGO 2016, in all-white c/s, no titles; still registered 03jan17; l/n JUB 18aug17 wearing an 'IOM' sticker
	4L-BKL 4L-BKL 3D-BKL	An-26 An-26 An-26B	HDP Trade Ltd Bravo Air all white c/s, n/t	no no JUB	reports reports 29oct19	owner changed between 01oct18 and 01jan19 current as of 08mar19; still current 08jun19, but canx before 25jul19 c/n not confirmed but likely; reported opb HDF Trade Ltd (see above); mentioned in official South Sudanese document as permitted to fly a humanitarian flight between Juba and Maban may/jun20 and return to Juba, with operator given as Ultimate Air Services; l/n JUB 06dec21; not present apr22
37 10	CCCP-26566 RA-26566	An-26 An-26	AFL/West Sib.-TOF Toms Avia	mfd trf	28feb76 30mar94	on charge as of 01apr76; rgd 21may76 canx 29mar97; soc 15apr97 as life-time expired
38 01	CCCP-26567	An-26	AFL/Yakutiya	rgd	31mar76	crashed 6km short of the runway at Khandyga 23may76; soc 30dec76; seen Khandyga Airport 04jul92 derelict
38 02	not known	An-26	Soviet Navy	mfd	18mar76	initially opb otrayad upravleniya 143 mrad at Mongokhto-Kamenny Ruchei; trf to the SAR detachment at Gai-Matka around 1990/91
	"06" blue	An-26	Russian Navy	Mok	10oct03	opb 355 osae at Mongokhto-Kamenny Ruchei from 1994 to 2009; in light grey c/s with Red Stars, Russian flag on nose and yellow propeller tips, no titles; l/n as such VVO 01apr09; stored with 71 ovtae at VVO from 2009, but officially on charge of 7062 AvB at Nikolayevka; f/n with Russian stars and blue propeller tips VVO 09apr12; ferried via OVB 15dec15; under overhaul with 308 ARZ in 2016
38 03	not known	An-26	Angola	mfd	29mar76	confirmed exported to Angola
38 04	not known	An-26	Angola	mfd	23mar76	confirmed exported to Angola; soc in 1982
38 05	12-22 14-22 T-52 CU-T1422 14-22	An-26 An-26 An-26 An-26 An-26	Cuban Air Force Cuban Air Force Angolan Air Force Cub AF/Cubana c/s Cuban Air Force	d/d no SNN w/o	1976 may89 11mar89 11sep89	serial from Cuban sources re-serialled according to Cuban sources according to Cuban sources
38 06	14-23 D2-MIR CU-T1423 CU-T1423	An-26 An-26 An-26 An-26	Cuban Air Force Angolan Government Cub AF/Cubana c/s Aerogaviota	d/d MAD	1976 may89 03jun91	crashed into the sea on approach to Playa Baracoa, killing all 7 on board; Cuban sources report the accident happened when flying as CU-T1422
38 07	71385 71385	An-26 An-26	Yugoslav Air Force Serb. & Monteneg.AF	mfd Hrd	20mar76 31aug98	and SNN same date; in all-grey c/s, blue undersides with Cubana titles on rear of fuselage in fleet list 1995/1999 but no reports opb 676 traee at Zagreb; f/n ZAG 10jun80; l/n OST 31may91 damaged at BEG 14aug00 when undercarriage was not extended and belly-landed; photos 2004/2005 without outer wings, engines with tail removed, serial not visible toc 15apr76; rgd 05may76; in 'polar' c/s; f/n KJA 01jul92
38 08	CCCP-26568 RA-26568 RA-26568	An-26 An-26 An-26	AFL/Krasnoyarsk Aeroflot Norilsk Avn Ent.	mfd NSK trf	30mar76 13may95 22dec95	probably carried 'Norilsk Avn Ent.' titles at some stage; dbr 24aug98 on landing at Norilsk when the right landing gear collapsed; soc and canx 06jun00 as life-time expired; fuselage dumped at Norilsk, titles painted out; l/n as such 19jul11; visible on GE in 2012 but gone by jun13, presumed scrapped toc 07apr76; rgd 26may76; opb 299 LO; w/o 26mar79 (local time, according to Moscow time still 25mar79) on a flight from Krasnoyarsk to Baikit at night (carrying 3,700 kg of oranges) when the captain neglected the prescribed pattern on go-around and the aircraft hit tree tops 1,700 metres behind the runway threshold, came to rest on top of a hill (410 metres) 310 metres after the first impact, broke up and caught fire, 1 of the 6 crew and 3 of the 6 passengers killed and all survivors injured; t/t 4,524 hours 50 minutes and 2,148 cycles; soc 24apr79
38 09	CCCP-26569	An-26	AFL/Urals-MQF	mfd	30mar76	in all-white c/s with dark green cheatline and titles in Arabic; l/n SDA dec00 late mfd; opb Voroshilovgradskogo VVAUSH was used as a navigator training aircraft; version as such in Soviet register with mfd as dec76; f/n LED 16jul91; see c/n 6701 l/n KGO 24apr99; in Aeroflot c/s, no titles version from register; f/n SHJ 11oct00; l/n LPA 30dec02; in white c/s, red cheatlines and trim, grey undersides with 'July Morning' titles by the cockpit; canx 31jul03; seized by the Belize Government 29aug03 at Blue Creek whilst drug running, became stuck in the mud and was abandoned; flown out to Belmopan, Belize, 27may05 for overhaul; sold to the USA 22jul05 for \$ 49,900 and advertised on e-Bay aug05 for auction minus log books for which \$10,000 was offered; sold 'as is, where is' (Belize); l/n BZE (N17.538455 W88.303256) 25jan09/05nov09, all-white c/s no titles; no longer visible on GE jul14; see An-32 c/n 1706
38 10	YI-ALA	An-26	Iraq Airways	d/d	1976	Chinese Air Force; f/n Wuhan-Hankou 15oct88; seen Wuhan-Hankou 15may01; l/n 19nov04, location unknown
39 01	not known CCCP-26505(2)	An-26Sh An-26Sh	Soviet Air Force AFL/Kirovograd FS	mfd rgd	02dec76 20sep90	toc 30apr76; rgd 07jun76; was the first An-26 based at SCW f/n LED 09jun94, in Aeroflot c/s and titles; soc and canx 06feb97 as to Bulgaria/Air Sofia was already leased by this date, but bought 06feb97; l/n Paya Lebar 17may97 l/n XSP nov98
	UR-26505(2) ER-AFH	An-26Sh An-26B	Ukr Flt State Ac Aerocom, n/t	KGO rgd	15jul93 22sep00	
39 02	not known "20" blue	An-26Sh An-26Sh	Soviet Air Force Ukraine Air Force	mfd trf	30apr76 1992	opb 299 BrTA (military unit A4465) at Mykolayiv-Kulbakino; in basic 'blue' Aeroflot c/s, no titles; f/n Mykolayiv-Kulbakino 09oct04; mentioned in a document 06sep08 as for disposal; sat wfu at Mykolayiv-Kulbakino, seen aug10/aug13; ownership was trf by the Ukrainian MoD from military unit A4465 to the municipality of Melitopol, with the hand-over process taking place 17feb21/14apr21; transported on low loaders from Mykolayiv to Melitopol in 2020; was stored on the premises of military unit A3840 at Melitopol by feb21; the fuselage is to be preserved at the crossing of ul. Interkulturmaya and ul. Voinov-internatsionalistov (near the main bus station) at Melitopol; see also "20" blue in camo c/s with unknown c/n which is a different aircraft
39 03	771	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n Wuhan-Hankou 15oct88; seen Wuhan-Hankou 15may01; l/n 19nov04, location unknown
39 04	CCCP-26570 RA-26570 LZ-SFH LZ-SFH	An-26 An-26 An-26 An-26	AFL/Komi-SCW Komiavia Air Sofia Mandala	mfd trf trf XSP	apr76 22feb94 18nov96 04jun97	

	LZ-SFH	An-26	Air Sofia, n/t	OST	13jan01	with additional three 'Dalmatian dogs' on the nose, OST 09apr01; seen with additional ACS tail logo OST 10may01/19jun01; l/n BKK 19nov02, all-white c/s
	LZ-SFH	An-26	Vietnam Air Serv.	PNH	28jan04	in all-white c/s with titles; l/n SGN 26dec04
	LZ-SFH	An-26	all-white c/s, n/t	CXB	06nov05	stored and still present 04nov06/10apr12 in poor shape (flat tyres etc.); was opb Bismillah Airlines; moved to outer apron (N21.449092 E91.966385) in 2012; no longer visible on GE 12jan14; l/n in pieces in the residential area of Uttara 28dec15, reportedly owned by an aeronautical institute (N23.874788 E90.392082) with registration still visible; not c/n 12603 as reported previously elsewhere
39 05	772	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; preserved at Shenyang Aerospace Museum, f/n jul16; (N41.923972 E123.39341); l/n 30apr23
39 06	773	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n Wuhan-Hankou 11oct88; l/n Wuhan-Hankou 15may01
39 07	not known "07" yellow	An-26	Soviet Air Force	mfd	28feb76	overhauled aug92
	"01" blue	An-26	Ukraine Air Force	trf	1992	c/n confirmed; opb 15 BrTrA at KBP; in white/light grey c/s with 'Ukrainian flag' cheatline; f/n IEV 04aug08; arrived for overhaul with Zavod No. 410 GA at IEV 12feb18
39 08	774	An-26	Civ Avn Adm China	d/d	1976	opb 15 BrTrA at KBP; in grey c/s with light grey undersides and 'Ukrainian Armed Forces' titles in Ukrainian and English; h/o after overhaul 15nov19; l/n KBP 05feb21
39 09	CCCP-26571 RA-26571	An-26	AFL/Far East Aeroflot	mfd	29apr76	Chinese Air Force; f/n HAN 19sep74 (but year of sighting must be incorrect); l/n Wuhan-Hankou 11oct88
	RA-26571 RA-26571	An-26	Dalavia Lyotnyye proverki	KHV	07jul94	toc 12may76; rgd 01jul76; according to ADB an An-26SLK
		An-26		IKT	03jul01	l/n KHV 12may95, in 'polar' c/s with c/n painted as '67303909', already modified to a laboratory aircraft equipped with ASLK-75 equipment by this date
		An-26		BKA	25jun05	laboratory aircraft equipped with ASLK-75 equipment; l/n KHV 03jul04; see rgd below
39 10	not known	An-26	Soviet Air Force	mfd	30apr76	laboratory aircraft equipped with ASLK-75 equipment; rgd 01jul02 to Spetsavia (Spetsavia is the new name of the Bykovo Avia flight check squadron); in basic Aeroflot c/s, full titles read 'Lyotnyye proverki i sistemy' (Flight checks and systems); l/n MJZ 23jun20
40 01	"55" blue	An-26	Russian Navy	mfd	29apr76	opb mil. unit at Khabarovsk
	9Q-CYN	An-26	Aviatriade Congo	PNR	oct05	mfd reported by Antonov; based at Kacha 16sep96; f/n Yevpatoriya 24aug97, c/n checked; in all-grey c/s; l/n Yevpatoriya 30apr99, c/n not checked
	9Q-CYN	An-26	Thom's Airways	rgd	11jan06	photo exists as such, in white c/s with grey undersides and titles in red, 'AVK' on the tail
	9Q-CYN	An-26	Air 4001		15sep06	Antonov regard the aircraft as no longer airworthy from 29jan06; c/n and operator from Antonov list dated 01feb07, see next line
	9Q-CYN	An-26B	Soft Trans	FIH	16jul07	flew Saki to Mykolayiv (NLV) this date
	9Q-CYN	An-26B	Thom's Airways	TSH	10jun08	in white/dark blue c/s with red trim and titles
	9Q-CYN	An-26B	Air Kasai	FIH	27mar09	in white/dark blue c/s, no titles; l/n FIH 11aug08
		An-26B				in white c/s with wavy blue undersides/lower engine cowlings and stripes across the tail, no titles; l/n GOM 11sep10
40 02	9S-GYN not known "10" red	An-26B An-26Sh	Air Kasai Soviet Air Force Ukraine Air Force	mfd	25may76	reported stored at Ndolo for eight years, re-registered and flown to Sudan for overhaul
	UR-VAI	An-26-100	Baltika	rgd	22mar05	opb 46 uap Luganskogo VVAUSH; f/n Lugansk 27apr99; last overhaul completed 08apr04, t/t 4,620 hours and 3,715 cycles by then; converted to An-26-100, but does not have the additional cabin windows as per many other conversions
	OB-2015-T	An-26-100	Amazon Sky	rgd	14aug12	based at Kryvyi Rih; canx 01oct08; in light blue c/s with light grey belly and trim, with logo on fin, no titles; f/n Mykolayiv-Kulbakino 03sep09, stored; ferried from Mykolayiv-Kulbakino to NLV 12jul12; l/n NLV 20jul12
	OB-2015-P	An-26-100	Amazon Sky	rgd	12apr13	registration painted on as 'OB2015T'; in light blue c/s with light grey belly and trim, no titles; ferried from NLV to KBP 06sep12; f/n IEV 07sep12 (had arrived the previous night); l/n IEV 24sep12; ferried from IEV via BGO to KEF 28/29sep12
	OB-2015-P	An-26-100	Lionel Air	LIM	18jan20	registration with two hyphens; in light blue c/s with light grey belly and trim, with titles; f/n LIM 15mar14; CoFA expired 13may15; l/n LIM 18aug15; still current on register in 2016, but with an expired CoFA
40 03	775 3611	An-26	Civ Avn Adm China	d/d	1976	registration painted on as 'OB2015P'; in white c/s with dark blue trim and light grey belly, with titles; l/n LMA 18nov20
		An-26	China Air Force	Chp	21sep16	Chinese Air Force; f/n Wuhan-Hankou 11oct88; l/n Wuhan-Hankou 02oct99
40 04	776	An-26	Civ Avn Adm China	d/d	1976	seen preserved in the China Aviation Museum at Shahezhen AFB, (Changping, N40.185807 E116.36078); l/n 17jun23
40 05	777	An-26	Civ Avn Adm China	mfd	20may76	Chinese Air Force; f/n Wuhan-Hankou 11oct88; l/n Wuhan-Hankou 15may01
40 06	not known "07" blue	An-26	Soviet Navy	mfd	27may76	Chinese Air Force; no reports; info from Antonov file
		An-26	Russian Navy	VVO	09apr12	initially opb 71 ovtae at VVO and later by 7062 AvB at Nikolayevka; in basic Aeroflot c/s with Red Stars. no titles; last overhaul completed 08dec92; stored at VVO by 2012; l/n aug18
40 07	CCCP-26153	An-26	Soviet Air Force	rgd	01jun87	canx but date unknown
40 08	not known "54" blue	An-26	Soviet Navy	mfd	28may76	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; opb 917 osap at Kacha (Crimea); in grey c/s with a dolphin behind the cockpit; tender for repair of outer wing published 04aug08; last overhaul completed 24dec08; l/n Kacha 25aug10
	RF-46873	An-26	Russian Navy	Kac	24sep12	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; also carried code "54" blue; opb 7057 AvB at Kacha (Crimea); in light grey c/s with 'MA VMF Rossii' titles, Russian stars, a dolphin badge behind the cockpit and an unknown badge on the engine cowling; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life, version given as just An-26; l/n ZIA 29aug19
40 09	CCCP-26572 RA-26572	An-26	AFL/East Sib.-IKT Baikalavia	mfd	31may76	on charge as of 01jul76; rgd 09jul76; f/n YKS 03jul92
		An-26		trf	30jun93	l/n YKS 13may95
40 10	CCCP-26573 RA-26573	An-26	AFL/Yakutiya-YKS Aeroflot	mfd	30may76	soc and canx 03jun96 as life-time expired
	RA-26573	An-26	Sakha Avia	trf	20jul95	
41 01	not known "08" red	An-26Sh	Soviet Air Force	mfd	1976	
	TN-AIL	An-26Sh	Ukraine Air Force	trf	1992	f/n Lugansk-Ostraya Mogila 27apr99; opb 46 uap Luganskogo VVAUSH
41 02	CCCP-93929	An-26B	Canadian Airways	rgd	05jul10	c/n and version from register; no reports; canx 26apr15, fate unknown
41 03	not known RA-26247	An-26	MRP Soltsevo Soviet Air Force	rgd	02aug76	canx 1984
		An-26	Yaik	mfd	16jun76	based in the Orenburg region; probably h/o to Yaik for overhaul in 1993
	RA-26247	An-26-100	Avialinii Mordovii	rgd	06jun94	trf 30jun94; Yaik applied to a court demanding from the Russian Air Force return of the aircraft, but this application was rejected by a court order dated 07dec98; probably it was this aircraft that was seen at Orenburg-2 (Southwest) 27aug03 in full Yaik c/s, but the serial could not be read
41 04	CCCP-26574 RA-26574 D2-FDA ER-AWV	An-26	AFL/Magadan Aeroflot	mfd	21jul76	in basic 'blue' Aeroflot c/s, no titles; new CoFR issued 22jun07; c/n painted on in error as '67304103', read off as such AER 28jul08 and 27aug09; t/t 4,524 hours and 3,233 cycles by 01jan10; CoFA expired 28jan10; the operator's certificate of Avialinii Mordovii was revoked feb13; canx 03feb21
	ER-AWV	An-26	Aeroflot c/s, n/t	GDX	08jul94	toc sep76; rgd 03nov76
	ER-AWV	An-26		no	reports	l/n GDX 12may95; canx 20mar00; soc 25mar00 as life-time expired
	ER-AWV	An-26		rgd	17may02	in JP-03 as to, see next line
	ER-AWV	An-26	Pecotox Air UTAGE	rgd	08oct04	ex reg D2-FDA also confirmed in Moldovan register; f/n LPA 25feb03; l/n LPA 03jun03, opb Compagnie Mauritanienne des Transports; current nov03 with ATI Airlines; canx 18aug04 as to Russia
	ER-AWV	An-26	Pecotox Air	photo		at KIV 2005 (probably more likely to have been 2006, see next line), in all-white c/s with red/yellow stripes and a 'Tiger' on the fin and UTAGE titles
	S9-KAV (1)	An-26	UTAGE	KIV	09dec05	in all-white c/s with wavy red/yellow stripes and a 'Tiger' on the fin, no titles; l/n KIV 17may06, as such, with a blister window; still in fleet list 02nov06; canx as to Sao Tome 28sep07
	S9-KAV (1)	An-26	blue/white c/s,n/t	SSG	09nov07	c/n not confirmed, but likely; in all-white c/s with blue titles, with a blister window; l/n SSG 16nov07; also see S9-KAV (2) with unknown c/n
	S9-KAV (1)	An-26	Trast Aero	FJR	14sep08	c/n not confirmed, may have already been the second use of marks
	3X-GET (2)	An-26B	GR Avia	FJR	23jan09	c/n not confirmed, may have already been the second use of marks; l/n FJR 02mar09
		An-26B		rgd	16nov09	included in their Guinea AOC dated 18nov10 with version given as such; canx 28nov12; seen DIR oct14/17dec15 stored, version painted as such, in all white c/s with blue tail, no chevrons or titles; without blister or observation window on the port side; also see An-26B-100 3X-GET with unknown c/n
41 05	not known "06" blue	An-26	Soviet Air Force	mfd	16jun76	opb 257 osap at Khabarovsk-Tsentralny; in grey c/s with Red Stars, no titles; carried a 'Sakhalin' badge below the cockpit on the right-hand side; seen Khabarovsk-Tsentralny jun12; l/n Khabarovsk-Tsentralny 15aug18, wfu
41 06	"25" red	An-26	Russian Air Force	Khb	2010	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; based at Levashovo from the early 2000s until 2009; c/s similar to the 'polar' Aeroflot colours, Russian flag on fin; l/n as such Levashovo 19jul06; overhauled by 308 ARZ in 2009 and based at Chita from 06nov09; opb AvG 6980 AvB at SVX from 2010
	RF-36017	An-26	Russian Air Force	SVX	06mar12	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; also carried code "25" red; opb AvG 6980 AvB at SVX; in light grey c/s with Red Stars, no titles; registration applied in autumn 2011; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; l/n SVX 08jul19
41 07	778	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n PEK 29aug97; l/n 19nov04, location unknown
41 08	779	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force
	779	An-26	China United Al	NAY	01jun94	
41 09	CCCP-26575(2)	An-26	Aeroflot/KShVLP	toc	13jul76	Kirovograd Advanced Flying Training College; rgd 04aug76; f/n REN 1977; trf to the Kryvyi Rih technical School jan88; canx 10apr89; soc 27apr89 as worn out; seen Kryvyi Rih technical School (N47.934827 E33.321084) jul96/04jun22; see c/n 2504
41 10	not known "90" red	An-26Sh	Soviet Air Force	mfd	30jul76	initially opb 604 uap at Chelyabinsk-Shagol; trf to 46 uap at Voroshilovgrad-Ostraya Mogila mar82
	RF-36149	An-26Sh	Russian Air Force	Chh	apr21	opb 4 ae ChVVAISH (redesignated 221 UAVB) at Chelyabinsk-Shagol; overhaul completed 26nov10; in light grey c/s with Russian stars, no titles; f/n Chelyabinsk-Shagol 18aug11; l/n without titles OVB 30may16; received 'VVS Rossii' titles; f/n as such Chelyabinsk-Shagol 10mar17; l/n Chelyabinsk-Shagol 2018
		An-26Sh				also carried code "90" red; opb 221 UAVB at Chelyabinsk-Shagol; in light grey c/s with 'VKS Rossii' titles and Russian stars
42 01	780	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n Wuhan-Hankou nov91; l/n Wuhan-Hankou 15may01
42 02	781	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force
42 03	782	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force

42 04	"01"	An-26	Strat.Rocket Force	mfd	13apr76	opb 84 osap at Klyuchi (Kamchatka); w/o 06may83 on a flight from Petropavlovsk-Kamchatski to Klyuchi when tried to land at Klyuchi in below-minima weather conditions (heavy snowfall) at night and struck tree tops on final approach, the right wing hit a building of the met office and the aircraft crashed, all 6 crew and 27 of the 31 passengers (conscripts) kill
42 05	not known	An-26	Angola	mfd	29jul76	confirmed exported to Angola; Antonov file states 'burned down in air', possibly the aircraft which was w/o 12jul77?, see entry in the unknown c/n section
42 06	CCCP-26599	An-26	AFL/Ukraine-DNK	mfd	28jul76	toc 28aug76; rgd 06sep76; f/n LED 17may91, without port side blister as per An-26B, version painted as 'An-26'
	UR-26599	An-26	IREN	BRU	27jan95	I/n ATH aug95, in basic ex Aeroflot c/s with tail logo and titles; version painted as 'An-26'
	26599	An-26	IREN	IEV	11may98	
	UR-26599	An-26	IREN	IEV	04jul99	
	9Q-CTJ	An-26	Executive Aviation	rgd	04jun01	f/n FIH 23mar01, no titles; I/n MTS jan02, as such
	9U-BNO	An-26	Inter Sky Airline	no	reports	c/n, reg and operator from ICAO/Antonov document jul06; Antonov regard this aircraft as no longer airworthy from 27jul04; see next couple of lines which suggests 9U-BHQ and 9Q-CMS are the same aircraft
	9U-BHQ	An-26	Turbot Air Cargo	JNB	30aug02	c/n not confirmed; still present 30apr03 in white/grey c/s
	9U-BHQ	An-26		DKR	10dec03	c/n not confirmed; in white/grey c/s, small titles on nose and rear fuselage, without port side blister and large 'An-26' on nose; I/n TFN 01dec04
	9Q-CMS	An-26	Malilla	rgd	24nov05	seen FIH jan07, titles not reported; c/n and owner from Antonov list dated 01feb07, Antonov still regard this aircraft as no longer airworthy from 20jul04; seen MDK 11oct08 in the same white/grey colours as 9U-BHQ, no titles and without port side blister and large 'An-26' on the nose; seen FIH 12may09, still no titles; I/n AYT 26jul09
	3X-GEN	An-26B	GR Avia, n/t	rgd	06nov09	f/n ACC 03sep10 reportedly opb Itek Air; two-tone blue, grey and white c/s, named 'Yuriy Matviychuk'; included in GR Avia's AOC issued by the Guinea CAA 18nov10; seen DUR 23nov10; c/n reported in a sales advert in the same c/s and without port side blister; reported to have visited Kisangani frequently between nov10 and jan11
	3X-GEN	An-26B	Vulkan Air	CPT	11jan11	two-tone blue, grey and white c/s with small badge below cockpit, named 'Yuriy Matviychuk'; I/n JUB 16mar12; canx 28nov12
	EW-364TG	An-26B	Grodno	no	reports	reportedly flew Yevpatoria - Sevastopol and on to Cairo 25apr13
	EW-364TG	An-26B	Vulkan Air	lsd	2013	f/n JNB 10may13, with Vulkan Air's web address and named 'Yuriy Matviychuk'; I/n JNB 04nov13
	EW-364TG	An-26B	Grodno	SNN	20dec13	still in full Vulkan Air c/s and titles, but returned and opb Grodno Aviakompaniya; I/n IEV 11oct15, on overhaul as such; f/n IEV 01feb16, in all-white c/s, no titles; I/n IEV 04aug16
	S9-GPC	An-26B	not reported	JUB	31mar17	c/n not confirmed but 99% likely; all white, no titles; c/n not checked, tie up from the hex code
	783	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n NKG 13oct88
42 07	CCCP-26600	An-26	AFL/West Siberia	mfd	1976	toc 06aug76; rgd 30aug76; f/n OMS 19aug91; I/n OVB 01jul92
42 08	RA-26600	An-26	Omskavia	trf	30mar94	f/n OMS 12jun94, in Aeroflot c/s and titles; soc 16dec96 as life-time expired; canx 30dec96; used as ground instructional airframe by the Technical Aviation School (IATU GA) at Irkutsk Civil airfield (N52.263313 E104.36429); f/n nov06; I/n 27jun23
42 09	not known	An-26Sh	Soviet Air Force	mfd	1976	
	"01" red	An-26Sh	Ukraine Air Force	trf	1992	f/n Lugansk-Straya Mogila 27apr99; opb 46 uap Luganskogo VVAUSh; in all-grey c/s
	not known	An-26Sh	Soviet Air Force	mfd	1976	last overhaul completed 09feb86
	"25" red	An-26Sh	Ukraine Air Force	OZH	28apr99	opb 46 uap Luganskogo VVAUSh; offered for sale by Ukrainian privatisation agency in 2005 with t/t 4,095 hours and 3,411 cycles; I/n OZH (N47.860473 E35.307868) jul07/15apr19 in all grey c/s, wfu; reportedly acquired by Constanta Airlines apr19
43 01	784	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n SIA 04apr85
	784	An-26	China United AI	IKT	05jul92	I/n Shenyang-Taoxian 28may07
	784	An-26	Civ Avn Adm China	CTU	18may08	
43 02	785	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; photo TYN oct93 with additional CUA logo on tail; seen Wuhan-Hankou 02oct99; I/n Wuhan-Hankou 15may01
43 03	785	An-26	Chinese Air Force	ph.	07jul09	with a 'roundel' painted on the rear fuselage, serial on the tail
	786	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; I/n Wuhan-Hankou 02oct99; I/n CTU 18may08; seen preserved at the Xiamen Red Dot Design Museum 31may19
43 04	not known	An-26	Soviet Air Force	mfd	18aug76	overhaul completed 17may91
	RF-36009	An-26	Russ. Space Forces	ph.	31mar10	opb 17 osae at Plesetsk; tender for the repair of the outer wing issued 12sep07; in light grey c/s with a Russian flag on the fin, the former tactical code was painted out; f/n Vyazma-Dvovyevka 31mar10; received a Spaces Forces badge behind the cockpit; f/n as such Ivanovo-Severnoy 05oct11
	RF-36009	An-26	Russian Air Force	trf	01dec11	overhaul completed 16jul12; opb 17 osae at Plesetsk; in basic 'blue' Aeroflot c/s with a Russian flag on the fin, initially no titles; f/n ZIA 07aug12; received black spinner tips; f/n as such ARH 17aug13; I/n without code feb14; received code "36" red and 'VVS Rossii' titles; f/n as such CKL 12sep14; I/n ZIA oct21
43 05	228	An-26	Afghan Air Force	mfd	27aug76	the first aircraft delivered in 1976; opb 373 transport regiment at Kabul; c/n only confirmed in Antonov list as to Afghanistan, with c/n 4403 given as 229; became see next line
	T-004	An-26	Afghan Air Force			soc 1984
	787	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n Wuhan-Hankou nov91; I/n Wuhan-Hankou 15may01
43 06	788	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n Wuhan-Hankou 11oct88; I/n Wuhan-Hankou 15may01
43 08	"70" red	An-26Sh	Russian Air Force	Chh	10mar10	opb 4 ae ChVVAISH at Chelyabinsk-Shagol; tender for repair of navigation equipment published 07oct08; in light grey c/s with Russian stars, f/n as such Chelyabinsk-Shagol 10mar10; I/n Chelyabinsk-Shagol may14; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life based at Stavropol-Shpakovskoye; overhaul completed 29jul92
43 09	not known	An-26Sh	Soviet Air Force	mfd	30sep76	based at Armavir in 1993/99 and at Balashov in 1999/2002; on charge of Chelyabinskoye ChVVAUSh at Chelyabinsk-Shagol from 2002; in light grey c/s with Red Stars; stored in faded colours at Chelyabinsk-Shagol from 2002, seen aug12/oct16
	"20" blue	An-26Sh	Russian Air Force	trf	1992	in all-grey c/s with Russian stars and 'VKS Rossii' titles, also carried code "20" red; I/n SVX may21
43 10	RF-36061	An-26Sh	Russian Air Force	Chh	may20	Chinese Air Force; f/n Wuhan-Hankou 11oct88
	789	An-26	Civ Avn Adm China	d/d	1976	
	789	An-26	China United AI	IKT	05jul92	
44 01	790	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n NAY 27oct86; I/n Shahezhen 04oct88
44 02	not known	An-26	Soviet Air Force	mfd	30sep76	last overhaul completed 23mar92
	not known	An-26	Russian Air Force			opb 4 ae ChVVAISH at Chelyabinsk-Shagol (redesignated BVAI aug98 and BUATs 01sep02) at Balashov; time between overhauls exceeded in 2004; possibly scrapped by 2018
44 03	229	An-26	Afghan Air Force	mfd	22aug76	f/n KBL jan77; serial and c/n confirmed in Antonov list; f/n KBL opb 373 transport regiment at Kabul; dbr 17jun80 on landing at Kabul; wreck seen dumped at Kabul IAP mar02/jun06
44 04	230 ?	An-26	Afghan Air Force	mfd	16sep76	confirmed exported to Afghanistan, but serial not confirmed for this c/n; f/n KBL jan77; opb 373 transport regiment at Kabul; soc in 1988; wreck seen dumped at Kabul IAP 21mar02/jun06
44 05	"84" red	An-26	Kazakh Air Force	ALA	22apr93	c/n not confirmed; in all-grey c/s; I/n ALA 16apr00; probably became, see next line
	UN-26405	An-26	all-grey c/s n/t	IEV	09may07	c/n not confirmed; with code '84' just visible under the paint and overpainted emblem (Red Star) on the tail
	26405	An-26	bare metal	IEV	30nov07	f/f after rework
	"04" white	An-26	Kaz Border Guards	ALA	19may10	c/n confirmed; in green/sand camo c/s with light blue undersides, white stripe on fin; nationality marking green circle with blue star; arrived at IEV 11jan13 for overhaul; seen IEV 17may13, in green/sand camo c/s with light blue undersides, white stripe on fin; c/n on control column; I/n BXJ 04may22
44 06	CCCP-26601	An-26	AFL/Arkhangelsk	mfd	29sep76	toc 12oct76; rgd 11nov76
	RA-26601	An-26	Arkhangelsk AI	trf	22feb94	f/n IKT 11may95, in Aeroflot c/s and titles; not seen since and last overhaul was 1989; canx but date unknown
44 07	CCCP-26602	An-26B	AFL/GosNII GA	mfd	mar77	converted to the An-26B prototype; toc 02sep77; rgd only 31oct78; in Aeroflot c/s; f/n HEL 06nov80
	CCCP-26602	An-26B	MAP Kiev MeZ	trf	21apr81	based on a decree dated 21mar81; rgd 06may82
	26602	An-26B	MAP Kiev MeZ		1980s	converted to a mobile hospital version, in Aeroflot c/s and titles with a Red Cross on the rear fuselage; later converted back
	CCCP-26602	An-26B	MAP Kiev MeZ	Gos	08sep92	I/n Gostomel 22sep94
	UR-26602	An-26B	Busol Airline	IEV	28jun95	I/n LUX 29aug97
	UR-26602	An-26B	Kroonk Airlines	BUD	05sep97	in basic Busol c/s, initially without titles; I/n as such MST 08jul98; f/n with titles OST 25aug99; I/n OSR 20nov99
	HA-TCM (1)	An-26B	Aviaexpress	no	reports	allocated may00, but not delivered by oct00 due to technical problems; not taken up; see c/n 14009
	UR-UCP	An-26B	Ukrainian Cargo Aw	MST	21sep01	already in fleet list 05nov00; in all-white c/s with 'Ukrainian Cargo Airways' titles; seen NLV (N47.050391 E31.912311) sep09, stored; canx 20jul10; I/n NLV sep12, as such; offered for lease feb17
44 08	UR-UCP	An-26B	Constanta Airlines	no	reports	sale to Constanta reported may19
	not known	An-26Sh	Soviet Air Force	mfd	28oct76	based initially at Stavropol and later at Armavir; overhaul completed 28sep91
	"80" red	An-26Sh	Russian Air Force	trf	1992	operated initially by BVVAUL at Balashov and later by 4 ae ChVVAISH at Chelyabinsk-Shagol; in light grey c/s with Red Stars, no titles; f/n Balashov 22aug06; re-flown after storage at Chelyabinsk-Shagol 29oct14; under overhaul with 308 ARZ in 2016
	RF-36062	An-26Sh	Russian Air Force	OVB	10feb17	in all-grey c/s with 'VVS Rossii' titles, also carrying "80" red; fitted with bomb racks; seen 2018 with additional 'Aviabaza Shagol' titles by the nose; I/n Chelyabinsk-Shagol feb19
44 09	not known	An-26Sh	Soviet Air Force	i/s	22oct76	toc 30oct76
	"20" red	An-26Sh	Ukraine Air Force	Lum	27apr99	opn 46 uap Luganskogo VVAUSh; in all-grey c/s; c/n not checked this date
	"20"	An-26Sh	Ukraine Air Force			opn mil. unit A4104 at Chuhuiv; last overhaul completed 02sep93; not flown between 24sep01 and 07dec04; converted to a standard transport aircraft by ARP-410, probably in 2005
	UR-TWL	An-26	all-white c/s, n/t	IEV	31oct05	the Ukrainian CAA quote already canx 04jan02, see previous line; offered for sale jul07 with t/t 6,169 hours and 5,193 cycles; I/n IEV 18jul07, in good, seemingly operational, condition; fate unknown
44 10	231	An-26	Afghan Air Force	mfd	19oct76	c/n not confirmed for this serial, but confirmed exported to Afghanistan; f/n KBL jan77; opb 373 transport regiment at Kabul; soc in 1988; wreck without wings seen dumped at Kabul IAP mar02/jun06
45 01	232	An-26	Afghan Air Force	mfd	20oct76	c/n not confirmed for this serial, but confirmed exported to Afghanistan; opb 373 transport regiment at Kabul; f/n KBL jan77; damaged during the airlift to besieged Khost in 1988 and abandoned there; sat derelict at Khost, seen apr91/dec06
45 02	"53" red/white	An-26	Soviet Air Force	mfd	26oct76	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; I/n Klin-5 airbase 31jul97
	"58" blue	An-26	Russian Air Force	Kub	mar99	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; initially probably opb 181 osae at Irkutsk-1 (disbanded dec09); opb 6953 AB at Byelaya from jan10; seen Byelaya 15aug10; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; seen OVB 26jan17; I/n OVB 19jun20
45 03	not known	An-26	Soviet Air Force	mfd	21oct76	based at Krasnodar

	"03" blue "24" blue	An-26 An-26	Russian Air Force Russian Air Force	Kub Sev	17may94 14feb11	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; l/n Kubinka 08aug02
	RF-36047	An-26	Russian Air Force	Iva	27jan12	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; in light grey c/s with Red Stars and Russian flag on rear fuselage, no titles; l/n in 308 ARZ at Ivanovo-Severny 02aug11
45 04	not known not known	An-26 An-26	Soviet Air Force Russian Air Force	mfd	28oct76	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; also carried code "24" red; opb UAVB Krasnodarskogo VVAUL at Armavir; in light grey c/s with "VVS Rossii" titles and Russian stars; last overhaul completed 28mar12; l/n KRR 21jan21
45 05	CCCP-26603 RA-26603 RA-26603 26603	An-26 An-26 An-26 An-26	AFL/Urals Aeroflot Permskiye Avialin. Aeroflot c/s, n/t	mfd Spr trf PEE	30oct76 04aug92 30mar94 14aug01	opb military unit 33872 at Voronezh-Baltimor could be RF-36034 "15" blue or "45" red; opb ae VUNTS VVS "VVA" at Voronezh-Baltimor; overhaul completed 10nov03; a tender for the repair of the soft fuel tanks of c/n 4504 was held 11jun19 toc 11nov76; rgd 31dec76; f/n Sperenberg 16apr87
45 06	CCCP-26604 CCCP-26604 UR-26604	An-26 An-26 An-26	AFL/Komi AFL/Ukraine Dniproavia	mfd trf SVO	30oct76 unknown 29aug93	f/n PEE 23aug95, in Aeroflot c/s and titles, c/n checked; l/n PEE 16aug99, titles not reported tail removed and remains still present 22jun06; l/n PEE (N57.913288 E56.009603) 27nov09/07sep15 with tail but no engines toc 13nov76; rgd only 05dec77; f/n nov80 on charge as of 01jul90
	RA-26604	An-26B	Polyarnyye Avial.	rgd	unknown	initially in basic 'blue' Aeroflot c/s, no titles; l/n as such DNK 05may98; received 'Dniproavia' titles; f/n as such DNK 26apr99; l/n operational DNK 05jul99; stored at DNK with the first letter of the prefix painted out, seen apr02/may02; seen in bare metal under overhaul with Zavod No. 410 GA at IEV 22may04; offered for sale by Zavod No. 410 GA nov09 with 22,088 hours and 12,648 cycles not yet on register aug10; in full c/s; f/n IEV 19sep11, registration not visible on photo; seen with registration IEV 12mar12; arrived at YKS 12apr12; new CoFR issued 23dec15; l/n YKS 31may22; converted to an "Atmosfera" weather control aircraft by 308 ARZ at Ivanovo-Severny in spring 2023; arrived at YKS 22jun23; l/n YKS jul23
45 07	not known not known ER-AZQ EK-26442	An-26Sh An-26Sh An-26 An-26	Soviet Air Force Ukraine Air Force Tiramavia South Airlines	mfd trf rgd FJR	21nov76 1992 30sep04 22dec06	f/n 17may06; canx 02aug06 as to Armenia c/n from Armenian CAA; mentioned in ICAO/BV document jun08 as owned by Antey-2 Ltd and opb South Airlines; still in basic Tiramavia c/s, no titles; l/n TII 20mar08; canx 28aug08 ex reg EK-26442 on top of wing; still ex Tiramavia c/s; see 3X-GDP (1) with unknown c/n; l/n TII 18jun09 as such; seen FJR 16nov09, all-white c/s, no titles; opb Brise Air with "GIW" call-signs during mar10; l/n FJR 13mar10, still all-white c/s, no titles; owners reported to be Oleg Baranov and Gennady Ganeev and opb Supreme Group (USA)
	3X-GDP (2)	An-26	no titles	TII	28nov08	re-registered as such according to pprune website by early jul10; all-white c/s, no titles; seen FJR 14nov11 all-white c/s, no titles; f/n EBB mar12; canx 25apr16; still seen active JUB 31mar17, all-white c/s, no titles all-white c/s, no titles
	3X-GFG EK-26819 26819 6819	An-26 An-26 An-26 An-26	all-white c/s, n/t South Airlines South Airlines South Sudan AF ?	UET rgd JUB JUB	01sep10 26oct11 16jun17 jul17	re-registered as such according to pprune website by early jul10; all-white c/s, no titles; seen FJR 14nov11 all-white c/s, no titles; f/n EBB mar12; canx 25apr16; still seen active JUB 31mar17, all-white c/s, no titles all-white c/s, no titles
45 08	not known not known "11" blue	An-26Sh An-26Sh An-26Sh	Soviet Air Force Ukraine Air Force Ukr Border Guards	mfd trf trf ODS	1976 1992 1992 24may02	based at Odesa-Tsentralny; in white/light grey c/s with blue/yellow/white/green cheatline and trim; l/n ODS 16apr06
45 09	not known	An-26	Angola	mfd	30nov76	confirmed exported to Angola; removed from service in 1982
45 10	not known	An-26	Angola	mfd	30nov76	confirmed exported to Angola; removed from service in 1985
46 01	not known "22" blue	An-26 An-26	Soviet Navy Russian Navy	mfd mfd Kck	23nov76 17jul04	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; initially opb 398 otae at KGD; initially in grey c/s with a 'MA BF Khrabrovo' badge on the nose and a green/yellow dragon behind the door; l/n as such KGD 08sep09; trf to 7054 AvB at Chkalovsk in early 2011; last overhaul completed 11nov11; repainted in grey c/s with 'VVS Rossii' titles (in error) and Russian stars; seen as such Ivanovo-Severny 16jan12 and Levashovo 11feb12; seen with just 'Rossii' titles Chkalovsk 05apr12; f/n with 'VMF Rossii' titles Chkalovsk 11may12; trf to 72 AvB at Chernyakhovsk, date unknown; l/n OSF 20may17
	RF-46894	An-26	Russian Navy	Pep	nov18	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; in grey c/s with 'VMF Rossii' titles, also carried code "22" blue; l/n Kaliningrad-Chkalovsk mar19
46 02	not known "23" blue	An-26 An-26	Soviet Navy Russian Navy	mfd KGD	24nov76 12aug96	initially opb 398 otae at KGD; in light grey c/s with Red Stars, no titles; last overhaul completed 23jun06; trf to 7054 AvB at Chkalovsk in early 2011; l/n OSF 20jun14; trf to 72 AvB at Chernyakhovsk, date unknown; under overhaul with 308 ARZ in 2016; on charge by apr17
46 03	"05" yellow "05" yellow	An-26 An-26	Strat.Rocket Force Russian Air Force	mfd trf	29nov76 01jun10	based at Vladimir-Semyazino; overhaul completed 30jan93 seen Vladimir-Semyazino 12aug12; opb 7000 AvB at Vladimir-Semyazino; in white c/s with blue cheatline and grey undersides with Red Stars and Russian flag behind code; stored by early 2013
	RF-90310	An-26	Russian Air Force	ph.	2013	c/n confirmed; in white c/s with blue cheatline and grey undersides, also carrying code "05" yellow with 'VVS Rossii' titles and Russian flag on tail; l/n Voronezh-Baltimor dec13; code changed to "05" red; f/n OSF 04may17; with 'VKS Rossii' titles by 2020; l/n URS jun20
46 04	not known "06" yellow	An-26T An-26T	Soviet Navy Russian Navy	mfd Sai	27nov76 jul05	opb 403 osap at Safonovo (Severomorsk-1); last overhaul completed 22sep92; l/n OSF 01nov05, grey c/s with polar bear below the cockpit; no longer on charge by 2012; c/n only mentioned in a tender published 20jun19, to extend the assigned service life by 5 years, with location given as 308 ARZ; photo Ivanovo-Severny 2019, in faded c/s still with polar bear below the cockpit
46 05	not known "07" yellow	An-26T An-26T	Soviet Navy Russian Navy	mfd OSF	27nov76 28mar06	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 24jun05; l/n OSF 22sep14
	RF-46852	An-26T	Russian Navy	OSF	25may15	in all-grey c/s with 'MA VMF Rossii' titles and a polar bear below the cockpit, also carrying code "07" yellow; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life, version given as just An-26; l/n 2022, location withheld
46 06	not known "03" blue	An-26T An-26T	Soviet Navy Russian Navy	mfd Kac	29nov76 aug09	opb 917 osap (renamed 7057 AvB in 2010) at Kacha (Crimea); last overhaul completed 30apr92; l/n Kacha may13
46 07	not known "30" red	An-26Sh An-26Sh	Soviet Air Force Russian Air Force	mfd Chh	22dec76 16aug08	opb 4 ae ChVVAISH (renamed UAVB) at Chelyabinsk-Shagol; in light grey c/s with Red Stars, no titles; overhaul completed 28jun07; f/n Chelyabinsk-Shagol 16aug08; stored at Chelyabinsk-Shagol, seen apr12/aug12; seen jun15, active; l/n feb17, location withheld; c/n only mentioned in a contract signed for repairs in 2019
46 08	RF-36063 not known "40" red	An-26Sh An-26Sh An-26Sh	Russian Air Force Soviet Air Force Russian Air Force	ph. mfd Chh	mar20 27dec76 20mar09	in dark grey c/s with 'VKS Rossii' titles and Russian stars, also carried code "30" red
	RF-36064 D2-TAD D2-TAD	An-26Sh An-26 An-26	Russian Air Force TAAG Angola Angolan Government	ph. no IEV	2016 reports 08sep92	opb 4 ae ChVVAISH at Chelyabinsk-Shagol; in light grey c/s and with bomb racks; overhaul completed 25nov08; l/n Chelyabinsk-Shagol aug14 also coded "40" red, in light grey c/s with Red star, no titles and with bomb racks
46 09	not known	An-26	Angola	mfd	22dec76	in all-grey c/s, no titles with Angolan flag; l/n LAD 1995; registration reported 1996 as a Mi-8 confirmed exported to Angola
46 10	not known	An-26	Angola	mfd	22dec76	rgd 06may77; in light grey c/s; seen SVO 10apr91; canx but date unknown
47 01	CCCP-48980 "06" yellow	An-26 An-26	MAP Kuibyshev KBAS Russian MVD/VV	mfd trf	22dec76 1992 ?	opb 70 osap on at Yermolino; in light grey c/s with Russian flag on fin; last overhaul completed 01dec97; tender for technical assessment published 05jun06, t/t 8,217 hours by then; f/n GOJ 26may08; l/n GOJ jul08 opb 70 osap on at Yermolino; in light grey c/s with Russian flag on fin and a white-on-black horse unit badge below the cockpit, no titles; f/n Yermolino 06may10; l/n Yermolino 15aug15
	RF-56302	An-26	Russian MVD/VV	rgd	04jul06	opb 70 osap on at Yermolino; in light grey c/s with Russian flag on fin and a white-on-black horse unit badge below the cockpit, no titles; f/n ROV 15aug16, awaiting overhaul by RZGA No. 412; l/n Rostov-na-Donu Tsentralny apr19
	RF-56302	An-26	Rosgvardiya	trf	05apr16	toc 12jan77; rgd 18may77
47 02	CCCP-26605 UR-26605 LZ-NHA LZ-RMJ HK-4295X HK-4295	An-26 An-26 An-26 An-26 An-26 An-26	AFL/Ukraine Avialini. Ukrayiny Air Nove, n/t Air Max SELVA SELVA	mfd HRK BUD rgd VVC	dec76 30aug93 06feb98 10jun03 03mar08	l/n BUD 11nov02; logo only; operated for Air Nove; named "Yves Duval" reported in a fleet list but ever taken up ? rgd to Air Nove Inc; f/n VVC 25mar04; in fleet list dec05; photo without 'X' suffix; named 'Maribel'; seen VVC 10feb18 parked as SELVA stopped operations; l/n VVC 21jan23
47 03	CCCP-26606 RA-26606 RA-26606	An-26 An-26 An-26	AFL/Far East Aeroflot Sakhal. AviaTrassy	mfd DME trf	dec76 02sep93 18apr94	toc 13jan77; rgd 09feb77
47 04	CCCP-26607 RA-26607 RA-26607 RA-26607	An-26 An-26 An-26 An-26	AFL/Yakutiya-Mirny Aeroflot Almaz Ros.-Sakha Alrosa	mfd BKA trf no	24dec76 21may93 18oct94 reports	soc and canx 01sep97 as life-time expired; broken up toc 20jan77; rgd 28feb77; f/n MJZ 02jul92, in 'polar' c/s in 'polar' c/s last overhaul completed 08jun95 already mentioned in technical inspection document 05jul06; in fleet list 31dec07, t/t 34,496 hours and 19,045 cycles; in official fleet list 04may09 as stored; l/n MJZ 31oct16, derelict; reported broken up in 2017 toc 26dec76; opb 158 osap at Znamensk (Kapustin Yar); last overhaul completed 15dec92
47 05	not known not known	An-26SK An-26	Strat.Rocket Force Russ. Space Forces	mfd trf	24dec76 2001	opb sae at Znamensk (Kapustin Yar); time between overhauls exceeded in 2009; stored in non-airworthy condition
	RF-90341	An-26	Russian Air Force	trf	01jun10	f/n Rostov-na-Donu Tsentralny 25may11, in all-grey c/s with large Russian flag on the fin, also wearing code "09" blue; opb sae at Znamensk (Kapustin Yar); l/n 29aug11, as such; underwent overhaul with 308 ARZ in 2016; repainted in c/s similar to Aeroflot with Russian flag, no titles, still wearing code "09" blue; c/n from russianplanes.net; f/n ZIA 15jul17; l/n OMS 2020
47 06	"01" yellow "01" blue	An-26PS An-26PS	Soviet Air Force Russian Air Force	mfd OVb	11jan77 2004	based at OVb from 1992 to 2009; trf to Balashovski UATs in 2009; in basic Aeroflot c/s with Red Stars, no titles; l/n OVb 25mar09; seen under overhaul with 308 ARZ at Ivanovo-Severny 02aug11
	RF-36129	An-26PS	Russian Air Force	Iva	15jan12	also carried code "27" red; opb Balashovski UATs; in light grey c/s with 'VVS Rossii' titles and Russian stars; l/n OVb 20mar18
47 07	CCCP-78734	An-26	MAP "Artiom" Kiev	mfd	23dec76	rgd 09mar77; in Aeroflot c/s

	CCCP-26215 UR-26215 LZ-NHB UR-26215 UR-26215 UR-26215	An-26 An-26 An-26 An-26 An-26 An-26	MAP "Artyom" Kiev Artem Avia Air Nove, n/t Artem Avia Aeroflot c/s, n/t Uhuru Airlines	rgd IEV EMA IEV IEV BUX	02apr86 16jun93 15dec00 28aug01 02jun02 18jul03	in Aeroflot c/s; f/n LED 05may86; l/n IEV 08sep92 in basic Aeroflot c/s, no titles; l/n IEV 04jul99 l/n CDG 04jun01 c/n not checked, but as such in operators certificate c/n not checked c/n confirmed; owned by Artyom; Uhuru is Swahili for 'Freedom'; initially no titles; f/n with titles FIH 11sep03; l/n IEV stored aug06/jan12; was canx 01oct08; purchased by the Oleg Antonov State Aviation Museum at IEV jan12 for conversion into a restaurant; seen IEV 03mar12 now in the museum territory; l/n nov21; was due to be auctioned by Artem 10mar20 with an initial asking price of 776,840 UAH in old Soviet grey c/s with red star; opb 50 SAB at Minsk-Machulishchi; l/n Minsk-Machulishchi 24aug96 but see next line c/n not confirmed; in Aeroflot c/s with red star and Belarus flag; opb 50 SAB at Minsk-Machulishchi; l/n IEV 28nov08 aerial survey version; under overhaul at Rostov by 2010 in mainly white c/s with stylish red and green, Belarus flag, cheatline; l/n Minsk-Machulishchi dec23 opb VVAUSH at Lugansk; in all-grey c/s c/n not checked; l/n Nizhyn 25jun99 deconverted, but the blisters remained; used call-sign 262106XT; opb sao MNS (later sao DSNS) at Nizhyn; initially still in all-grey c/s, l/n as such Nizhyn 06may07; repainted in light grey c/s with blue/yellow cheatline and MNS coat-of-arms (without titles) in summer 2007; l/n DNK 09mar14, active; arrived IEV 13feb15 for overhaul and conversion to medic version in white c/s with red trim, 'Rescue Service Ukraine' titles; l/n NUE 20jul22 version confirmed by Antonov opb mil. unit A4083 at Lugansk; sold abroad and converted to a standard aircraft provisional reservation with owner as shown in 2004 and 2008 DRC register without c/n or reg; reg also used by a Mi-8 c/n 5960 rgd 19mar04 serial confirmed; no reports; opb 373 transport regiment at Kabul; soc in 1981 opb 373 transport regiment at Kabul; photo exists Kunduz 1980, damaged on landing at Herat 05apr81 when was shot at by Mujahedeen, t/t 883 hours by then, repaired by the regiment's maintenance staff overhaul completed 28oct93 opb AvGr 7000 AvB at Arkhangelsk-Talagi; in light grey c/s, but previous Aeroflot c/s shining through; tender for the repair of the lower panels of the fuselage and for the elimination of fuel leaks issued 29jun09; overhauled by 308 ARZ in 2012/13 also carried the code "26" red on the fin; opb AvGr 7000 AvB at Arkhangelsk-Talagi; in basic 'blue' Aeroflot c/s with 'VVS Rossi' titles and Russian stars; l/n as such ARH 25jun14; received black spinner tips and a 'polar bear' badge by the nose while an additional code was applied on the rear fuselage; f/n as such ARH 27mar15; l/n Gromovo sep18 also carried code "26" red; probably based at OSF; in basic 'blue' Aeroflot c/s with 'MA VMF Rossi' titles, Russian stars and a 'polar bear' badge by the nose; l/n sep21, location withheld but probably OSF c/n not confirmed for this serial, but confirmed exported to Afghanistan; opb 373 transport regiment at Kabul; f/n KBL 1978; dbr 14jun80 on a cargo flight from Kabul to besieged Khost when approached too fast and crash-landed; the wreck was cannibalised and abandoned at Khost, seen apr91 toc 01mar77; rgd 04apr77; f/n mar83; reported for TyumenAviaTrans; has an An-26B type window in place of the blister, version painted as An-26; soc 02apr96 as life-time expired; canx 06may96; seen SLY 26jul00 derelict; repaired and preserved near Salekhard airport (N66.585863 E66.572177), f/n 09jun03; l/n 02mar23 toc 11mar77; rgd 28mar77; f/n BKA 07jul92 trf to ARZ 410 Kiev 14apr95 and soc 01may95 as such reported in JP-96; crashed on take-off El Obeid, 13mar96; wreck seen still present (N13.162780 E30.237136) 25aug10 rgd 20apr77; f/n WAW jun77; on Soviet register without c/n, see next line; l/n Ivanovo-Severny 1993 ex -47401 ?; overhaul completed 04mar97; c/n checked Klin-5 airbase 31jul97; see previous line; in c/s similar to Aeroflot with Red star; opb 6955 AvB at Tver-Migalovo; l/n KLD 12aug12 seen CKL may14; photo proof of c/n; in c/s similar to Aeroflot with Russian flag and 'VVS Rossi' titles on the fin; l/n CKL 26apr19
47 08	"21" yellow "02" red	An-26 An-26	Belarus Air Force Belarus Air Force	Mma no Mma	09sep94 reports 23feb08	
47 09	"07" EW-007DD "44" red "44" blue "04" blue	An-26AFS An-26AFS An-26Sh An-26Sh An-26	Belarus Air Force Belarus Air Force Ukraine Air Force Ukraine Air Force MNS Ukrainy	no ROV no Niz Niz	reports 06may11 reports 02may99 22apr04	
47 10	"04" blue not known not known 9Q-CBM	An-26 An-26Sh An-26Sh An-26	DSNS Ukrainy Soviet Air Force Ukraine Air Force Defense Nationale	Niz mfd no FIH	17aug16 10feb77 jan07	
48 01	233	An-26	Afghan Air Force	mfd	21jan77	
48 02	234	An-26	Afghan Air Force	mfd	29dec76	
48 03	not known "26" red	An-26 An-26	Soviet Air Force Russian Air Force	mfd ARH	27jan77 16nov06	
	RF-36004	An-26	Russian Air Force	ph.	oct13	
	RF-36004	An-26	Russian Navy	OSF	13nov19	
48 04	235	An-26	Afghan Air Force	mfd	02feb77	
48 05	CCCP-26608	An-26	AFL/Tyumen	mfd	feb77	
48 06	CCCP-26609 RA-26609 ST-FAR	An-26 An-26 An-26	AFL/Tyumen Aeroflot Farnas Aviation	mfd IEV	25feb77 22sep94	
48 07	CCCP-47401 "401" black	An-26 An-26	Soviet AF/AFL c/s Russian Air Force	mfd Kln	24mar77 16apr97	
	RF-93997	An-26	Russian Air Force	KLD	aug13	
48 08	not known "50" red	An-26Sh An-26Sh	Soviet Air Force Russian Air Force	mfd Chh	24feb77 12jun09	
	RF-36065	An-26Sh	Russian Air Force	rgd	sep14	
48 09	not known "60" red	An-26Sh An-26Sh	Soviet Air Force Russian Air Force	mfd Chh	28feb77 2008	
48 10	236	An-26	Afghan Air Force	mfd	27feb77	
49 01	CCCP-26610 RA-26610 RA-26610	An-26 An-26 An-26	AFL/Krasnoyarsk Aeroflot Norilsk Avn Ent. no titles	mfd NSK trf NSK	27feb77 13may95 22dec95 31mar11	
	'17304'	An-26	no titles		20jul21	
49 02	not known "50" blue	An-26 An-26	Soviet Air Force Russian Air Force	mfd ph.	24feb77 10aug99	
	"05" blue	An-26	Russian Air Force	Iva	30aug07	
	"03" blue RF-36049	An-26 An-26	Russian Air Force Russian Air Force	ZIA CKL	15aug09 jul11	
49 03	CCCP-26611 RA-26611	An-26 An-26	AFL/Urals-MQF Magnitogorsk Air	mfd trf	feb77 12apr94	
	ER-ACE	An-26	Aeroflot c/s, n/t	SIP	29apr99	
	T-227	An-26	Angolan Air Force	LAD	22mar01	
49 04	CCCP-26612 RA-26612 RA-26612	An-26 An-26 An-26	AFL/West Siberia Aeroflot Omskavia	mfd OMS trf	feb77 12jun94 30mar94	
49 05	not known "10" blue "10" red	An-26 An-26 An-26	Soviet Air Force Russian Air Force Russian Air Force	mfd trf	17mar77 2002	
	RF-36067	An-26	Russian Air Force	rgd	2015	
49 06	not known "02" blue	An-26PS An-26PS	Soviet Air Force Russian Air Force	mfd	11mar77	
49 07	RF-36069 not known	An-26PS An-26	Russian Air Force Soviet Air Force	ZIA mfd	26aug15 16mar77	
49 08	"07" yellow "07" yellow	An-26 An-26	Strat.Rocket Force Russian Air Force	mfd trf	16mar77 01jun10	
	RF-90311	An-26	Russian Air Force	CKL	21mar17	
49 09	CCCP-26613 CCCP-26613	An-26 An-26	AFL/Yakutiya Zhigansk Avn Ent.	mfd trf	mar77 25jul94	
49 10	CCCP-26614 RA-26614	An-26 An-26	AFL/East Sib.-IKT Baikalavia	mfd trf	23mar77 30jun92	
50 01	CCCP-26615	An-26	AFL/Arkhangel.-ARH	mfd	28mar77	

	RA-26615	An-26	Arkhangelsk AI	trf	22feb94	f/n ARH 10jun94, in Aeroflot c/s and titles; seen ARH jul94/jun05, probably stored as not seen anywhere else during this period; seen ARH 02jul05 with c/n still painted as '77305001'; l/n ARH nov09/jun22 in the Aviation museum toc 06apr77; rgd 28apr77; f/n mar80
50 02	CCCP-26616 EW-26616 SP-FTL LY-FTL	An-26 An-26B An-26B An-26B	AFL/Belarus-MHP Belavia EXIN, DHL c/s DHL	mfd MHP CPH MHP	29mar77 10jul94 19sep94 jun01	l/n VNO 16nov99; canx 21oct99 as sold to Lithuania operated by Aviavilisa; CoFA expired 12feb00; l/n MHP sep07/oct08 stored
50 03	not known "03" red	An-26 An-26	Soviet Air Force Ukraine Air Force	mfd trf	15mar77 1992	overhauled nov92; opb the DNVTS ZSU Test Centre at Kirovskoye (Crimea); f/n Kirovskoye 26aug00, in all grey c/s, with large "Orca" badge over the entry door in light grey c/s; opb the DNVTS ZSU Test Centre at Kirovskoye (Crimea); photos at Kirovskoye 15may08 and 30may08; remained at Kirovskoye after the incorporation of the Crimea into Russia 18mar14; sat wfu at Kirovskoye, seen apr14 on charge as of 01jul77; rgd 17aug77; f/n BUD 1979
50 04	CCCP-26617 RA-26617	An-26 An-26	AFL/Ukraine-DNK RDS avia	mfd rgd	20apr77 13mar95	f/n SHJ 10feb97
50 05	RA-26617 CCCP-48092 RA-48092 9Q-CSA	An-26 An-26 An-26 An-26	Aeroflot c/s, n/t MOM Kuibyshev MSZ MOM Kuibyshev MSZ Services Air	ALA mfd SVO rgd	04jun97 29mar77 17may93 14may05	l/n ALA 13may98; reported for Aeroservice; soc 25may98 and canx 27may98 as to Swaziland/Volga Atlantic rgd 06jul77; f/n LED 16may85 in Aeroflot c/s and titles in Aeroflot c/s and titles; reported for Aviaobshchemash; soc and canx 24apr03 as sold to Cameroon f/n BUX 10oct06 blue c/s; l/n EBB 24dec08; Antonov regard this aircraft as no longer airworthy from 09mar04; crashed on a flight from Goma to Isiro 26may09 with 4 crew, was on approach to Isiro's Matari Airport in poor weather conditions impacted ground about 3km short of the runway, the airplane was carrying 7 tonnes of cigarettes, which were immediately "collected" by local residents despite the on-going blaze mfd, c/n and registration confirmed by Antonov; rgd 23may77; on Soviet register without c/n; opb mil. unit 59882 at Saki
50 06	CCCP-47403	An-26	Soviet AF/AFL c/s	mfd	22apr77	l/n Ivanovo-Severnoy 27mar12; preserved in the VTA museum at Ivanovo-Severnoy (N57.044987 E40.993637) since 2005; l/n 06aug16
	RA-47403	An-26	Russian AF/AFL c/s	Iva	26aug97	version confirmed by Antonov; overhaul completed 19sep86
50 07	not known "02" red	An-26Sh An-26Sh	Soviet Air Force Ukraine Air Force	mfd trf	19apr77 1992	opb VVAUSH (military unit A4083) at Lugansk; in grey c/s, last digit of the c/n difficult to read; f/n Lugansk-Ostraya Mogila 27apr99 arrived with Zavod No. 410 GA at IEV for overhaul 28feb19, with t/t more than 3,000 hours, c/n only mentioned in contract documentation
	not known "77" blue	An-26Sh	Ukraine Air Force	mfd	29apr77	overhaul to be completed by 01oct22, with code allocation given in the same contract documentation
50 08	not known	An-26Sh	Soviet Air Force	mfd	29apr77	version confirmed by Antonov; opb mil. unit 27926, SVVAULSh (Stavropol Higher Military Aviation School)
50 09	RDPL-34017 ?	An-26	Laos Government	mfd	19apr77	confirmed exported to Laos with registration shown as "4017" in Antonov list; soc in 1978
50 10	RDPL-34036	An-26	Laos Government	d/d	22apr78	seen VTE may96; in white c/s with blue/red cheatline and blue stripe on the fin, no titles; stored by 2002; l/n VTE 04jan04, in fair condition
51 01	CCCP-26154	An-26	Soviet Air Force	rgd	23apr86	dbf 30mar92 after took-off from Hanoi at 09:00 hours with estimated time of arrival Calcutta at 14:50 hours, on initial contact with Calcutta, the aircraft informed about minimum fuel on board and requested radar vectors for straight-in approach, however, Calcutta ATC did not pay much attention to the problems faced by the aircraft and made no serious attempt to assist the aircraft on radar, the pilot deviated from the track and became lost, the aircraft exhausted its fuel and force landed 28nm NE of Calcutta toc 20may77; rgd 23jun77; f/n BKA 18aug92
51 02	CCCP-26618 RA-26618	An-26 An-26B	AFL/North Kavkaz Kuban Airlines	mfd trf	apr77 22feb94	f/n KRR 15jul94, in Aeroflot c/s and titles; soc and canx 20oct97 as life-time expired toc 13may77; rgd 27may77
51 03	CCCP-26619 RA-26619 RA-26619 RA-26619 RA-26619 RA-26619	An-26 An-26 An-26 An-26 An-26 An-26	AFL/Tyumen-TJM Tyumen Airlines Aeroflot c/s, n/t Transviaservis Tyumen Airlines	mfd trf TJM rgd TJM	29apr77 31aug94 27jul00 16apr01 25aug03	f/n TJM 14may95, in Aeroflot c/s and titles; l/n TJM 15aug99, titles not reported
51 04	CCCP-26620	An-26	AFL/Krasnoyarsk	mfd	20apr77	l/n IKT 07jun01, in Aeroflot c/s, no titles l/f Transviaservis 19mar01/31dec03; seen TJM 09jul04; l/n TJM 22jun05 parked/wfu rgd 21jun77; on charge as of 01jul77; f/n SKD 05nov79; in 'polar' c/s; l/n IKT 05jul92, with c/n painted as '77305104'
	RA-26620 RA-26620 RA-26620	An-26 An-26 An-26B-100	Aeroflot Norilsk Avn Ent. Taimyr	NSK trf rgd	13may95 22dec95 03feb03	last overhaul completed 28jun00 leased to Zapolyarye 15may02/31dec07; f/n NSK 22apr05; seen NSK 07apr06, no titles; last flight 07apr07; offered for sale in 2007 with t/t 21,319 hours and 10,089 cycles; version in document given as An-26B-100; l/n KJA 26jul12, all-white c/s, no titles
	RA-26620 RA-26620 RA-26620	An-26B-100 An-26B-100 An-26B-100	Katekavia Turukhan KrasAvia	KJA trf Kjc	07aug12 feb15 17aug16	all-white c/s with small titles; l/n KJA 16aug14 l/n Krasnoyarsk-Cheremshanka 30oct15, all-white c/s with titles all-white c/s with titles; l/n Krasnoyarsk Cheremshanka 22aug23
51 05	CCCP-47404 not known	An-26PS An-26PS	Soviet AF/AFL c/s Russian Air Force	mfd	21may77	rgd 22jun77; f/n SOF jul78; canx 13jul82 last overhaul completed 01dec92; opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATS 01sep02) at Balashov
51 06	not known "32" red 4L-GSS	An-26Sh An-26Sh An-26	Soviet Air Force Ukraine Air Force Air Georgia	mfd Lum no	1977 27apr99 reports	opn 46 uap Luganskogo VVAUSH mentioned in fleet list on Georgian Government official website dec10; cancelled between 13aug10 and 23mar11 with operator given as Carre Aviation Georgia, according to a list of carriers 19apr11 which were subject to an operating ban within the EU
	EY-323 (1)	An-26	Asia Airways	FJR	16sep11	no titles reported; reported flev EVN-TBZ 01sep11; in all-white c/s with 'wayv' dark blue undersides of the fuselage and engines; seen DXB 21nov11; c/n checked this date; l/n IEV 17may13; see c/n 2203
	4L-GSS	An-26	Bravo Air	IEV	07jul13	large titles and smaller www.bravo-air.com titles; in all-white c/s with 'wayv' dark blue undersides of the fuselage and engines, rgd 11jul13; seen EBB 31oct14 and KGO 2015; seen JUB 02feb17 and again 21apr17; l/n 20aug17, exact location in Sudan withheld; canx oct17
	3D-GSS 4L-GSS 3D-GSS	An-26 An-26 An-26	Bravo Air Bravo Air Bravo Air	JUB JUB JUB	11oct17 18mar18 02oct20	in all-white c/s with 'wayv' dark blue undersides of the fuselage and engines, still with Bravo titles in all-white c/s with 'wayv' dark blue undersides of the fuselage and engines, still with Bravo titles in all-white c/s with 'wayv' dark blue undersides of the fuselage and engines, still with Bravo titles; opb Airtrack Aviation dec20/jan21
	3D-GSS	An-26	Nyanbiting Aviat.	JUB	20oct21	in all-white c/s with red/gold stripes and trim, 'crowned head' on the fin and titles; owned by Adau James Mayol and operated its first flight this date Juba-Ruweng; grounded 07nov21 by the authorities on the grounds of safety concerns; Nyanbiting means "A girl will be seen" and is the first airline owned by a businesswoman in South Sudan; l/n JUB 15nov22, stored; seen JUB 06oct23, in all white c/s based in the Baltics until the early 1990s
51 07	not known "50" "04" blue	An-26 An-26 An-26	Soviet Air Force Russian Air Force Russian Air Force	mfd trf	13may77 2001	opb otrjad upravleniya 61-y Vozdushnoi armii at Orenburg c/n confirmed; in fact not Air Force, but 12 GU MO (Main Directorate for Nuclear-Technical Support and Safety); opb 1080 AvB at Gromovo; in basic Aeroflot c/s with Russian flag on fin, no titles; last overhaul completed 15apr03; f/n Rogachovo 07aug04; t/t 7,799 hours and 7,313 cycles by 01jan07
	RF-46457(2)	An-26	Russian Air Force	Iva	30aug07	c/n confirmed; in fact not Air Force, but 12 GU MO (Main Directorate for Nuclear-Technical Support and Safety); opb 1080 AvB at Gromovo; in basic Aeroflot c/s with Russian flag on fin, no titles; see c/n 5708
	RF-46457(2)	An-26	Russian Air Force	trf	2010	initially opb 1080 AvB at Levashovo; opb 33 osap at Levashovo from 2013; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n Levashovo 06jun12; l/n Gromovo 12aug18, engineless toc 26may77; rgd 08jul77; f/n sep79
51 08	CCCP-26621 RA-26621	An-26 An-26	AFL/Tyumen TyumenAviaTrans	mfd SLY	13may77 26jul00	derelict; already canx 16jun98 and soc 16jul98 as life-time expired; seen SLY 09may11; l/n SLY 25jun17
51 09	CCCP-26622 CCCP-26622	An-26 An-26	AFL/Arkhangel.-ARH Arkhangelsk AI	mfd trf	29may77 24feb95	on charge as 01jun77; rgd 12jul77; f/n early80 (?); l/n ARH 10jun94, in Aeroflot c/s and titles, wfu; soc and canx 23apr01 as sold to Ukraine in a non-airworthy condition
	YN-CGC	An-26B-100	Aerosegovia	IEV	06aug02	l/n YR 21aug02 on delivery; commenced services in oct02, but according to press reports was considered to be operating illegally as it was using a foreign (Ukrainian) crew and receiving assistance from the military; suspended operations 04mar03 due to lack of spare parts and maintenance issues; subsequently impounded due to non payment of fees; AOC canx 14aug03
	HK-4356 HK-4356	An-26B-100 An-26B-100	SELVA Sadelta	rgd VVC	15sep04 03mar08	rgd to Copley Holdings Corp l/n VVC 18nov10; made an emergency landing at Florence 11mar11 on a flight from Neiva, after suffering a puncture on take-off; seen VVC 17jul14; canx 19sep14, reason unknown; l/n VVC 07jul15 parked on the grass but in good condition
	HK-4356 HK-4356 not known "04" red	An-26B-100 An-26B-100 An-26 An-26	Laser Carga Amazon Air Soviet Navy Russian Navy	VVC MDE mfd VVO	jan17 13jul23 21may77 04oct08	with titles; l/n VVC 21aug20, the sole operational HK- registered An-26 by that time according to the crew full c/s and titles; l/n MDE 14jul23
51 10	RF-46882	An-26	Russian Navy	PKC	may13	opb 317 osap at PKC; in light grey c/s, no titles; last overhaul completed 26mar07; f/n with Russian stars PKC 21aug11; l/n 2012, location withheld carried also code "04" red; in light grey c/s with 'MA VMF Rossi' titles and Russian stars; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; l/n OVB 16mar17; seen PKC 20aug18 with code changed to "20" blue; l/n OVB apr22
52 01	CCCP-26623 RA-26623	An-26 An-26	AFL/West Siberia Kemerovo Avn. Ent.	mfd trf	may77 19apr94	toc 10jun77; rgd 16jul77; f/n BKA 25sep91
52 02	CCCP-26624 RA-26624	An-26 An-26	AFL/North Kavkaz Kuban Airlines	mfd trf	may77 22feb94	soc 23oct97 as life-time expired; canx 08dec97; seen KEJ 26aug10, still with partial Aeroflot titles, wfu toc 08jun77; rgd 16jul77
52 03	CCCP-26625 CCCP-26625 RA-26625 RA-26625 RA-26625	An-26 An-26 An-26 An-26 An-26	AFL/Belarus MAP Ulyanovsk APK Aeroflot c/s Aviastar Aviastar	mfd trf IEV trf	30may77 27aug87 30aug93 02nov93 18aug99	f/n KRR 15jul94, in Aeroflot c/s and titles; soc 17jul97 as life-time expired; canx 19aug97 toc 08jun77; rgd 20jul77; c/n confirmed in ADB listing and registers, see below rgd 15feb88 c/n checked as 5206 l/n ULY 27aug97, c/s not reported
	RA-26625	An-26	Lyotnyye proverki	GOJ	21jul06	laboratory aircraft equipped with ASLK-75 equipment; in fleet list by jan03 but no longer by dec05; l/n GOJ 26jun06
52 04	CCCP-47405	An-26	Soviet AF/AFL c/s	rgd	03aug77	laboratory aircraft equipped with ASLK-75 equipment; full titles read 'Lyotnyye proverki i sistem' (Flight checks and systems); version given as An-26ASLK in Russian register nov09, but just An-26 in apr16; l/n GOJ 19apr19
52 05	not known	An-26PS	Soviet Air Force	mfd	29jun77	canx 10jun82; photo in full Aeroflot c/s at Kabul reportedly in 1984 last overhaul completed 31oct94

	not known	An-26PS	Russian Air Force			opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov; reported stored Balashov 2007
52 06	not known "09" yellow	An-26T An-26T	Soviet Navy Russian Navy	mfd Iva	08jun77 30jan12	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
52 07	CCCP-26626 CCCP-26626 RA-26626 RA-26626	An-26 An-26 An-26 An-26	AFL/Central Region MAP Moscow VPO Aeroflot c/s, n/t Velocity	mfd trf BKA trf	01jun77 16sep87 27apr93 30mar94	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
52 08	CCCP-26627(1)	An-26	AFL/Turkmenis.-KRW	mfd	jun77	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
52 09	CCCP-26198 RA-26198	An-26 An-26	MAP Kharkov APO MAP Kharkov, n/t	mfd Krn	15jun77 04may98	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
52 10	CCCP-26195 RA-26195 ER-AFX	An-26 An-26 An-26B	MAP Taganrog MSZ Tavia Aeroflot c/s, n/t	mfd trf rgd	26jun77 26may95 16aug00	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
	TN-AGU	An-26B	Inter Congo	rgd	20feb02	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
	9Q-CKQ	An-26B	Cetraca Air Serv.	rgd	03mar04	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
53 01	CCCP-26193 RA-26193 RA-26193	An-26 An-26 An-26	MOM 'Perm' Omsk MOM 'Perm' Omsk Aviaobshchemash	mfd OMS trf	28jun77 29aug93 12nov93	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
53 02	9Q-CVE CCCP-26159 RA-26159	An-26 An-26 An-26	Galaxy Kavatsi KGB/Aeroflot c/s FSB	rgd mfd Eng	25sep04 29jun77 01nov05	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
	RF-26264	An-26	FSB	no	reports	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
53 03	not known not known	An-26PS An-26PS	Soviet Air Force Russian Air Force	mfd	21jun77	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
53 04	not known "28" red	An-26Sh An-26Sh	Soviet Air Force Ukraine Air Force	f/f OZH	25jun77 28apr99	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
53 05	"24" "24" yellow "54" yellow	An-26 An-26 An-26	Soviet Navy Ukraine Air Force Ukraine Air Force	mfd Mkk Mkk	15jul77 30apr99 27may02	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
	ER-AVC UR-CJS	An-26 An-26	not known ex Ukraine AF c/s	rgd rgd	26jun06 03nov11	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
	RA-26554(2)	An-26	not known	rgd	2011	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
53 06	no reg TZ-359	An-26 An-26	light blue c/s n/t Mali Air Force	IEV mfd	29sep12 13jul77	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
53 07	"03" red	An-26	Strat.Rocket Force	mfd	15jul77	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
	"03" red	An-26	Russian Air Force	trf	2004	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
53 08	not known "24" blue	An-26 An-26	Soviet Navy Russian Navy	mfd OSF	13jul77 28mar06	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
53 09	CCCP-26628 RA-26628 RA-26628	An-26 An-26 An-26	AFL/Yakutiya Almazy Ros.-Sakha Alosa	mfd trf MJZ	19jul77 18oct94 31oct16	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
53 10	not known "09" blue	An-26T An-26T	Soviet Navy Russian Navy	mfd OSF	20oct77 29jun03	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
54 01	CCCP-26629 RA-26629	An-26 An-26	AFL/North Kavkaz Kuban Airlines	mfd trf	jul77 22feb94	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
54 02	not known "11" yellow	An-26T An-26T	Soviet Navy Russian Navy	mfd OSF	28jul77 27mar08	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
	RF-46854	An-26T	Russian Navy	ph.	jun17	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
54 03	CCCP-26630 RA-26630 RA-26630	An-26 An-26 An-26	AFL/Tyumen Inversija, n/t Inversija	mfd rgd SXF	jul77 20jan94 27nov95	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
54 04	S9-GRB not known "04" blue	An-26 An-26 An-26	red cheatline n/t Soviet Air Force Russian Air Force	LAD mfd Roc	19aug99 25jul77 19may06	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
	RF-36059	An-26	Russian Air Force	CKL	05nov12	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
54 05	FAP-362 CCCP-26217(1) CCCP-26217(1) RA-26217(1) RA-26217(1) RA-26217(1)	An-26 An-26 An-26 An-26 An-26 An-26	Peruvian Air Force Aeroflot MAP Moskovski OAO Aviatrans Aviatrans Atran	mfd HAV trf trf SXF Mya	12aug77 01apr88 04may90 24may94 22feb95 21aug97	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
54 06	not known not known "25" blue	An-26Sh An-26Sh An-26	Soviet Air Force Ukraine Air Force Ukraine Air Force	mfd trf Ksv	26aug77 1992 15aug02	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld
54 07	not known not known 4L-GST	An-26Sh An-26Sh An-26	Soviet Air Force Ukraine Air Force no titles	mfd trf IEV	1977 1992 08oct09	opb 403 osap (renamed 7050 AvB) at Safonovo (Severomorsk-1); in grey c/s with Red Stars and a polar bear below the cockpit, no titles; last overhaul completed 22oct12; f/n with Russian stars Severomorsk-1 18apr13; l/n 31aug21, location withheld

	EY-322 (1)	An-26	Air Asia	FJR	06aug11	owned by Viktor Tynnik; in white c/s with 'wavy' dark blue undersides of the fuselage and engines, no titles; reportedly flew SIP-TBZ 05jun11; l/n FJR 31may13; c/n from russianplanes.net; see c/n 2209
	4L-IKE	An-26	Bravo Air	rgd	02oct14	canx between 08mar16 and 09apr16; seen FJR sep22, in white c/s with 'wavy' dark blue undersides of the fuselage and engines, no titles, wfu; l/n FJR 14mar23
54 08	FAP-363 CCCP-26218	An-26 An-26	Peruvian Air Force Aeroflot	mfd HAV	01aug77 02apr88	f/n CPH 05nov77 on delivery in basic Peruvian Air Force camouflage colours with Aeroflot titles and emblem; photo PRG jun88 on return to Kiev; trf 11mar90 to MAP Transport Avia OAO in full c/s
	26218 RA-26218 RA-26218 RA-26218 RA-26218 RA-26218 FAP-366 CCCP-26219(1) UR-79165	An-26 An-26 An-26 An-26 An-26 An-26 An-26 An-26 An-26	Aeroflot Aeroflot Aviatrans Inversija Aviatrans Atran Peruvian Air Force Aeroflot c/s Aviant	Mya LCA DME trf Mya Mya SNN rgd	10sep92 20jan93 06may94 14jun94 04jul95 25aug97 aug77 30sep88 30jul92	reported RIX 04jul94 without titles f/n RIX 11sep94 l/n DME 23apr97 l/n Myachkovo aug99/jul06 wfu, not in 2001 fleet list f/n CPH 05nov77, on delivery in basic Peruvian Air Force camouflage colours with Aeroflot titles and emblem; l/n PRG 01oct88 Ukrainian CAA says rgd 11jan93; initially in basic Aeroflot c/s, no titles; f/n IEV 16jun93; seen IEV 28aug93 with small 'KIAPA' titles and logo on nose, c/n checked in all-white c/s, carried code 'UO-961' in all-white c/s, no titles; in fleet list 2001 and 2004; l/n Kiev-Svyatoshino aug03/jul18; already canx 13aug08
54 10	FAP-367 CCCP-27210 CCCP-27210 RA-27210 RA-27210 RA-27210 RA-27210 "02" yellow "02" yellow	An-26 An-26 An-26 An-26 An-26-100 An-26 An-26	Peruvian Air Force Aeroflot MAP Moskovski OAO Aviatrans Atran Kostroma Avn Ent. Strat.Rocket Force Russian Air Force	mfd SNN rgd SXF DME mfd trf	24aug77 14aug88 04may90 28mar95 24aug97 21jun06 25aug77 01jun10	f/n CPH 05nov77 on delivery this date in basic Peruvian Air Force camouflage colours with Aeroflot titles and emblem seen IEV 14apr92/29aug93 in poor condition l/n Myachkovo 15apr97 l/n DME 19aug05; sold to Kostroma Airlines dec05 and converted, see next line reported in technical inspection document; f/n DME 26jun06, named 'Marshal Novikov'; l/n LED 06oct23 f/n Vladimir-Semyazino 26aug95, c/n confirmed; opb 98 osae 27 RA, based at Vladimir-Semyazino overhaul completed 01sep11; seen Vladimir-Semyazino 23jan12; opb 7000 AvB at Vladimir-Semyazino; in light grey c/s with Russian stars and 'VVS Rossii' titles on tail; l/n Vladimir-Semyazino jan14, still as such based at Vladimir-Semyazino; also carried code "02" yellow; in light grey c/s with 'VVS Rossii' titles and Russian stars; l/n CKL apr15; code changed to "02" red; f/n Gromovo may17, l/n Vladimir-Semyazino 22aug18
55 02	FAP-374 CCCP-59501	An-26 An-26	Peruvian Air Force Aeroflot	CPH SNN	22dec77 06nov88	on delivery this date; returned to the Soviet Union (trf to MAP 18feb88) and ferried back as, see next line in basic Peruvian Air Force camouflage colours with 'Aeroflot' titles and logo; sat wfu (increasingly decaying and in very faded colours) at IEV, seen apr92/03jul13; scrapped at IEV 11/13jul13
55 03	CCCP-26631 RA-26631 RA-26631 RA-26631	An-26 An-26 An-26 An-26	AFL/Central Region Aeroflot Bykovo Avia Lyotnyye proverki	mfd BKA trf VKO	29aug77 27apr93 30sep94 07aug02	laboratory aircraft equipped with ASLK-75 equipment laboratory aircraft equipped with ASLK-75 equipment; later reported for Tsentral Avia; l/n BKA aug99/mar02, in Aeroflot c/s and titles, wfu laboratory aircraft equipped with ASLK-75 equipment; rgd 16sep02 to Spetsavia (Spetsavia is the new name of the Bykovo Avia flight check squadron); in basic Aeroflot c/s, full titles read 'Lyotnyye proverki i sistemy' (Flight checks and systems); named 'Vladimir Titov' after a Soviet cosmonaut; l/n VVO 17aug20
55 04	not known "24" red RF-36109	An-26 An-26 An-26	Soviet Air Force Russian Air Force Russian Air Force	mfd VVO Khb	31oct77 09apr12 sep17	opb 6 AvGr 6983 AvB at Khabarovsk-Tsentralny; in light grey c/s with Russian flag on fin, no titles; overhaul completed 23aug10; l/n Chernigovka jul15 c/n from russianplanes.net; also carried code "24" red; based at Khabarovsk-Tsentralny; in light grey c/s with Russian flag on fin, no titles; l/n Stepnoye 24aug18
55 05	CCCP-47406 RA-47406 RF-93993	An-26 An-26 An-26	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Kln AAQ	15sep77 20aug01 mar14	overhaul completed 27jul99; trf 6955 AvB at Tver-Migalovo; l/n KLD 12may11 c/n from russianplanes.net; in all-grey c/s with 'VVS Rossii' titles and Russian stars on the fin; l/n ZIA 17nov20
55 06	FAP-375 not known "21" red	An-26 An-26Sh An-26Sh	Peruvian Air Force Soviet Air Force Ukraine Air Force	CPH mfd trf	22dec77 28sep77 1992	on delivery this date; l/n CPH 27dec77 and reportedly that it was soc ca. 1990 and stored Havana
	"71" yellow "45" blue	An-26Sh An-26	Ukraine Air Force Ukraine Air Force	Chu IEV	29aug09 14apr19	opb 46 uap Luganskogo VVAUSh probably until 1999; in light grey c/s; seen Lugansk-Ostraya Mogila 27apr99; trf to 203 NABR (military unit A4104) at Chuhuyiv; active circa 1999/2000 opb 203 NABR at Chuhuyiv; in light grey c/s; stored at Chuhuyiv from 2006, seen jun10/sep12; arrived with Zavod No. 410 GA at IEV for overhaul 01mar17; a photo taken mar17 showed the code "21" still visible under the paint; contract for overhaul and conversion by Zavod No. 410 GA signed 10dec17 h/o 13may19, after conversion to a standard An-26; opb 456 brTrA at Vinnytsya-Havryshivka; in medium grey c/s with light grey undersides; l/n near Ozerne AFB, near Zhytomyr 12oct21
55 08	not known "39" red	An-26Sh An-26Sh	Soviet Air Force Ukraine Air Force	mfd trf	29apr77 1992	probably opb 46 uap Voroshilovgradskogo VVAUSh l/n operational OZH 28apr99; trf to Ukrainian MVS at an unknown date (was contained in a listing of MVS aircraft based at IEV); used for ground training by the "Bars" (leopard) special purpose brigade of the Ukrainian National Guard at Novi Petrivtsi (N50.590425 E30.425667)
55 09	FAP-376 CCCP-59502 CCCP-26227 RA-26227 RA-26227 ER-AZA ER-AZA ER-AZA EK-26227 RP-C2639	An-26 An-26 An-26 An-26 An-26 An-26 An-26 An-26 An-26 An-26	Peruvian Air Force Aeroflot AFL/Leningrad Aeroflot Rzhhevka Air Renan Pecotox Air Air Glona Inter Island Al	mfd HAV rgd RVH trf rgd XSP CGK CRK	19aug77 05feb90 22oct91 15jun93 20jul95 15nov02 27feb04 04apr07 jul08	f/n CPH 22dec77 on delivery this date; returned to the Soviet Union (already trf to MAP 18feb88) and ferried back as, see next line; l/n HAV 22oct89 returned to Soviet Union 12jun90 via Shannon, in basic Peruvian Air Force camouflage colours with Aeroflot titles and emblem on charge as of 01jan92; f/n RVH 17apr92 l/n RVH 22feb00, in Aeroflot c/s and titles; seen RVH 21aug01, in Aeroflot c/s, no titles, with the old CCCP-prefix bleeding through; soc and canx 24oct02 as leased to Moldova l/n KIV 21sep03; l/n VIE 20feb04, all-white, grey undersides without titles, but adorned with many sponsor stickers of the Paris-Dakar rally; see sighting next line seen XSP nov04, all-white with titles and additional Partner Air Globus Navigator titles; l/n XSP 18may05; canx 11nov05 as sold to Russia titles as such; seen SIN 04aug07 with additional Batam Logistics titles; l/n SIN 28sep07, as such; was already canx 07apr07 with additional Batam Logistics Pte. titles; c/n checked 29oct09 at Batam Hang Nadim; registration painted as RPC-2639; l/n BTH nov15/jul22, parked on storage platform at the end of the terminal in very poor condition, but intact
55 10	not known "09" blue RF-46886	An-26 An-26 An-26	Soviet Navy Russian Navy Russian Navy	mfd Iva SVX	23sep77 03aug11 24jul13	photo in primer on the production line laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; initially opb 71 ovtae at VVO and later by 7062 AvB at Nikolayevka; in basic Aeroflot c/s with Russian stars, no titles; last overhaul completed 15aug11; l/n VVO 09apr12 laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; in basic Aeroflot c/s with Russian stars and 'MA VMF Rossii' titles, also carrying code "09" blue; seen OVB 29oct15; details from russianplanes.net; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life, with version as just An-26; l/n OSF 25nov19
56 01	FAP-377	An-26	Peruvian Air Force	CPH	22dec77	on delivery this date; crashed in the Antococha Mountains 03jul84
56 02	FAP-378 CCCP-27216 RA-26228 RA-26228 ER-AZC ST-ARJ ST-ARJ	An-26 An-26 An-26 An-26 An-26 An-26 An-26	Peruvian Air Force Aeroflot Aeroflot Rzhhevka Air n/t Flight Express no titles Sasco Air Lines	mfd SNN rgd trf rgd IEV KRT	26sep77 15mar89 23oct92 20jul95 20mar03 09jun06 12nov07	f/n CPH 21may78 on delivery this date; returned to the Soviet Union (trf to MAP 18feb88) and ferried back as, see next line c/n checked, in basic Peruvian Air Force camouflage colours with Aeroflot titles and emblem; l/n IEV 14apr92 on charge as of 01jan93 'AFL/Northern' according to MGA document; f/n HEL 19may93; seen RVH 11sep93, with a 'Shell' badge on the rear fuselage, c/n checked this date and many times since and in the Russian register as such, but in ADB listing and MGA document as c/n 5608 f/n RVH 09jul98, in ex Aeroflot c/s, no titles; seen with small Aeroflot titles on the nose RVH jul01; l/n RVH 23aug02, still with a 'Shell' badge on the rear fuselage; canx 19feb03 as leased to Moldova; soc 16jul03 as to Moldova reported in Tep Avia Trans fleet list 31dec03; in basic ex Aeroflot c/s white tail with Flight Express titles; f/n FIH 21feb04; for sale on the Internet jul04 for \$ 250,000 and t/t 5,851 hours and 4,163 cycles; canx 04may04 as sold to Sudan in basic ex Aeroflot c/s, active in basic ex Aeroflot c/s with titles and a 'leaping black panther' badge on fin; already on register jan07; l/n KRT 10feb09; seen KRT 31mar09 reportedly opb Marsland; seen KRT 02sep12; l/n KRT 28/mar16/09mar23, stored
56 03	CCCP-47323(1) 12-26 14-26 CU-T1426 CU-T1426	An-26 An-26 An-26 An-26 An-26	Aeroflot Cuban Air Force Cuban Air Force Cub AF/Cubana c/s Aerogaviota	CPH d/d SNN SXF	10dec78 dec78 12jul86 10apr95	re-serialised according to Cuban sources l/n SXF aug94 seen Playa Baracoa 20apr02 in revised dark blue/white c/s; l/n VRA nov04 and first time since at MEX 14oct19; l/n MEX 18oct19 in dark blue/white c/s with titles opb by mil. unit 49271 at Vladivostok-Knevichi rgd 10nov77; f/n ZIA 11aug92; in Aeroflot c/s and titles
56 04	FAR-1426 not known	An-26 An-26	Aerogaviota Soviet Navy	HAV mfd	14sep22 28sep77	in Aeroflot c/s with titles on fuselage and motif on the tail CoFR renewal 27jul94; in Aeroflot c/s, no titles leased from Zhukovski LIIP was also leased to Savanair, Angola; in all-white c/s, no titles; l/n ZIA 19aug99; canx 13oct00 as to Congo may have initially operated as RA-26179 with CAA; rgd 13jan00; f/n FIH 15mar01 l/n FIH 17jul07
56 05	CCCP-26179 CCCP-26179 RA-26179 RA-26179 RA-26179 RA-26179 90C-CAB not known	An-26 An-26 An-26 An-26 An-26 An-26 An-26 An-26	MRP NPO "Vzlyot" Zhukovski LIIP Kampuchea Airlines Zhukovski LIIP United Nations Zhukovski LIIP Comp. Afrig. d'Avn Soviet Air Force	mfd mfd rgd PNH HEL ZAG ZIA h/o mfd	sep77 28dec91 may93 23jun94 27jul95 23aug97 05dec97 14jun77	in Aeroflot c/s and titles in Aeroflot c/s with titles on fuselage and motif on the tail CoFR renewal 27jul94; in Aeroflot c/s, no titles leased from Zhukovski LIIP was also leased to Savanair, Angola; in all-white c/s, no titles; l/n ZIA 19aug99; canx 13oct00 as to Congo may have initially operated as RA-26179 with CAA; rgd 13jan00; f/n FIH 15mar01 l/n FIH 17jul07

	RF-36080	An-26	Russian Air Force			overhaul completed 01apr94; opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATS 01sep02) at Balashov; stored 2010; t/t 10,987 hours, 8,174 cycles by 20oct10; l/n 23may15 at Syzran-Troyekurovo, in all-grey c/s with 'VVS Rossii' titles and Russian stars, also carries code "59" red opb mil. unit 52526 at Chkalovski; salon version
56 07	not known	An-26	Soviet Air Force	mfd	14oct77	
56 08	not known	An-26Sh	Soviet Air Force	mfd	21oct77	
	not known	An-26Sh	Ukraine Air Force	trf	1992	seen without any markings under overhaul with Zavod No. 410 GA at IEV 04jul96; last overhaul completed 30Jul96
	"76" yellow	An-26Sh	Ukraine Air Force	Dzh	05jun06	opb 203 NABr at Chuhuyiv; in a camo c/s of two shades of olive drab with light grey undersides and yellow spinners; seen Chuhuyiv 24jun16; w/o in the late hours of 25sep20 on a training flight from and to Chuhuyiv with cadets of the Air Force Academy on board when the left engine lost some 30 % power during a touch-and-go without the crew noticing this so that they failed to abort the take-off, when the crew noticed the loss of power after lift-off they decided to return to the airfield, but during final approach they extended the flaps to 38 degrees for which the available engine power was not sufficient, as the right engine and the RU-19A-399 APU were put to take-off power the aircraft entered a side-slip, lost speed, stalled, crashed at the side of the E40 highway some 1,800 metres before the runway threshold and burst into flames, all 7 crew members and 19 of the 20 passengers were killed and the sole survivor was seriously injured; t/t 5,985 hours and more than 5,770 cycles
56 09	not known	An-26Sh	Soviet Air Force	mfd	28oct77	
	"46" red	An-26Sh	Ukraine Air Force	trf	1992	in light grey c/s; f/n Lugansk-Ostraya Mogila 27apr99; offered for sale by SkyBirdHeli 27may06 with t/t 3,947 hours and 3,087 cycles, but was not sold; opb 203 NABr (military unit A4104) at Chuhuyiv according to a 2008 document; seen Chuhuyiv 12jun10; l/n Chuhuyiv jun15, being prepared for its ferry flight to IEV for overhaul
	"35" blue	An-26	Ukraine Air Force	IEV	06oct16	converted to an An-26 (etap); in medium grey c/s with light grey undersides and Red Crosses; last overhaul completed 31oct16; named 'Herói Ukrayiny Dmytro Maiboroda' after the commander of An-26 "19" blue c/n 9710 who was killed when the aircraft was shot down near Kruzilovka 14jul14 (on the basis of a decree issued by President Petro Poroshenko 18nov15, but this came into effect officially only 03dec16); h/o to 456 brTrA at Vinnytsya-Havryshivka 03dec16 (c/n checked on that occasion); l/n KPB 04mar21; see c/n 6406 f/n CPH 21may78 on delivery
56 10	FAP-379	An-26	Peruvian Air Force	mfd	01oct77	in basic Peruvian Air Force camouflage colours with Aeroflot titles and emblem; l/n IEV 08sep92
	CCCP-27211	An-26	Aeroflot	SNN	13jan89	f/n TJM 15may95, in Aeroflot c/s and titles; l/n TJM 13aug01; canx 07feb02 as sold to São Tomé in non-airworthy condition; soc 05jun00 (in error for 2002?) according to MGA document
	RA-27211	An-26	Tyumen Motors PO	rgd	28may93	basic ex Aeroflot c/s, no titles; c/n confirmed; l/n SHJ 20sep02 with BG logo on the tail; see An-12 S9-BOV with unknown c/n
	S9-BOV	An-26	British Gulf Int.	LHE	29apr02	on delivery this date; l/n HAV 22oct89; was to be returned to the Soviet Union (already trf to MAP 18feb88) and ferried back as, see next line
57 01	FAP-386	An-26	Peruvian Air Force	CPH	21may78	arrived Shannon 29dec90; in basic Peruvian Air Force camouflage colours with Aeroflot titles and emblem; problems were found with the airframe and it could not continue on to the Soviet Union; broken up there 16dec95
	CCCP-58641	An-26	Aeroflot	HAV	05feb90	opb 158 osap at Znamensk (Kapustin Yar); tender for extension of life-time published 22sep09, t/t 5,607 hours by then
57 02	not known	An-26SK	Strat.Rocket Force	mfd	19oct77	seen Roc 19may11, also wearing code "11" blue; at Znamensk (Kapustin Yar); in light grey c/s with Russian flag on fin, no titles; seen Rostov-na-Donu Tsentralny 20jan12; overhauled at 308 ARZ in 2012; seen in 2016, location withheld, active; l/n CKL 2020, in basic Aeroflot c/s with Russian flag on fin, no titles; c/n from russianplanes.net
	RF-90342	An-26	Russian Air Force	trf	01jun10	on delivery this date
57 03	FAP-387	An-26	Peruvian Air Force	CPH	22dec77	on delivery this date, l/n wfu HAV 02jun95, for spares
57 04	FAP-388	An-26	Peruvian Air Force	CPH	21may78	l/n NDJ 15jul08; opb East Wing; c/n painted as 11209, which is RA-26088 and a completely different aircraft; became, see next line; see c/n 11209
57 05	UN-26088(2)	An-26	all-white c/s, n/t	TII	nov07	c/n confirmed by CAA; opb East Wing; seen NDJ 14aug09 active; seen FJR 11sep10/31may13 stored, UN-26088 and Russian red star still visible on top of the wings; l/n FJR 02jun16/sep22 stored
	UP-AN605	An-26	all-white c/s, n/t	AEH	oct08	overhaul completed 29apr94
57 06	not known	An-26	Soviet Air Force	mfd	28oct77	opb ae VUNTS VVS "VVA" at Voronezh-Baltimor in 2011
	"60" blue	An-26	Russian Air Force	Iva	30aug07	opb 320 osae at Kiyuchi-Kamchatskiye; tender for maintenance published 03sep08; in a Russian Air Force document 2012 as being with 308 ARZ at Ivanovo-Severnoy; see next line
57 07	not known	An-26SK	Strat.Rocket Force	mfd	28oct77	reported arrived FJR 24oct07, opb East Wing; l/n FJR 14sep08, covered in dust; reported on ground FJR 01nov08; became, see next line; see c/n 12203
	UN-26089(2)	An-26	all-white c/s, n/t	FJR	15nov07	c/n confirmed by CAA; opb East Wing; l/n FJR dec10/sep22 stored
57 08	UP-AN606	An-26	all-white c/s, n/t	FJR	12mar09	VIP+passenger version ('polusalon'); reportedly opb 1 ae 50 osap at Kabul in the 1980s, in grey c/s
	"08" ?	An-26	Soviet Air Force	mfd	19nov77	also reported as CCCP-47457 (a poor-quality photo exists giving the registration as such, but the digits are not clear in the photo); reportedly opb 1 ae 50 osap at Kabul; registration never on any Soviet register; see c/n 5107
	CCCP-46457(1)	An-26	Soviet Navy	OSF	20may93	c/n not checked, operator not confirmed; version painted on as 'An-26B', but the aircraft had a blister; in full Aeroflot c/s including titles
	RA-46457(1)	An-26	Russian Navy			opb 194 oave at Rogachovo from 1994 to 1999
	RA-46457(1)	An-26	Russian Air Force	trf	1999	in fact not Air Force, but 12 GU MO (Main Directorate for Nuclear-Technical Support and Safety); opb 194 oave at Rogachovo; in basic Aeroflot c/s with Russian flag on fin, no titles; there is a blurred photo at Rogachovo in the mid-2000s; carried this registration until 2006
	"01" blue	An-26	Russian Air Force	r/r	2006	in fact not Air Force, but 12 GU MO
	RF-47323(2)	An-26	Russian Air Force	r/r	2007	in fact not Air Force, but 12 GU MO; opb 1080 AvB at Gromovo; in basic Aeroflot c/s with Russian flag on fin, no titles; overhaul completed 04jul06; t/t 5,424 hours and 4,704 cycles by 01jan07; f/n CKL 23jun07; l/n NNM 05may09; see c/n 5603
	RF-47323(2)	An-26	Russian Air Force	trf	2010	initially opb 1080 AvB at Levashovo; initially in basic Aeroflot c/s with Russian flag on fin, no titles; f/n Voronezh-Baltimor 02aug12; opb 33 otsap at Levashovo or Gromovo from 2013; l/n operational Voronezh-Baltimor oct13; stored at Gromovo from late 2013, seen mar15; contract for overhaul signed aug15; repainted in light grey c/s with 'VKS Rossii' titles and Russian stars; also carried code "21" red; f/n as such Kubinka 27jun19; l/n CKL 20aug20
57 09	CCCP-47408	An-26	Soviet AF/AF c/s	mfd	31oct77	rgd 30jan78; on Russian register feb98; canx 01dec89
	"09"	An-26	Uzbek Air Force	no	reports	was based at Tashkent-Tuzel with military unit 23229
	S9-SVB	An-26	Styron Trading	no	07jul07	ferried this date to NLV from GUV to clear customs; flew NLV-KHE 11jul07; details from legal documents; f/n KHE 03aug08; blue cheatline, ex Uzbek flag on tail and overpainted serial "09" visible on the fuselage; l/n KHE 28jul11/10jun13, stored; photos and video footage 11nov22, shows this was destroyed during the Ukraine-Russia war
57 10	not known	An-26Sh	Soviet Air Force	mfd	26nov77	
	"78" yellow	An-26Sh	Ukraine Air Force	trf	1992	opb 203 NABr at Chuhuyiv; initially in green/khaki camo c/s with light grey undersides; f/n Chuhuyiv 29aug09; l/n as such Mykolayiv-Kulbakino oct15; overhauled by Zavod 410 GA at IEV from dec17, t/t some 6,000 hours by then
	"78" blue	An-26Sh	Ukraine Air Force			repainted in grey c/s; h/o at Starokonstantinov 20mar19; still used as a navigators' trainer
58 01	not known	An-26Sh	Soviet Air Force	mfd	29nov77	
	"35" red	An-26Sh	Ukraine Air Force	OZH	28apr99	seen IEV 08aug08 in bare metal c/s
	UR-UJT	An-26	Ukrainian Cargo Aw	no	reports	canx 01oct08; offered for sale nov09 by ARZ 410 overhaul plant, described as an overhaul, disassembled on delivery this date, l/n wfu HAV 02jun95, for spares
58 02	FAP-389	An-26	Peruvian Air Force	CPH	21may78	on delivery this date; returned to the Soviet Union (trf to MAP 18feb88) and ferried back as, see next line
58 03	FAP-391	An-26	Peruvian Air Force	CPH	21may78	in basic Peruvian Air Force camouflage colours with Aeroflot titles and emblem; l/n IEV apr92/02jun02 derelict
	CCCP-58642	An-26	Aeroflot	SNN	30apr89	in fact not Air Force, but NBC protection forces (VRKhBZ)
58 04	not known	An-26	Soviet Air Force	mfd	25nov77	
	RA-26638	An-26	Russian Air Force	Bai	feb09	in fact not Air Force, but NBC protection forces (VRKhBZ); opb 395 oiae VRKhBZ at Bagai-Baranovka; in basic Aeroflot c/s with a 'winged camel' badge below the cockpit, no titles; last overhaul completed 18jul96; l/n Bagai-Baranovka 24sep10
	RF-36031	An-26	Russian Air Force	trf	2010	opb 395 oiae at Bagai-Baranovka; ferried to 308 ARZ at Ivanovo-Severnoy oct11, seen there 22aug12
	RF-36031	An-26	Russian Air Force		may13	in c/s similar to Aeroflot with 'VVS' Rossii' titles and Russian stars on the tail, also carried code "07" red; l/n SVX 02sep16
58 05	FAP-392	An-26	Peruvian Air Force	CPH	21may78	on delivery this date, crashed 18jun87 near river Jeroche, Saposá, 600km north of Lima and visible at GE (S12.012911 W77.110889)
58 06	S3-ABC/5806	An-26	Bangladesh AF	mfd	1977	f/n DXB 10oct82
	CCCP-58645	An-26	MAP	trf	31may89	ferried from Bangladesh back to the Soviet Union still in camo c/s, no titles; seen as such DXB 19dec89
	CCCP-58645	An-26	MAP Transp. Avia	rgd	05oct90	MAP Transport Avia OAO
	UR-26199(1)	An-26	Motor Sich	BKA	22sep93	see c/n 11802
	UR-26199(1)	An-26	Inform Transavia	OZH	06jul96	l/n OZH 07may97
	UR-26199(1)	An-26	Podillia Avia	HAM	apr99	in white/light grey c/s with blue cheatline, with titles and tail logo; l/n BUD 29apr00
	LZ-MNO	An-26	Scorpion Air	rgd	28dec00	f/n BUD 11fev01; in white/light grey c/s with blue cheatline, no titles; l/n BUD 28feb02
	UR-26199(1)	An-26-100	Podillia Avia	BUD	20sep03	still with a blister at the navigator's station; based at HMJ; initially in white/light grey c/s with blue cheatline; l/n as such MST 01mar04; repainted in white c/s with grey belly; f/n as such PRG 11jul04; stored at HMJ, seen aug09/jul13; canx 20jul10; ferried to IEV for heavy maintenance in autumn 2019
	UR-UZF	An-26-100	Constanta	rgd	23nov18	to Aviatsiye obladannya of Kiev; in all-white c/s, no titles; f/n HMJ 27nov18, still without registration; no operator given on register jan19/dec19; f/n with registration IEV 24jul19; l/n OZH 29oct19; operator given again as Constanta jan20/feb20; rgd 19feb20 to Expedition Aviation FCZ of the UAE; opb United Nations in South Sudan may20 with call-sign UNO 506P according to documents; seen ATH 28aug20, no titles
	UR-UZF	An-26-100	United Nations	MGQ	mar21	l/n JUB 16nov22
	UR-UZF	An-26-100	Constanta	TRC	05oct23	in all white c/s
58 07	S3-ABD/5807	An-26	Bangladesh AF	no	reports	returned to the Soviet Union (trf to MAP 31may89) and ferried back as, see next line
	CCCP-58648	An-26	Aeroflot	DXB	19dec89	
	CCCP-26007(2)	An-26	AFL/Central Region	rgd	10feb91	c/n checked and on the Russian Register; in 'polar' c/s; f/n BKA 11apr91; canx but date unknown; see c/n 9901; l/n IEV 08sep92
	UR-26007(2)	An-26	Kont Av Salamandra	IEV	16jul93	c/n checked, company went bankrupt in 1994
	UR-26007(2)	An-26	Antonov Airtrack	IEV	20nov95	l/n IEV 22jun97

	UR-26007(2) ST-AVI	An-26 An-26	Aeroflot c/s, n/t Aviatrans	IEV SHJ	11may98 nov02	all-white with titles; l/n SHJ 12feb03; c/n from Sudanese CAA; seen KRT 14oct10/17jan11 (N15.579558 E32.551991) in blue/gold and white c/s with titles, paintwork on forward fuselage and nose cone scratched, possibly after an accident; l/n KRT dec11/2018, stored
58 08	not known RA-26641 RA-26641	An-26 An-26 An-26	Soviet Air Force Russian AF/AFL c/s Russian Air Force	mfd Iva Iva	21sep77 04aug01 06aug04	in fact not Air Force, but NBC protection forces (VRKhBZ) in fact not Air Force, but NBC protection forces (VRKhBZ); opb 395 oiae VRKhBZ at Bagai-Baranovka; in basic Aeroflot c/s with a VRKhBZ badge behind the cockpit, no titles; last overhaul completed 30jul04; l/n Bagai-Baranovka 27apr09
	RA-26641	An-26	Russian Air Force	trf	2010	opb 395 oiae at Bagai-Baranovka; in basic Aeroflot c/s with Russian flag on fin, still with a VRKhBZ badge behind the cockpit, no titles; f/n Bagai-Baranovka 30may11; l/n SVX 19nov11; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life
58 09	not known "01" red	An-26PS An-26PS	Soviet Air Force Russian Air Force	mfd Khb	29nov77 2010	opb 6 AvGr 6983 AvB at Khabarovsk-Tsentralny; overhaul completed 11apr95; in light grey c/s with Russian stars, no titles
	RF-36107	An-26PS	Russian Air Force	KXX	24apr13	also carried code "25" red; opb 6 AvGr 6983 AvB at Khabarovsk-Tsentralny; in light grey c/s with "VVS Rossii" titles and Russian stars; last overhaul completed in 2012 (by 308 ARZ); l/n Khabarovsk-Tsentralny 15aug18 rgd 30jan78; canx 01dec89
58 10	CCCP-47409 "20" red	An-26PS An-26PS	Soviet AF/AFL c/s Russian Air Force	mfd SVX	25nov77 15may11	opb 4 AvGr 6980 AvB at SVX from 2010; initially in light grey c/s with Red Stars and red spinner tips, no titles; l/n as such SVX 29nov11; received black spinner tips; f/n as such SVX jan13; l/n SVX 14may13 also carried code "20" red; initially opb 4 AvGr 6980 AvB (redesignated 32 otsap) at SVX; in light grey c/s with Red Stars and black spinner tips, no titles; trf to sae 32 otsap at Kyzyl 01mar19; l/n OVB 04aug2
	RF-36081	An-26PS	Russian Air Force	SVX	24jun13	
59 01	not known "75" blue UR-VIV	An-26Sh An-26Sh An-26	Soviet Air Force Ukraine Air Force Veda	mfd trf KGO	26dec77 1992 10may07	no reports; in light grey c/s, code visible under paint when seen as UR-VIV based at Simferopol; in light grey c/s, no titles, Air Force insignia and c/n painted over; l/n KGO 14jun07; canx 31dec08
	UR-CHT	An-26	Meridian	rgd	08jul09	version painted as An-26B, but in the register and ADB service documents as a 'plain' An-26, in white c/s with grey belly, no titles; f/n IEV 10sep09; leased by Sprintair Cargo apr10/nov12 and used on the WAW-KUN route; seen IEV 2015, with version painted as just An-26; l/n KGO 2017; canx between 07nov17 and 01dec17
	UR-UZA	An-26	Constanta	rgd	08dec17	to Aviatsiynye obladdannya of Kiev; rgd 27feb18 to Expedition Aviation FZC of the UAE; in all-white c/s with an unidentified small blue logo below the cockpit, no titles; seen MGQ 16mar18
	UR-UZA	An-26-100	Constanta	rgd	02dec19	to Expedition Aviation FZC of the UAE; converted in late 2019; in all-white c/s, no titles; f/n OZH dec19; l/n SOF 29sep21
	UR-UZA	An-26-100	Urga	rgd	16sep22	to Expedition Aviation FZC of the UAE
	UR-UZA	An-26-100	Constanta	rgd	29may23	to Expedition Aviation FZC of the UAE
59 02	UR-UZA not known "25" blue	An-26-100 An-26-100 An-26 An-26	United Nations Soviet Navy Russian Navy	JUB mfd Kck	04oct23 19dec77 29mar12	in all-white c/s; l/n JUB 10nov23, with callsign UNO506P
	RF-46897	An-26	Russian Navy	Kck	21jan14	initially opb 398 oiae at KGD; in light grey c/s with Red Stars, no titles; last overhaul completed 31jul93; trf to 7054 AvB at Chkalovsk in early 2011; l/n Chkalovsk 12aug12
59 03	not known not known "26" blue	An-26 An-26 An-26	Angola Soviet Navy Russian Navy	mfd mfd trf	26dec77 21dec77 1992	also carried code "25" blue; opb 72 AvB at Chernyakhovsk; in light grey c/s with "VMF Rossii" titles and Russian stars; l/n OSF 26jul17; on charge by apr17; seen Kacha 12apr19 on overhaul; l/n sep22 confirmed exported to Angola; soc in 1980
	RF-46898	An-26	Russian Navy	REC	04nov17	opb 398 oiae at KGD; overhaul completed 11nov93; l/n VVO 07oct09; tender for the prolongation of the service life by 5 years issued by EMZ im. Myasishcheva 28sep16; overhauled by 308 ARZ at Ivanovo-Severnoy in basic Nicaraguan Air Force c/s, no markings apart from the registration on the fin; seen MAO 05nov17; arrived at MGA 06nov17
	FA-EN161	An-26	Nicaraguan AF	MGA	08nov17	opb Escuadrón de Transporte at MGA; in white/grey c/s with 'Nicaraguan flag' cheatline; seen without titles MGA 08nov17, but received 'Fuerza Aérea Ejército de Nicaragua' titles later on; officially h/o at MGA 23feb18; l/n TGU 30oct21
59 05	TY-AFT	An-26	Benin Government	mfd	21nov77	c/n confirmed by Antonov; d/d jan78; f/n ALG 01oct78, crashed Parakou, Benin, 1985
59 06	not known "56" blue	An-26 An-26	Soviet Navy Russian Navy	mfd Kac	23dec77 sep97	opb 917 osap at Kacha (Crimea); last overhaul completed 26sep94; l/n Kacha may13
59 07	not known not known	An-26 An-26	Soviet Navy Russian Navy	mfd	22dec77	opb mil. unit 87381 - 917 osap at Kacha (Crimea) probably h/o to Ukraine in 1997 (as 1 of 5 An-26s of the Black Sea Fleet) on the basis of the 1997 Black Sea Fleet Partition Treaty; was later sold abroad
	9Q-CSI	An-26	Defense Nationale?		aug99	location unknown
59 08	"26"	An-26	Soviet Navy	no	reports	opb 278 oiae 33 TsBP PLS at Mykolayiv-Kulbakino
59 09	CCCP-26632 EW-26632 SP-FTZ	An-26 An-26 An-26	AFL/Belarus Belavia EXIN	mfd MHP rgd	dec77 10jul94 31aug95	toc 13jan78; rgd 03feb78; f/n MHP 11sep87; l/n MHP 08sep93
59 10	CCCP-26633 CCCP-26633 EZ-26633 TJ-26633	An-26 An-26 An-26 An-26	AFL/Turkmenis.-KRW Turkmenistan Al Turkmenistan Al Tajik Air Force	mfd BGY VCE ph.	30dec77 mar93 early93 13sep11	in white c/s with blue/grey stripes, red fin and undersides; l/n OST 15dec98; canx 25oct99 as sold to Lithuania; seen MHP jun01/oct08, stored
60 01	not known	An-26	Soviet Air Force	mfd	30dec77	l/n KRW 18may96; not in 2001 fleet list; for sale early 2008, t/t 20,400 hours and 8,463 cycles
60 02	CCCP-47411 RA-47411	An-26PS An-26PS	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Iva	28apr78 21aug96	with large titles on the lower fuselage; l/n MHP 12feb12
60 03	CCCP-47410 RA-47410	An-26 An-26	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Iva	23dec77 26may99	opb mil. unit 83252 at Kubinka
60 04	CCCP-26170 RA-26170	An-26B An-26B	MAP Taganrog MSZ MAP Taganrog MSZ	mfd Tag	21dec77 08sep93	rgd 12jun78; c/n from Russian register feb98
	EL-AHT 9Q-CJI	An-26 An-26	Air Cess Succes Airlines	rgd	24jul00	l/n Klin-5 airbase 20aug01; c/n not checked; canx but date unknown; opb BUATs at Balashov; l/n Balashov aug07/may10; tender issued 29jun09 asked for the repair of starboard wing
60 05	not known "17" blue	An-26 An-26	Soviet Air Force Russian Air Force	mfd ph.	30dec77 08jun10	rgd 12jun78; f/n WAW 22jul78; l/n Ivanovo-Severnoy 02sep97; c/n checked and on Russian register feb98
	RF-36088	An-26	Russian Air Force	Roc	27jun11	overhaul completed 24may00; seen Ivanovo-Severnoy 22jun00; seen Ivanovo-Severnoy 30aug07, c/n not checked; opb BUATs at Balashov; canx but date unknown; overhaul completed 26jun10
60 06	"02" blue "26" yellow	An-26 An-26	Soviet Air Force Belarus Air Force	no Mma	reports 09sep94	rgd 05may78
60 07	not known "26" red	An-26 An-26	Soviet Air Force Russian Air Force	mfd SVX	20jan78 18aug12	in Aeroflot c/s; reported as RA-26176 but this is an An-2 c/n 111047308, seen Taganrog 19aug92; RA-26170; reported in TANTK fleet list 1996/2000; soc 15feb00 and canx 18feb00 as to Kazakhstan
60 08	"09"	An-26	Strat.Rocket Force	mfd	30jan78	doubtful as also not on the Liberian register 13jul01
60 09	not known not known	An-26 An-26	Soviet Air Force Russian Air Force	mfd no	20jan78 reports	w/o 12aug00 whilst en route from Kinshasa to Tshikapa, crashed 64km NW of Tshikapa whilst trying to return to Kinshasa, 21 passengers, 6 crew killed
60 10	not known "57" red	An-26 An-26	Soviet Air Force Russian Air Force	mfd Iva	28jan78 27aug04	at Rostov-na-Donu Tsentralny; overhaul completed 13apr06; in all-grey c/s with Red star; l/n Rostov-na-Donu Tsentralny 01jun11
	N5057E	An-26	SRX Transcontinen.	rgd	20jul05	opb AvGr 6972 AvB at Rostov-na-Donu-Tsentralny; in all-grey c/s with Russian stars and "VVS Rossii" titles, also carries code "17" blue; l/n Rostov-na-Donu Tsentralny 23apr12
	N5057E	An-26	Avia Lsg Asset Mgt	rgd	17oct07	code visible under paint
61 02	not known	An-26	Ukraine Air Force	mfd	1978	in old Soviet grey c/s with red star; opb 50 SAB at Minsk-Machulishchi; stored Minsk-Machulishchi since 1996, later with Belarus flag on the fin; seen Minsk-Machulishchi may08; l/n Minsk-Machulishchi 16may15, stored
61 03	not known	An-26	Russian Air Force	mfd	1978	overhaul completed 31aug92
61 04	not known not known	An-26 An-26	Soviet Air Force Russian Air Force	mfd no	14feb78 reports	wfu, in all-grey c/s; stored on the grass; l/n SVX 11mar16, engineless; see also c/n 9309
61 05	CCCP-26220	An-26	Soviet Air Force	mfd	11feb78	opb 84 osap at Klyuchi (Kamchatka); w/o 26oct89 on a flight from Klyuchi to Petropavlovsk-Kamchatski when deviated from the approach pattern to the left during a VFR descent in clouds with strong cross winds and crashed at a height of 1,500 metres into the snow-covered steep slope of Mount Aag (2,310 metres) 35 km north-east of Yelizovo airport, all 6 crew members and 31 passengers (among them family members of the military personnel stationed at Klyuchi) were killed
61 06	not known not known "57" red	An-26 An-26 An-26	Russian Air Force Soviet Air Force Russian Air Force	mfd no Iva	reports 16feb78 04aug01	opb BUATs at Balashov; tender issued 29jun09 asked for the repair of load-bearing elements of the hull; opb BUATs at Balashov by 2011; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life
						rgd 07jun89; canx but date unknown; overhaul completed 04dec93
						opb BUATs at Balashov by 2011
						opb BVVAUL at Balashov; in light grey c/s with Red Stars, no titles; overhaul completed 01feb07; Red Star on fin replaced by Russian flag; photo CKL jun11, c/n not checked; seen ZIA mar14 with "VVS Rossii" titles on the fin starboard side and red spinner tips (the same aircraft ?); seen Ivanovo-Severnoy 10oct16, with black spinner tips, no titles port side, awaiting overhaul by 308 ARZ (was undergoing overhaul as of feb17); see c/n 12410 which looks very similar

	RF-36113	An-26	Russian Air Force	Bls	21sep18	also carried code "57" red; in light grey c/s with 'VVS Rossi' titles, Russian stars and black spinner tips; I/n Krasnodar-Tsentralny 03nov18
61 07	"48" red "48" red "01" blue	An-26Sh An-26Sh An-26	Soviet Air Force Ukraine Air Force MNS Ukrayiny	mfd trf Niz	24feb78 1992 19oct06	opb 46 uap Luganskogo VVAUSH; seen in bare metal on overhaul by Zavod No. 410 GA at IEV jun99/jul99 used call-sign 262104XT; opb sao MNS (later sao DSNS) at Nizhyn; in basic 'blue' Aeroflot c/s with 'MNS Ukrayiny' titles and an MNS coat-of-arms; I/n a such KBP 19may17; tender for modernization published 06sep17
	"01" blue	An-26	DSNS Ukrayiny	h/o	29dec17	after overhaul by Zavod No. 410 GA, in white c/s with red trim, 'Rescue Service Ukraine' titles; I/n BRU 10oct23
61 08	T-54	An-26	Angolan Air Force	mfd	28feb78	soc in 1980
61 09	T-56	An-26	Angolan Air Force	mfd	28feb78	soc in 1980
61 10	not known not known	An-26 An-26	Soviet Air Force Russian Air Force	mfd mfd	22feb78	opb mil. unit 78474 at Balashov
62 01	not known	An-26	Soviet Air Force	mfd	27feb78	overhaul completed 05oct08; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; Antonov document feb19 states 'removed from service'
62 02	not known "27" blue RF-46899	An-26 An-26 An-26	Soviet Navy Russian Navy Russian Navy	mfd KGD Lev	27feb78 12aug96 23mar13	opb mil. unit 78474 at Balashov; last overhaul completed 08nov85; time between overhauls exceeded in 1995
62 03	not known "19" red	An-26 An-26	Soviet Air Force Russian Air Force	mfd	27feb78	opb 398 otae at KGD; I/n KGD 20apr05; no longer on charge by 2012 (overhauled in 2013)
62 04	RF-36114 "24" red	An-26 An-26	Russian Air Force Russian Air Force	ph. PEE	21nov18 08sep08	also carried code "27" blue; opb 72 AvB at Chernyakhovsk; in light grey c/s with 'VMF Rossi' titles and Russian stars; seen OSF 18oct16; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; on charge by apr17; I/n Kaliningrad region 2021
62 05	CCCP-26165(2) RA-26165(2) RF-46887	An-26 An-26 An-26	Sov. Navy/AFL c/s Russian Navy Russian Navy	mfd VVO VVO	27feb78 19apr97 30mar13	opb UAvB Krasnodarskogo VVAUL at Armavir; in light grey c/s with Red Stars, no titles; last overhaul completed 10jun06; f/n Balashov 22aug06, with old type blister; seen Taganrog-Yuzhny 23aug12; seen ZIA 21aug15, with 'VVS Rossi' titles; I/n Armavir 23feb16; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life
62 06	not known RA-26245	An-26 An-26	Soviet Air Force Yaik	mfd rgd	28feb78 06jun94	in all grey c/s with 'VVS Rossi' titles and Russian stars, also carries "19" red; I/n Krasnodar-Tsentralny oct21 based at SVX, seen as such in 2008; in all-grey c/s with Red star on the tail, I/n SVX aug12, stored rgd 15aug88; see c/n 8004
	RA-26245	An-26-100	Izhavia	IJK	09feb07	opb 71 ovtae at VVO; in basic Aeroflot c/s, no titles; I/n VVO 31mar11; last overhaul completed 01oct12
62 07	RA-26245 "45" blue "45" blue UR-26 UR-BXB	An-26-100 An-26 An-26 An-26 An-26	Sev-Avia Soviet Navy Russian Navy Tavria MAK Tavria MAK	OMS mfd Kac SIP IST	11sep22 27dec78 16sep96 07may98 13aug98	also carried code "11" blue; based at Mongokhto-Kamennyi Ruchej; in light grey c/s with Russian stars, no titles; seen VVO 17aug18, with additional 'MA VMF Rossi' titles; I/n PKC 2022
	UR-BXB UR-DWB	An-26 An-26	Europ. Ukraine AI Aero-Charter	IST AMS	06aug02 28feb04	c/n from Russian register feb98/sep01; trf to Yaik 30jun94; f/n Sterlitamak-Salavat 16jun01, c/n checked as being 6202 I, in white/gold and black c/s; reportedly delivered to the Russian Air Force in early 2005
62 08	CCCP-26634 EW-26634 SP-FPL	An-26 An-26 An-26	AFL/Belarus Belavia ex Belavia n/t	mfd MHP rgd	apr78 09sep94 10jun96	c/n checked in documents; seen DME 19jul09; bought by Izhavia 22oct09 (was leased before); seen IJK 18apr18/19jun19 stored; seen NSK jun21, blue and white colours, no titles; I/n as such OMS 27jun22
62 09	not known not known	An-26Sh An-26Sh	Soviet Air Force Ukraine Air Force	mfd trf	1978 1992	blue and white colours, no titles; I/n VVO 14aug23
	UR-VVY OB-1859-P	An-26-100 An-26-100	Baltyka Amazon Sky	BUD rgd	11jan07 09aug07	mfd from Ukrainian CAA, late mfd; f/n Kacha 1986; in all-grey c/s; I/n jan87
						I/n Yevpatoriya 24aug97
						registration painted as such, c/n checked; I/n SIP 07aug98
						c/n from JP-03; in all-white c/s; I/n SIP 29apr99, as such; photo BGF oct99 of the forward fuselage only with 'White Buffalo' emblem and titles below the cockpit, operator given as Air Urga
						in all-white c/s; purchased dec04 according to website (but possibly already by feb04); wet-leased to Emerald Airways mar05; canx 17jul12; I/n IEV 19aug12; reported by ATDB to have been scrapped
						toc 21mar79; rgd 03apr79; f/n MHP 09sep87; I/n MHP 08sep93
						I/n MHP 13may96
						f/n MHP 01jul96; canx 31jan97; I/n MHP jun01; seen nov08 unmarked at the training area of the MChS Belarusi at Svetlaja roshcha (N54.334293 E28.389190 Borisov region) together with Tu-154 EW-85748 Tu-134 EW-65861(1) and Yak-40 UR-VVS; I/n 2019
						last overhauled 15oct87; sold and converted to An-26-100 but does not have the additional cabin windows as per many other conversions, see next line
						c/n checked SXF 16apr07; I/n MST 25may07
						f/n UAK 11sep07; also still carries its 'Baltyka' titles till at least 29sep09; carried only Amazon Sky titles by at least 04oct10; leased by Transportes Aéreos Cielos Andinos from a Ukrainian company since 25may07; I/n LIM 03mar11; damaged 04jan12 on landing at Pisco, during a touch and go on a training flight from Lima, sustaining damage to the underside of the fuselage, port engine/props and nose gear; t/t 7,423 hours 8 minutes and 6,031 cycles; repaired; CofA expired 21nov13
62 10	TY-AAI CCCP-29107 YL-RAA (1) EL-WAQ	An-26 An-26 An-26 An-26	Benin Government RAF-Avia RAF-Avia East West	mfd d/d rgd rgd	mar78 31may91 10nov92 unknown	f/n DLA 26aug78; returned to the Soviet Union in 1988
63 01	not known "15" red	An-26 An-26	KBG/Border Guards FSB	mfd SVO	23mar78 13aug08	from Kiev to Riga; rgd 12jul91; inaugural flight 19aug91 Riga-Nizhni Novgorod-Riga; f/n SVO 30jun92
	RF-26256	An-26	FSB	ROV	19aug10	I/n AMS 22dec92; canx 01aug97 and reported sold to Congo; see c/n 11206
63 02	CCCP-26686(2) RA-26686(2) RA-26686(2)	An-26 An-26 An-26	Yakutavia Sakha Avia United Nations	mfd trf BGF	23aug78 25jul94 02dec98	c/n confirmed from register dated 13jul01
63 03	not known "41" red	An-26 An-26	Soviet Air Force Russian Air Force	mfd Iva	27mar78 27aug04	opb 1 oao at Petrozavodsk; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles, carried a polar bear badge on the forward fuselage; t/t 7,132 hours by 2007
63 04	RF-92958 "11" red "11" red	An-26 An-26 An-26	Russian Air Force Soviet Air Force Russian Air Force	ZIA mfd no reports	sep13 28mar78	opb 1 oao at Petrozavodsk; last overhaul completed aug10; in basic Aeroflot c/s with Russian flag on fin, no red stripe, badge or titles; I/n ARH may20
63 05	CCCP-26635 RA-26635	An-26 An-26	AFL/Yakutiya-YKS Polyarnyye Avial.	mfd trf	28mar78 21apr94	rgd 26apr91; late mfd, ex military or export aircraft; on charge as of jan93; see c/n 8806
63 06	CCCP-26636 RA-26636 EP-TPR EP-TQB RA-26636	An-26 An-26 An-26 An-26 An-26	AFL/Urals Permskiye Avialin. IPTAS/AFL titles Esquith Air ? Permskiye Avialin.	mfd trf DXB Pay PEE	28mar78 30mar94 12apr95 26mar97 14aug01	CoFR renewal 26jan98
	RA-26636 RA-26636 CCCP-26500 RA-26500	An-26-100 An-26-100 An-26 An-26	UTair Express KAPO Im. Gorbunova Sev-Avia AFL/Far East Dalavia	rgd rgd mfd trf	02feb09 17oct13 20jun19 mar78 01jun93	leased from Sakha Avia; soc 06oct04 as worn out; probably broken up, location and date unknown
63 08	CCCP-26501 RA-26501 RA-26501	An-26 An-26 An-26	AFL/Arkhangel.-ARH Aeroflot Arkhangelsk AI	mfd ARH trf	31mar78 12jul94 24feb95	overhaul completed 30sep05; opb Borisoglebsk KVVAUL; in all-grey c/s with 'VVS Rossi' titles and Red star; I/n CKL 11apr13
63 09	CCCP-26502 RA-26502	An-26 An-26	AFL/North Kavkaz Kuban Airlines	mfd trf	mar78 22feb94	in all-grey c/s with 'VVS Rossi' titles and Red star, still coded "41" red; I/n Kubinka 04aug14
63 10	CCCP-26503 RA-26503 RA-26503	An-26 An-26 An-26	AFL/Tyumen Aeroflot UVAU GA	mfd LED KGO	31mar78 13jun93 24apr99	last overhaul completed 24dec87
64 01	not known not known 9Q-CGM 9Q-CGM YI-AZR	An-26Sh An-26Sh An-26 An-26	Soviet Air Force Ukraine Air Force Tolaz Aviation Mango Airlines	mfd trf rgd JUB JUB	22apr78 1992 05jun06 16may09 17mar17 29oct19	opb 929 GLTs at Akhtubinsk; time between overhauls expired in 2001, an overhaul was deemed economically not viable
64 02	022	An-26	Mozambique AF	MPM	1983	toc 15apr78; rgd 18may78; f/n LED 05may89; I/n CYX 04jul92 in 'polar' c/s
64 03	not known "147" black	An-26 An-26	Soviet Air Force Russian Air Force	mfd KLD	30apr78 10may95	in official fleet list dated 04may09 as stored; soc 04aug09 as unrepairabl3; I/n CYX 30mar10, in full Aeroflot c/s and titles, stored without engines; believed still extant on GE image 12jun19
	RF-93998	An-26	Russian Air Force	OSF	20jun17	toc 07apr78; rgd 27apr78; f/n jun84; photo may91 in flight, in Aeroflot colours with blue tail
						f/n KRR 15jul94, in Aeroflot c/s and titles; soc and canx 01apr97 as life-time expired
						toc 11apr78; rgd 25apr78; f/n SIP 17sep87
						I/n ULV 27aug97; trf to Ulyanovsk Avia, date unknown; CoR renewal 02sep98
						Ulyanovsk Flying School; in basic Aeroflot c/s, no titles; was stored at ULV, I/n aug99/jun05; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.291182 E48.235133) since 15dec08; I/n 26jul19
						offered for sale by SkyBirdHeli 27may06 with t/t 3,339 hours, type given as just An-26
						f/n ROV 07mar07; reportedly flew ROV-ALP 07mar07
						reported at Lodja; white c/s with large titles; already in UN document jul07 with operator as such; seen BUX 22nov11; Mango ceased operations mar12; I/n GOM 09sep12
						all white c/s with titles and type painted as 'Antonov 26'; I/n JUB 18mar18
						c/n not confirmed; an illegal registration; all white c/s with titles and white/purple emblem on the tail, type painted as 'Antonov 26'; mentioned in an official South Sudanese document as permitted to fly a return cargo flight between Juba and Kigali may20, call-sign 'SD300'
						in camo c/s; I/n operational MPM 19jun85; wfu 1993; t/t 5,331 hours; sat derelict at MPM (S25°55'25.33" E32°33'52.29"), seen aug16
						also given as 20apr78
						laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; initially opb 78 ovtae at Klin; in c/s similar to Aeroflot with Red Stars, no titles; c/n checked PKV 14may04; trf to 6955 AvB at Tver-Migalovo around 2010; later opb Otryad upravleniya (control/command flight) at KLD; I/n ULV 21aug14; named 'V Bochkaryov'; overhauled by 308 ARZ in 2016
						laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; opb 6955 AvB at Tver-Migalovo; in c/s similar to Aeroflot with Russian flag on the tail, no titles; seen Yermolino 18sep20, still named 'V Bochkaryov'; I/n 23oct20, location withheld

64 04	"23" blue	An-26	Soviet Air Force	mfd	21apr78	based Legnica with 245 osae, seen Legnica 20aug90/25apr92; in all-grey c/s with Red star; laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; version also given as An-26L
	"03" blue	An-26	Russian Air Force	Roc	15aug09	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; overhaul completed 10oct10; in c/s similar to Aeroflot with Red star on the tail and small Russian flag behind the cockpit
	RF-36072	An-26	Russian Air Force	Roc	17may11	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; opb AvGr 6972 AvB at Rostov-na-Donu-Tsentralny; in all-grey c/s, with Russian stars and 'VVS Rossii' titles; also carries code "03" blue; l/n Rostov-na-Donu Tsentralny mar20
64 05	024	An-26	Mozambique AF	MPM	19jun85	dbr Cuamba 1993 exact date unknown, after landing on grass having missed the runway completely; photo Cuamba with bomb racks, both engines missing, sitting on its tail with part of the underside of the fuselage torn away and the nose cone damaged; visible on GE at (S14.817778 E36.53301); still present by may13 according to press reports and visible on GE image Jun18
64 06	"05" blue	An-26	Soviet Air Force	mfd	21apr78	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; opb 112 osae at Odessa-Shkolny; overhauled in 1987
	"05" blue	An-26	Ukraine Air Force	trf	1992	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; opb 2 osap at Odesa-Shkolny until its disbandment in 2005; in grey c/s with light grey undersides and yellow spinner tips; opb 456 brTRA at Vinnytsya-Havryshivka probably from 2005 (f/n there 02sep09); offered for sale by SkyBirdHeli 27may06 with t/t 4,832 hours and 5,495 cycles, but was not sold; seen VIN 26aug10 and apr15; a photo taken in 2015 shows that the first digit of the previous code was a "0"; contract for overhaul by Zavod No. 410 GA signed 10dec17, with the type given as 'An-26KPA'; see c/n 5609
	"35" blue	An-26	Ukraine Air Force	ODS	24may02	after overhaul by Zavod No. 410 GA; laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; opb 456 brTRA at Vinnytsya-Havryshivka; in grey c/s with light grey undersides; l/n 02apr20, location withheld rgd 25may78; on charge as of 01jul78; f/n LED 22sep87
	"47" blue	An-26	Ukraine Air Force	h/o	06jul18	f/n MST 30mar96, in basic ex Aeroflot c/s, no titles; l/n BUD 07may97; c/n checked l/n BUD 14jun99
64 07	CCCP-26504	An-26	Avialini. Ukrayiny	mfd	27apr78	f/n BUD 06jul99; opb Ion Tiriac Air; l/n BUD 09mar05
	UR-26504	An-26	Scorpion Air	BKA	21may93	in basic ex DHL c/s, no titles; f/n LJU 27jul05; mentioned in an incident report 07nov05; in Scorpion Air fleet list 30dec05; l/n SOF 07sep07; flew to Rostov-na-Donu from Sofia as SCU520 27dec07
	LZ-MNH	An-26	DHL	rgd	12jan96	in all white c/s with blue tail; see comment two lines down; l/n LBV 10oct08
	LZ-MNH	An-26	DHL	BUD	sep97	in all white c/s with blue tail; l/n FJR 14may09; c/n from Georgian CAA; reported as opb Air West in official fleet list from the CAA; see An-26B 4L-BKA with unknown c/n
	YR-ITA	An-26	Scorpion Air	rgd	01jul99	in basic ex Trast Aero c/s, no titles; w/o 10apr13 Doro Airstrip, Maban County, South Sudan when it ran off the strip into rough ground breaking the fuselage in two; confirmed by the CAA as canx 08apr13; the wreck believed to be this aircraft from comparison of photos, was photographed 05oct17 from the air, showing S9-GBA on top of the starboard wing
	LZ-MNH	An-26	Scorpion Air	rgd	08apr05	opb mil. unit 78474 at Balashov; last overhaul completed 09jan88
	S9-GBA	An-26	no titles	FJR	04mar08	opb mil. unit 42147 at Kazan-Borisoglebskoye
	4L-BKA (1)	An-26	no titles	FJR	21mar09	overhaul completed 15mar01; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life
	EK-26407	An-26	South Airlines	rgd	12mar10	opb mil. unit 42147 at Kazan-Borisoglebskoye
64 08	not known	An-26	Soviet Air Force	mfd	27apr78	opb 15th Air Army in the Baltics; a request for changing part of the wing was issued 23jun88
64 09	not known	An-26	Soviet Air Force	mfd	27apr78	l/n RIX 04jul94, c/n not checked for either sighting; the unit was disbanded in 1994
	not known	An-26	Russian Air Force	mfd	27apr78	equipped with ASO-2V chaff/flare dispensers; overhaul completed 15jun00; opb 186 osap at Levashovo from 2001; in light grey c/s with a Russian flag on the fin, no titles; l/n Levashovo 27sep12; underwent overhaul with 308 ARZ in 2016
64 10	not known	An-26	Soviet Air Force	mfd	26apr78	still equipped with ASO-2V chaff/flare dispensers; also carried code "25" red; probably opb 33 osap at Levashovo; in light grey c/s with black spinner tips, 'VVS Rossii' titles and Russian Stars; l/n as such in 2020; titles changed to 'VKS Rossii'; f/n as such Kubinka aug21
65 01	"07"	An-26	Soviet Air Force	mfd	27apr78	opb mil. unit 97978 at Kabul
	"03"	An-26	Soviet Air Force	no	reports	no reports
	"03" red	An-26	Russian Air Force	RIX	10sep93	based at Kiev; in all grey c/s still wearing previous code "40" red; seen IEV aug08/sep12 stored; canx 01oct08
	"10" red	An-26	Russian Air Force	Lev	22may01	f/n SAH nov93
	RF-36008	An-26	Russian Air Force	Gmv	aug17	opb mil. unit 27926, SVVAULSh (Stavropol Higher Military Aviation School) overhaul completed 20apr09; opb BUATS at Balashov by 2011; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life
65 02	not known	An-26	Soviet Air Force	mfd	27apr78	opb mil. unit 25883, SVVAULSh (Stavropol Higher Military Aviation School) photo, in dark green/light brown camo c/s
65 03	not known	An-26Sh	Soviet Air Force	mfd	1978	f/n SAH sep95; seen SAH 06dec09, in dark green/grey camo c/s with 'Y.A.F' on the fin; l/n SAH 15mar13, in all white c/s with grey undersides and flag on the fin only; dbr 02mar14 when it made a forced belly-landing on rough ground with retracted gear after experiencing technical problems in the Hadhramaut region of Yemen whilst on a flight from Sana'a to Sayun
	"40" red	An-26Sh	Ukraine Air Force	trf	1992	tender issued 29jun09 asked for the repair of engines and repair of load-bearing elements of the hull; opb BUATS at Balashov by 2011
	UR-MMB	An-26	Meridian	IEV	08aug08	grey c/s; c/n from russianplanes.net; l/n Ivanovo-Severnoy 22aug12
65 04	1188	An-26	North Yemen AF	SAH	may82	version from a Russian Navy document
	1188	An-26	Yemen Air Force	trf	22may90	opb 403 osap (redesignated 7050 AvB) at Safonovo (Severomorsk-1); overhaul completed 07dec06; f/n Saki jun07; t/t 6,255 hours and 4,786 cycles by 31aug08; l/n Severomorsk-1 07apr10; tender for the prolongation of the service life by 5 years issued by EMZ im. Myasishcheva 28sep16; overhauled by 308 ARZ at Ivanovo-Severnoy
65 05	not known	An-26	Soviet Air Force	mfd	16may78	in basic Nicaraguan Air Force c/s, no markings apart from the registration on the fin; arrived at MGA 07dec17 opb Escuadrón de Transporte at MGA; in white/grey c/s with 'Nicaraguan flag' cheatline; seen without titles and still with the Russian registration RF-46855 on as well MGA 08dec17, but received 'Fuerza Aérea Ejército de Nicaragua' titles later on; officially h/o at MGA 23feb18; l/n MGA 10sep20
65 06	not known	An-26	Soviet Air Force	mfd	18may78	opb mil. unit 32994 at Sverdlovsk
65 07	1177	An-26	North Yemen AF	SAH	may82	l/n Lensk 09dec88; l/n Kubinka sep93 (c/n read off as 6001, probably a misread)
	1177	An-26	Yemen Air Force	trf	22may90	opb 70 osap on at Yermolino; in light grey c/s with dark blue engines and belly and 'Russian flag' cheatline, no titles; last overhaul completed mar10; f/n GOJ apr10; l/n Yermolino 09may15
65 08	not known	An-26	Soviet Air Force	mfd	21may78	opb 70 osap on at Yermolino; in light grey c/s with dark blue engines and belly and 'Russian flag' cheatline, no titles
	not known	An-26	Russian Air Force	no	reports	opb 229 AvB at Rostov-na-Donu-Tsentralny; wfu in 2010
	not known	An-26	Russian Air Force	Roc	20aug11	based at Rostov-na-Donu-Tsentralny; in all-grey c/s, Russian flag on tail; no engines, stored
	not known	An-26	Russian Air Force	Roc	05may12	photo exists believed to be ex "28" blue being repainted; in all-grey c/s with Russian flag on tail still visible, for preservation at Rostov-na-Donu-Tsentralny, see next line
	"26" blue	An-26	Russian Air Force	Roc	18aug12	preserved Rostov-na-Donu-Tsentralny as a memorial, (N47.273279 E39.655912) in grey c/s and also coded "26" blue with 'VVS Rossii' titles and Russian stars; l/n 18aug13; c/n from russianplanes.net
66 03	not known	An-26	Soviet Air Force	mfd	07jun78	opb mil. unit 23229 at Tashkent-Tuzel
66 04	"25" yellow	An-26	Belarus Air Force	Mma	09sep94	standard transport aircraft, opb 50 SAB at Minsk-Machulishchi; in light grey c/s with Red Stars; l/n Minsk-Machulishchi 12may96; converted to 1997 to 2004; see next line
	"04" red	An-26	Belarus Air Force	Mma	23feb08	laboratory aircraft equipped with ASLK-75 equipment; in basic Aeroflot c/s with Red Stars and Belarus flag above the entry door on the right-hand side; l/n Minsk-Machulishchi 10may08
	"09" black	An-26	Belarus Air Force	r/r	2010	laboratory aircraft equipped with ASLK-75 equipment; severely damaged on take-off from Baranovichi 13feb11 when the landing gear was retracted too early and the aircraft came to rest on its belly off the runway, no casualties
	"09" red	An-26	Belarus Air Force	IEV	30oct13	laboratory aircraft equipped with ASLK-75 equipment; reported stored with repairs on its fuselage clearly visible, in basic Aeroflot c/s, Belarus flag on tail and behind cockpit
	EW-009DD	An-26	Belarus Air Force	IEV	31jan14	laboratory aircraft equipped with ASLK-75 equipment; newly repainted; no propellers; in mainly white c/s with stylish red and green, Belarus flag, cheatline; l/n Minsk Machulishchi 08aug21
66 05	not known	An-26	Soviet Navy	mfd	31may78	initially opb 71 ovtae at VVO and later by 7062 AvB at Nikolayevka; in grey c/s with Russian stars, no titles; under overhaul with 308 ARZ at Ivanovo-Severnoy by jul12
	"15" blue	An-26	Russian Navy	VVO	19apr97	in grey c/s with Russian stars and "MA VMF Rossii" titles, also coded "15" blue, active; l/n OVB 16sep22
66 06	RF-46888	An-26	Russian Navy	VVO	22jun13	last overhauled 15may97; sold and converted to An-26-100, but does not have the additional cabin windows as per many other conversions, see next line
	not known	An-26Sh	Soviet Air Force	mfd	1978	f/n BUD 27feb06; c/n confirmed; l/n BUD 01sep06
	not known	An-26Sh	Ukraine Air Force	trf	1992	joint titles; l/n LIM 22jan08; canx 21mar08
	UR-VIG	An-26-100	Baltika	rgd	24oct05	l/n LIM 03jul09; l/n LIM 30aug12; w/o 17dec12 en route from Lima to Cusco Malvinas, when it crashed into mountains near the village of Tomas in the Yauyos Cochab province of Peru about 80nm E of Lima; all four crew killed; t/t 7,104 hours 30 minutes and 5,719 cycles
	UR-VIG	An-26-100	Baltika/Amazon Sky	LIM	dec06	f/n CPH 07oct78; see c/n 7803, seen on delivery to Cuban AF
	OB-1887-P	An-26-100	Amazon Sky	rgd	30apr08	l/n VRA 31oct79 in two-tone camo c/s re-serialled according to Cuban sources
66 07	CCCP-47324(1)	An-26	Aeroflot	mfd	09jun78	l/n RKV 23may86
	12-20	An-26	Cuban Air Force	d/d	oct78	Cuban sources confirm scrapped at either Playa Baracoa or Ciudad Libertad
	14-20	An-26	Cuban Air Force	d/d	jan86	
	CU-T1420	An-26	Cub AF/Cubana c/s	VRA	09jun95	
	CU-T1420	An-26	Aerogaviota	mfd	15may78	
66 08	not known	An-26	Soviet Navy	mfd	15may78	initially opb 240 isap at Ostrov; last overhaul completed 26jun01; in grey c/s with a Naval Aviation badge below the cockpit and a Guards badge on the door; l/n as such Ostrov 05aug07; opb 859 TSBPIPLS MA at Yeysk by 2012; l/n OSF 22aug13; right wing seen marked '6608' at Ivanovo-Severnoy 19jun14
	"10" red	An-26	Russian Navy	Osv	sep06	

66 09	RF-46537 "03" RF-90441	An-26 An-26 An-26	Russian Navy Strat.Rocket Force Russian Air Force	OSF mfd trf	21feb15 13jun78 01jun10	also coded "17" blue"; in light grey c/s with 'MA VMF Rossii' titles; l/n OSF 2021 opb 105 osae at Omsk-Severnoy; overhaul completed 08sep93 seen Omsk-Severnoy 11jan13; opb 105 osae at Omsk-Severnoy; in basic Aeroflot c/s with Russian flag on fin, no titles; l/n Omsk-Severnoy 28sep21 see c/ns 7907 and 8306, on delivery to Cuban AF
66 10	CCCP-47325(1) 12-21 14-21 CU-T1421 CU-T1421	An-26 An-26 An-26 An-26 An-26	Aeroflot Cuban Air Force Cuban Air Force Cub AF/Cubana c/s Aerogaviota	CPH d/d rgd	07oct78 oct78 14jan86	re-serialised according to Cuban sources l/n SNN 07apr90 in fleet list 1995/2001 but no reports; Cuban sources confirm scrapped at either Playa Baracoa or Ciudad Libertad
67 01	CCCP-26505(1)	An-26	AFL/Krasnoyarsk.-EIE	mfd	15jun78	rgd 24jul78; toc 26jul78; opb 127 LO; w/o 23dec81 on a flight from Yeniseisk to Severo-Yeniseiski when dropped below the glide path on finals in difficult weather conditions at night (the navigator and the flight mechanic were intoxicated and did not fulfil their functions), the decision to go around was taken too late, the aircraft hit trees on the slope of a hill 105 metres west of the inner marker (1,140 metres before the runway threshold), crashed and broke up, 2 of the 6 crew killed and the other 4 plus the sole passenger injured; t/t 4,686 hours and 4,237 cycles; soc and canx 02feb82; see c/n 3901
67 02	CCCP-26506 CCCP-26506	An-26 An-26	AFL/Krasnoyarsk KrasAir	mfd trf	jul78 22dec95	toc 27jul78; rgd 14aug78; f/n mar85; l/n SVO 11sep92 in 'polar' colours soc and canx 23sep97 as life-time expired; belonged to the Khatanga Flight; seen derelict HTG in Aeroflot c/s (N71.980371 E102.492285) 25jul13/11oct15 with the CCCP- prefix removed
67 03	CCCP-26507 UN-26507 UN-26507 RA-26507 RA-26507 RA-26507	An-26 An-26 An-26B An-26B An-26B An-26B	AFL/Kazakhstan Aeroflot Spetsavia Spetsavia Skytest, n/t KAPO im. Gorbunova	mfd PPK BKA BKA trf trf	24jun78 11jul93 01aug02 01jul06 04dec06 16jul12	reported for Kazakhstan Airlines; laboratory aircraft equipped with ASLK-75 equipment by this date laboratory aircraft equipped with ASLK-75 equipment; in red/blue and white c/s; l/n BKA 23aug04 laboratory aircraft equipped with ASLK-75 equipment; in red/blue and white c/s; l/n BKA 22jul06 laboratory aircraft equipped with ASLK-75 equipment; in red/blue and white c/s; f/n DME 13apr11 laboratory aircraft equipped with ASLK-75 equipment; in red/blue and white c/s no titles, small KAPO badge on the fin; f/n MMK 01may13; l/n NJC 08sep14
67 04	CCCP-26508 RA-26508	An-26 An-26	AFL/N.Kavkaz-KRR Kuban Airlines	mfd trf	27jun78 22feb94	laboratory aircraft equipped with ASLK-75 equipment; f/n KZN 30oct16, in red/blue and white c/s still with KAPO badge on the fin, no titles; CofR renewal 23nov17; l/n PES 09aug22 toc 06jul78; rgd 25jul78
67 05	CCCP-26509 RA-26509	An-26 An-26	AFL/Yakutiya Polyarnyye Avial.	mfd trf	29jun78 21apr94	f/n KRR 15jul94, in Aeroflot c/s and titles; soc and canx 25mar99 as life-time expired rgd 15aug78; toc 17aug78; f/n LED 25aug91; l/n CYX 04jul92 in 'polar' c/s f/n YKS 13may95, in Aeroflot c/s and titles; trf from Polyarnyye Avialinii to Yedinaya Sakha-Yakutskaya transportnaya kompaniya 24mar05, was at Cherski at that time; in official fleet list 04may09 as stored; seen as such CYX jun09/apr10 many parts missing, still in Aeroflot c/s and titles
67 06	CCCP-26510(1) RA-26510(1) RA-26510(1) RA-26510(1)	An-26 An-26 An-26 An-26	AFL/West Sib.-KEJ Aeroflot Kemerovo Avn. Ent. primer c/s	mfd LED trf IEV	29jun78 15jun93 19apr94 04may99	toc 12jul78; rgd 19sep78; f/n jun80; see c/n 9510 l/n VKO 07sep93 with c/n painted as '87306706' soc 04feb99 and canx 05feb99 as to Ukraine l/n IEV 04jul99 on overhaul
67 07	"08" RF-36010 RF-36010	An-26 An-26 An-26	Soviet Air Force Rus. Space Forces Russian Air Force	mfd Kub trf	28jun78 2008 2010	the code (red or yellow) was still visible under the paint when seen as RF-36010 aug11; overhaul completed 12may94 opb 17 osae at Plesetsk; in light grey c/s with a Russian flag on the fin, black spinner tips and a 'Space Forces of Russia' badge behind the cockpit, the former code was painted out; l/n CKL jun09 before the integration of the Space Forces into the Air Force 01dec11; initially in light grey c/s with a Russian flag on the fin and black spinner tips, no badge or code; f/n Severomorsk-1 25apr11; l/n as such Voronezh-Baltimor 15aug11; repainted in light grey c/s with 'VVS Rossii' titles, Russian stars and black spinner tips and received the code "32" red; f/n as such Ivanovo-Severnoy 08may15; l/n as such Gromovo aug17; titles changed to 'VKS Rossii'; f/n as such CKL 11nov19; l/n Levashovo 01apr21
67 08	"01" yellow "01" yellow RF-90313	An-26 An-26 An-26	Strat.Rocket Force Russian Air Force Russian Air Force	mfd trf ph.	28jun78 01jun10 2013	overhaul completed 25may93; f/n Vladimir-Semyazino 26aug95, c/n confirmed; opb 98 osae 27 RA, based at Vladimir-Semyazino seen Vladimir-Semyazino 12aug12 in all grey c/s with Red star; opb 7000 AvB at Vladimir-Semyazino; l/n CKL 11sep12 in white c/s with blue cheatline and grey undersides, also carrying code "01" yellow with 'VVS Rossii' titles and Russian Stars on tail; l/n Vladimir-Semyazino 06feb15; seen Gromovo apr17 now coded "01" red; seen CKL 13aug20 now with 'VKS Rossii' titles; l/n aug21
67 09	"41" red "41" red	An-26Sh An-26Sh	Soviet Air Force Ukraine Air Force	no Lum	reports 27apr99	opb 4 ae Luganskogo VVAUSH; in light grey c/s; still active by 1991; later wfu used as a ground instructional airframe; preserved in the Aircraft Rework Plant Museum at Lugansk-Ostraya Mogila (N48.527216 E39.384045), seen jun08/may13
67 10	CCCP-47326 12-23 CU-T1228 (1) CU-T110 CU-T110	An-26 An-26 An-26 An-26 An-26	Aeroflot Cuban Air Force Cub AF/Cubana c/s Aerocaribbean Aerocaribbean	CPH d/d PRG CYO	07oct78 oct78 1984 24mar88	seen this day on delivery to Cuban AF according to Cuban sources c/n confirmed; see c/n 12604 in full Cubana c/s with 'Aerocaribbean' titles; l/n PRG mar85 in Aerocaribbean c/s; seen SNN 26jan94 and 0feb94 with additional large 'Cuba' titles and other stickers for Paris-Dakar rally; operated for Chaillotine Air Service, St Etienne, France from 03feb95 to 09jan96 and from 23feb98 to 28dec98 when it passed through SNN returning to Cuba operated for Chaillotine Air Service from 02mar00 until they ceased operations and noted at St Etienne 01apr00; returned to Cuba via SNN and RKV 10/11aug00; l/n HAV 03mar03 operational with Aerocaribbean; not in fleet list 16oct03
68 01	not known not known	An-26 An-26	Soviet Air Force Russian Air Force	mfd	07aug78	opb mil. unit 42147 at Kazan-Borisoglebskoye overhaul completed 22aug08; opb BUATs at Balashov by 2011; c/n only mentioned in a contract signed for repairs in 2019
68 02	not known not known	An-26 An-26	Soviet Air Force Russian Air Force	mfd	20jul78	overhaul completed 01sep08; opb BUATs at Balashov; contract for overhaul signed aug15
68 03	CCCP-47327 12-24 CU-T115	An-26 An-26 An-26	Aeroflot Cuban Air Force Aerocaribbean	CPH d/d HAV	07oct78 oct78 21nov83	seen this day on delivery to Cuban Air Force l/n HAV 03oct83 seen HAV 09mar00 operational and wfu 06jan01; l/n HAV 20apr02
68 04	not known "05" red	An-26 An-26	Soviet Air Force Russian Air Force	mfd	22jul78	opb UAvB (military unit 47076) at Balashov; overhaul completed 15sep05; contract for overhaul signed aug15; a pylon from this aircraft was seen at Pushkin aug16; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life
68 05	"53"	An-26	Soviet Navy	mfd	09aug78	opb 917 otap (military unit 87381) at Kacha; w/o 15mar82 on a flight from Anapa to Kacha at night when the flaps were retracted too early after lift-off so that the aircraft lost height and collided with tree tops 1,250 metres behind the runway threshold and 150 metres to the right of the runway's extended centre-line, suffering damage to the left engine and the stabiliser, the crew managed to recover the aircraft and attempted an emergency landing, but the damaged aircraft went out of control, stalled on final approach and crashed in the shallow waters of Vityazevski liman between Blagoveshchenskaya and Suvorov-Cherkesski (some 3-4 km from Blagoveshchenskaya) 6 minutes and 46 seconds after take-off, all 6 crew and 3 passengers killed
68 06	"84" yellow "08" yellow "08" blue	An-26 An-26 An-26	Ukraine Air Force Ukraine Air Force Ukraine Air Force	mfd KBP IEV	25jul78 29sep10 29dec17	in basic 'blue' Aeroflot c/s with 'Zbroiny Sily Ukrayiny' (Armed Forces of Ukraine) and additional 'Blakytyna stezha' (Blue Path) titles; f/n KBP 26jun99, c/n not checked; code only visible under paint on a photo; offered for sale by SkyBirdHeli 27may06 with t/t 5,209 hours and 4,707 cycles, but could not be sold c/n checked KBP 13mar12; opb 15 BrTrA at KBP; initially in basic 'blue' Aeroflot c/s with 'Zbroiny Sily Ukrayiny' (Armed Forces of Ukraine) and additional 'Blakytyna stezha' (Blue Path) titles; stored at KBP, seen mar12/sep14; overhauled at KBP by volunteers oct14/may15 and modified into a medevac aircraft (unofficially named 'Ryatunychyk' - Rescuer); f/f after overhaul 26apr15; repainted in 'digital' light blue/dark blue/light grey camo c/s with light blue undersides and 'Zbroiny Sily Ukrayiny' (Armed Forces of Ukraine) titles, code just outlined in yellow; f/n as such KBP 12may15; taken on charge after overhaul 22may15; l/n KBP 24nov16
68 07	not known "59" blue RF-46876	An-26 An-26 An-26	Soviet Navy Russian Navy Russian Navy	mfd AAQ AAQ	27jul78 20oct04 08jun12	opb 15 BrTrA at KBP; in 'digital' light blue/dark blue/light grey camo c/s with light blue undersides, 'Zbroiny Sily Ukrayiny' (Armed Forces of Ukraine) titles and the inscription 'Phoenix' on the nose; h/o after overhaul by Zavod No. 410 GA 29dec17; l/n KBP 29jul21 opb 917 osap (renamed 7057 AvB in 2010) at Kacha (Crimea); in light grey c/s without titles, carried a dolphin badge behind the cockpit; photos show bomb racks on the fuselage by the wings; last overhaul completed 04oct06; l/n AAQ 04apr12 also carried code "59" blue; opb 7057 AvB at Kacha (Crimea); in light grey c/s with 'MA VMF Rossii' titles, Russian stars, a dolphin badge behind the cockpit and an unknown badge on the engine cowling; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; seen OSF 16jul19, l/n ZIA 14jul21
68 08	CCCP-26511 RA-26511 RA-26511	An-26 An-26 An-26	AFL/Magadan Aeroflot Aeroflot c/s, n/t	mfd ULV IKT	28jul78 31aug93 05jun01	rgd 26sep78; on charge as of 01oct78 leased to Stels 20mar00/31dec01; rgd to Sarma-TD 04jan02; c/n reported in March 2003 Russian register as 6806 in error for 6808
68 09	RA-26511 CCCP-26512 EZ-26512 CCCP-26513	An-26-100 An-26 An-26 An-26	Angara AFL/Turkmenis.-KRW Turkmenistan Al AFL/Tyumen	rgd mfd KRW mfd	24nov03 28jul78 18may96 31jul78	l/n IKT 04jul04, c/n given in Feb 2004 Russian register as '97306808'; l/n IKT 04oct23 toc 07aug78; rgd 27sep78 not in 2001 fleet list; for sale early 2008, t/t 19,654 hours and 8,739 cycles
68 10	CCCP-26513 RA-26513 26513 RA-26513	An-26 An-26 An-26 An-26	Aeroflot c/s, n/t Aeroflot c/s, n/t TyumenAviaTrans	mfd ULV ULV ULV	17aug99 28jun05	trf to Ulyanovsk Avia; on charge by jan99 l/n ULV 26jun02 with 'TAT' titles, but with Ulyanovsk HFS logo; l/n ULV aug09/apr18 probably stored as seen nowhere else during these years
69 01	not known	An-26	Russian Air Force	no	reports	opb 229 AvB at Rostov-na-Donu-Tsentralny; was in 308 ARZ in 2010; planned to be exported to Mongolia
69 02	"29" yellow	An-26Sh	Soviet Air Force	ph.	26jun10	opb 2 ae Luganskogo VVAUSH; in light grey c/s, code tends to look like "29" green; dbr 05mar85 on a training flight from Lugansk when when both engines flamed out (the flight engineer had forgotten to switch a valve in the fuel system) and the aircraft made an emergency landing in a snow-covered field near Novobylaya

						(close to Byelolulsk, Lugansk region), suffering damage to the lower fuselage, most occupants injured but no casualties; superficially repaired and used as a ground instructional airframe for Luganskoye VVAUSH; later trf to the University of the Ukrainian Ministry of the Interior and put up at its training area at Khorosh in the Lugansk region (N48.606666 E38.871944), seen jun10/may13 and according Google Earth gone by Jul20
69 03	CCCP-47328 not known 14-08 CU-T1408	An-26 An-26 An-26	Aeroflot Cuban Air Force Cuban Air Force	CPH d/d	07oct78 oct78	seen this day on delivery to Cuban AF
						serial not confirmed by Cuban sources
69 04	CCCP-47329 12-25 14-25 CU-T1425 CU-T1425	An-26 An-26 An-26 An-26	Aeroflot Cuban Air Force Cuban Air Force Cub AF/Cubana c/s Aerogaviota	CPH d/d SXF	17may95 10dec78 dec78 may86 dec94	l/n HAV 03mar03; Cuban sources confirm scrapped at either Playa Baracoa or Ciudad Libertad seen this day on delivery to Cuban AF; l/n LGW 16dec78
						re-serialised according to Cuban sources l/n SVO 17jun94 seen TND 29aug00 in revised dark/blue white c/s; l/n SCU 02jun03; reported destroyed in the making of the film "Karagamba" which was released in 2008
69 05	not known "16" blue RF-46889	An-26 An-26	Soviet Navy Russian Navy	mfd VVO	22aug78 1992 may15	initially opb 71 ovtae at VVO and later by 7062 AvB at Nikolayevka; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n VVO 19apr97; last overhaul completed 05sep01; l/n VVO 09apr12 c/n not confirmed; also carried code "16" blue; in grey c/s with 'MA VMF Rossii' titles and Russian stars; l/n near Vladivostok in 2019
69 06	CCCP-47330 12-27 14-27	An-26 An-26 An-26	Aeroflot Cuban Air Force Cuban Air Force	CPH d/d	10dec78 dec78	seen this day on delivery to Cuban AF; l/n LGW 16dec78
						re-serialised according to Cuban sources; w/o jun84 when crashed into the sea off Playa Baracoa; also reported this crashed in Angola 28apr08 toc 29aug78; rgd 25sep78
69 07	CCCP-26514 CCCP-26514 UR-26514 ST-BEN	An-26 An-26 An-26 An-26	AFL/Komi AFL/Ukraine Avialini. Ukrayiny Ben Air	mfd trf HRK KRT	aug78 15jan89 15jul93 14mar01	reported for Air Kharkiv l/n SHJ 29jul01; c/n from Sudanese CAA; canx before jan07 and seen stored IEV aug08/16nov10, light blue tail, no titles; l/n IEV 10feb11, all-white c/s, no titles small sticker applied this date, small logo on tail also; l/n KRT 12may13; seen KRT 25may15 in new colours but titles blocked out by ground equipment
	ST-BEN	An-26	El Magal Aviation	KRT	15apr11	
69 08	ST-BEN not known "27" red RF-36126	An-26 An-26 An-26	Ben Air Soviet Air Force Russian Air Force	KRT mfd trf	28mar16 22aug78 1992	in basic Aeroflot c/s with Red Stars and blue spinner tips, no titles; overhaul completed 31aug94; received a 'Polar Aviation' badge (a blue disc with a white polar bear and 'Polyamaya Aviatsiya' titles) below the cockpit while being opb ? oae at Kilp-Yavr; later based at Severomorsk-1; l/n Pushkin aug01; opb 186 oasap at Levashovo from 2007; l/n with the badge Levashovo sep10; the polar bear and the titles were painted out, only the blue disc remained; f/n as such Levashovo 06jun11; l/n Levashovo 22jun13 c/n from russiaianplanes.net; also carried code "27" red; opb AvGr 7000 AvB (military unit 23326-6) at Levashovo; overhauled in 2015 and repainted in light grey c/s with 'VVS Rossii' titles, Russian stars and black propeller tips; l/n Levashovo nov19; seen Levashovo 12may21, now with 'VKS Rossii' titles; l/n LED 15sep22
		An-26	Russian Air Force	Iva	08may15	
69 09	not known "57" blue	An-26 An-26	Soviet Air Force Ukraine Air Force	mfd trf	1978 1992	laboratory aircraft equipped with the KPA-ES-1 "Standart" complex; opb 456 BrTA at Vinnytsya-Havryshivka; in grey c/s with the unit badge behind the cockpit on the left side; f/n UKS 06aug06; received 'Vzhik' cartoon nose-art on the right side; f/n as such UKS 26jul08; arrived with Zavod No. 410 GA at IEV for overhaul 28mar17; contract for prolongation of life-time by 1 year signed 26apr18 on charge as of 01oct78; rgd 02oct78; f/n IKT 04sep89; l/n KJA 01jul92 with c/n painted as '87306910' damaged 06dec93 on take-off from Tura-Gorny when ran off the runway, but repaired; l/n IKT 10may95; was reported for KrasAir on charge as of 01jul99, f/n IKT 16aug03, in Aeroflot c/s, no titles; seen in ARZ-403 at Irkutsk 04jul04; last overhaul completed 29jul05 (by ARZ-410 at Kiev) reported in technical inspection document; f/n IKT 28aug07; offered for sale by Bodaibo Aviation Enterprise 26oct07 with t/t 23,555 hours and 11,302 cycles; seen IKT 26jun12; reported painted in an 'eggshell' colour; seen IKT 21aug16, in standard c/s; l/n YKS aug23 on charge as of 01oct78; rgd 21nov78; f/n YKS 03jul92 c/n painted as '87307001'
69 10	CCCP-26515 RA-26515 RA-26515 RA-26515	An-26 An-26 An-26 An-26	AFL/Krasnoyarsk Aeroflot Bodaibo Avn Ent. IrAero	mfd KJA rgd	25aug78 12jun94 21apr99 23dec05	sat wfu at YKS, seen aug03/jul04; trf to the convoy service of UFSIN RF po RS(Ya) (Yakutian Directorate of the Penitentiary Service) 03apr09 and used as an instructional airframe at a training centre (N62.080022 E129.77107); in Yakutia fleet list 04may09 as 'stored'; l/n 09oct21 toc 12sep78; rgd 03oct78; f/n ALA 22sep87
70 01	CCCP-26516 RA-26516 RA-26516	An-26 An-26 An-26	AFL/Yakutiya Aeroflot Sakha Avia	mfd YKS trf	28aug78 13may95 20jul95	not in 2001 fleet list; l/n IEV 06aug02 in primer on overhaul without prefix mentioned on Megaair's website aug07 c/n from CAA; in all white c/s, no titles; laboratory aircraft probably originally equipped with ASLK-75 equipment; seen ALA 25jan11/14sep14, stored; no longer visible on Google Earth 23apr15; seen JUB 12feb17, operated by Ultimate Air (South Africa); seen JUB 19apr17; damaged Wau 05apr18 whilst opb Mega Aircompany, the port undercarriage collapsed on landing as a result of damage sustained on take-off at Kuajok when the aircraft hit a cow; the aircraft was eventually moved off the runway after some attempts to extend the collapsed landing gear were successful; presumably repaired, see next line c/n not confirmed; but with a small pod as per some ASLK/KPA aircraft below the blister window; in white c/s with blue tail and engines, no titles; mentioned in an official South Sudanese document as permitted to fly medical supplies and equipment between Juba and Malakal or Juba and Wau 06/15may20; involved in an incident near Bor 21may21 on a flight from Juba to Paloch, the port propeller detached from the aircraft and fell to the ground, the aircraft then returned to Juba and landed safely; seen flying again at Malakal and Maban for UNICEF on 30jun21; l/n JUB 15nov22, stored rgd only 14dec79 opb 46 otap at OSF; last overhaul completed 23dec92; stored without engines at OSF, seen aug01/jun13 probably an ex-export or military aircraft Avialinii tsentralnykh raionov; in fleet list 30sep94; f/n IEV 28jun95; in Aeroflot c/s; l/n BKA 04jul95; canx as to Ukraine seen IEV 23mar97 and again KRT 14mar01; canx before jan07 but photographed at KRT 13sep07, in all-white c/s with light blue undersides, light blue tail with white logo, with additional Bentiu Air Transport titles also given as 14aug78; opb 46 uap Voroshilovgradskogo VVAUSH opb 46 uap Luganskogo VVAUSH until 1999; in basic 'blue' Aeroflot c/s based at IEV; initially in basic 'blue' Aeroflot c/s; f/n IEV 02jun02, c/n not confirmed; c/n checked IEV 02apr06; used call-sign '26883' when seen IEV 22jul09; l/n in its old c/s IEV 18aug11; repainted in white c/s with 'Ukrainian flag' cheatline and small 'Ukrayina' titles on the nose; f/n as such IEV 21oct11; l/n IEV 04jul13 opb military unit A-2269 at Oleksandriya; in white c/s with 'Ukrainian flag' cheatline and small 'Ukrayina' titles on the nose; f/n IEV 14mar15; life-time prolonged until 14sep19; l/n Deblin 14/18may22 seen this day on delivery to Cuban AF; l/n LGW 29dec78
70 02	CCCP-26517 UN-26517 UN-26517 UN-26517 UN-26517 UP-AN607	An-26 An-26 An-26 An-26 An-26 An-26	AFL/Kazakhstan Aeroflot Kazakhstan Airlines all-white c/s, n/t Mega Aircompany Mega Aircompany	mfd PPK DME TSE no reports ALA	aug78 11jul93 10mar96 16jun06 no reports 07may10	
	3X-APL	An-26	Fly Air Africa		photo	
70 03	CCCP-26698 RA-26698	An-26 An-26	Sov. Navy/AFL c/s Russ. Navy/AFL c/s	mfd OSF	30aug78 16may99	
70 04	not known RA-49271	An-26 An-26	Avial. tsentr. rai	mfd rgd	sep78 16dec92	
	ST-APT	An-26	Ben Air	IEV	jun96	
70 05	not known not known "07" blue	An-26Sh An-26Sh An-26	Soviet Air Force Ukraine Air Force Ukrainian MVS	mfd trf trf	05may78 1992 1999	
		An-26	Ukraine Nat.Guard	trf	2014	
70 06	CCCP-47331 12-29 14-29 CU-T1429 CU-T1429	An-26 An-26 An-26 An-26	Aeroflot Cuban Air Force Cuban Air Force Cub AF/Cubana c/s Aerogaviota	CPH d/d SNN PTY LGW	10dec78 dec78 16dec86 10mar00 16dec78	re-serialised according to Cuban sources l/n PRG mar87 operational; Cuban sources confirm scrapped at Playa Baracoa seen this day on delivery to Cuban AF; l/n LGW 17dec78 f/n HAV 27jan82, in dark green/dark blue camouflage c/s with light blue undersides, with the Cuban flag painted the length of the rudder and 'Fuerza Aérea Revolucionaria' titles, serial behind the nose in black re-serialised according to Cuban sources; w/o 03feb83 in landing accident at Playa Baracoa
70 07	CCCP-47332 12-28	An-26 An-26	Aeroflot Cuban Air Force	d/d	dec78	
70 08	14-28 not known "28" blue "28" red	An-26 An-26 An-26	Cuban Air Force Soviet Air Force Russian Air Force	mfd Iva	23sep78 04aug01	calibration aircraft; based at Kubinka; in light grey c/s with Red Stars; last overhaul completed 17may02; l/n Kubinka mar08; tender for repair of the wing published 04aug08 calibration aircraft; opb 929 GLTIs at Akhtubinsk; in light grey c/s with Red Stars, no titles; l/n Kubinka 19may15; tender for the commission of the ASLK-75M-04 "Arnaut" system c/n 1302 on this aircraft (only c/n 7008 mentioned) published 31may16; tender for extension of resources and service life published 12dec16 (again only c/n mentioned); l/n Gromovo 2018; see c/n 9501 toc 04oct78; rgd 27oct78
		An-26-100	Tomsk Avia all-white c/s, n/t Tomsk Avia	mfd trf IKT rgd	23sep78 30mar94 06jun01 25jun02	in rework plant, c/n checked c/n painted as '87307009'; l/n TOF 26feb11, operational; canx between 17may19 and 29jul19 and reported scrapped toc 10oct78; rgd 03nov78 initially still in basic Aeroflot c/s, no titles; l/n as such VKO 31aug93; repainted in full c/s; f/n as such SIP 20sep94; not in 1997 fleet list; seen in primer on overhaul (without prefix) IEV 06aug02 in all-white c/s, no titles; in fleet list jan04/oct05; seen FAO 09dec05 and 08may06; operated for Des R Cargo of Mauritania when seen LPA 25may06; l/n FAO 14jul06 in all-white c/s, no titles; l/n PRG 25jan07 in white c/s with small titles only c/n confirmed by Ukraine Air Alliance fleet list nov07; l/n LPA 09mar09 c/n confirmed by the Georgian CAA; owned by Global Georgian Airways; in white c/s with 'Turbot Air Cargo' and additional 'Greensouth Trading Pty Ltd' titles; l/n operational NKC 27dec09; sat wfu at KHC, seen
70 09	CCCP-26518 RA-26518 UN-26518 RA-26518	An-26 An-26 An-26 An-26	AFL/West Siberia Tomsk Avia all-white c/s, n/t Tomsk Avia	mfd trf IKT rgd	23sep78 30mar94 06jun01 25jun02	
70 10	CCCP-26519 UR-26519 UR-26519	An-26 An-26 An-26	AFL/Ukraine Crimea Airlines Ukr. Air Alliance	mfd VKO FAO	sep78 31aug93 21aug05	
	UR-CAI UR-CAI UR-CAI 4L-AIL	An-26 An-26 An-26 An-26	Ukr. Air Alliance Turbot Air Cargo Ukr. Air Alliance Turbot Air Cargo	SZG LPA BUD BVC	19dec06 11jul07 30nov07 03nov09	

no	reg	An-26	no titles	ph.	28apr18
					sep14/jun16; adorned with the inscription 'ZVS' and art-work on the forward fuselage (which included a picture of the head of a cat wearing a flying helmet) between 27may16 and 21jun16 in white c/s with many funny animals from the animated movie "Madagascar" painted on; preserved in the Safari Park "Taigan" at Byelogorsk (N45.0354 E34.5640) from 05apr18, l/n 10feb21, very poor condition, resting on its rear fuselage with a broken port wing
71 01	CCCP-26520 RA-26520 RA-26520 RA-26520 RA-26520 RA-26520 RA-26520 CCCP-26521	An-26 An-26 An-26 An-26-100 An-26-100 An-26-100 An-26-100 An-26-100 An-26	AFL/Urals Permskiye Avialin. Aeroflot c/s, n/t Permskiye Avialin. UTair Express KAPO im. Gorbunova Sev-Avia AFL/Central Region	mfd trf PEE rgd NNM PEE OMS mfd	25sep78 30mar94 16aug99 29aug02 08nov08 jun14 04jan17 27sep78
	RA-26511	An-26	Aeroflot	BKA	04jul93
	RA-26521	An-26	Bykovo Avia	trf	30sep94
	RA-26521	An-26	Bykovo Avia	BKA	21sep98
	RA-26521	An-26	Lyotnyye proverki	BKA	jan10
71 03	CCCP-26522 UN-26522 UN-26522	An-26 An-26 An-26	AFL/Kazakhstan Aeroflot Pheniks	mfd PPK TSE	28sep78 11jul93 23mar07
	UP-AN602	An-26	Pheniks	TSE	22may08
	UP-AN602	An-26	SkyTest	GOJ	sep10
	RA-26522	An-26	KAPO im. Gorbunova	rgd	26jun12
71 04	CCCP-26523 RA-26523 RA-26523 RA-26523	An-26 An-26 An-26 An-26	AFL/Urals United Nations Ural Airlines all-white c/s, n/t	mfd ph. trf SVX	sep78 dec94 20jul95 23aug95
	EL-ALC CCCP-26524 EZ-26524	An-26 An-26 An-26	all-white c/s, n/t AFL/Turkmenistan Turkmenistan Al	SHJ mfd BTS	14feb99 29sep78 jul93
71 06	CCCP-47412	An-26	Soviet AF/AFL c/s	rgd	19dec78
	T-53	An-26	Cuban Air Force		25apr96
71 07	not known not known not known "26" red UR-MDA	An-26PS An-26PS An-26Sh An-26Sh An-26-100	Soviet Navy Russian Air Force Soviet Air Force Ukraine Air Force Meridian	mfd mfd trf rgd	30oct78 28sep78 1992 02mar05
	UR-UZI	An-26-100	Constanta	rgd	19feb20
	UR-UZI	An-26-100	United Nations	lsd	14apr20
	UR-UZI	An-26-100	Constanta	OSR	28mar22
	UR-UZI	An-26-100	Supernova Airlines	rgd	22sep22
71 09	not known "29" blue	An-26 An-26	Soviet Navy Russian Navy	mfd Kac	23oct78 30nov06
	RF-46877	An-26	Russian Navy	OSF	20jun17
71 10	not known "03" red	An-26 An-26	Soviet Air Force Russian Air Force	mfd Bai	19oct78 09jun09
	"03" red RF-36033	An-26 An-26	Russian Air Force Russian Air Force	trf ZIA	2010 21jul17
72 01	not known "08" white "02" white	An-26 An-26 An-26	KGB/Border Guards Kaz Border Guards Kaz Border Guards	mfd trf ALA	1978 1992 14dec04
72 02	"81" RA-26081(2) "05" red RF-36003	An-26 An-26 An-26 An-26	Soviet AF/PVO Russian Air Force Russian Air Force Russian Air Force	mfd Kln Lev Grmv	26oct78 jun01 28feb11 16apr14
72 03	not known	An-26	Strat.Rocket Force	mfd	24nov78
72 04	not known "57" red "27" red	An-26 An-26 An-26	Soviet Air Force Russian Air Force Russian Air Force	mfd mfd OVV SVX	27oct78 17may08 21may12
	RF-36023	An-26	Russian Air Force	OVV	29jun13
72 05	not known not known	An-26 An-26	Soviet Air Force Russian Air Force	mfd no	15feb79 reports
	"05" red RF-36070	An-26 An-26	Russian Air Force Russian Air Force	Pus Iva	04jan09 27jun12
72 06	CCCP-26525 RA-26525 D2-FBR	An-26 An-26 An-26	AFL/Urals-MQF Magnitogorsk Air	mfd trf no	27oct78 12apr94 reports
72 07	CCCP-47333 12-30 CU-T1230 (1) CU-T111	An-26 An-26 An-26 An-26	Aeroflot Cuban Air Force Cubana Aerocaribbean	CPH d/d NAS d/d	22apr79 apr79 02oct80 1984

	YV-600C CU-T111 CU-T111	An-26 An-26 An-26	Oriental Oriental Aerocaribbean	HAV HAV SNN	08dec95 30apr96 14nov96	l/n HAV 14feb96 now with small Aerocaribbean sticker operated by Chailiotine Air Service 14nov96 to 26feb98 and from 24dec98 to 06mar00, passing through SNN returning to Cuba
	CU-T111 CU-T1501 YV-1110C YV1402	An-26 An-26 An-26 An-26	Aerocaribbean Aerocaribbean Solar Cargo Solar Cargo	HAV HAV SDQ rgd	12mar00 06jan01 14apr03 16nov05	in full c/s but without titles l/n HAV 20apr02; not in fleet list 16oct03 ex Aerocaribbean c/s in white c/s with thin red/blue/yellow stripes and additional 'solarcargo@cantv.net' titles, named 'Lino'; f/n VLN dec06; l/n PMV 23oct08; repainted in dark blue/white c/s with yellow trim and titles with additional 'solarcargo.com' titles, still named 'Lino'; f/n VLN 24oct11; l/n VLN 10jun13, stored no titles, still named 'Lino'; c/n from Colombian CAA; parked at the Aer Caribe ramp; l/n BOG 13jul15; photo posted 26sep15 on twitter, in derelict condition no titles; stored and to be made operational; parked at the Aer Caribe ramp; l/n BOG 13jul15; photo posted 26sep15 on twitter, in derelict condition toc 14nov78; rgd 23nov78; opb Kharkovski OAO; modified in 1986 to, see next line calibration aircraft equipped with the ASLK-75 system; opb Kerchenski otryad spetsprimeniya Simferopolskogo OAO
	HK-5035X HK-5035	An-26 An-26	ex Solar Cargo c/s ex Solar Cargo c/s	BOG BOG	31oct14 30mar15	
72 08	CCCP-26526 CCCP-26526	An-26 An-26	AFL/Ukraine AFL/Ukraine	mfd HRK	30oct78 1992	
	UR-26526 UR-26526 UR-26526	An-26 An-26 An-26	Aeroflot c/s, n/t Crimea Airlines UkrAeroRukh	IEV KGO HRK	16jul93 21sep94 17jul97	in full c/s; l/n KGO 21mar97; not in fleet list in 1997 calibration aircraft, now with Aerodata (Germany) equipment; based at Kerch; initially in basic Crimea Airlines c/s; l/n as such HRR 17jul97; repainted in full c/s with 'UkrAeroRukh' titles on the left side and 'UKSATSE' titles on the right side; f/n as such HRR 24apr98; canx 20jul10, but restored 14feb11; l/n in its old c/s IEV 21apr11; de-modified during overhaul by Zavod No. 410 GA in early 2012 and repainted in white/orange c/s with 'UkrAeroRukh' titles on the left side and 'UKSATSE' titles on the right side; f/n as such in Zavod No. 410 GA at IEV 12mar12; l/n KGO feb15; canx 15nov17 toc 05nov78; rgd 28nov78 l/n MST 15mar97; not in jan04 fleet list; for sale early 2008, t/t 19,530 hours and 8,442 cycles; l/n ASB 06nov08 with faded c/s toc 15nov78; rgd 22nov78; f/n BKA 20jul91 seen BKA 08apr93 with c/n painted as '7210'; l/n BKA 25aug95, with c/n still as such seen BKA 21may96 with c/n painted as '87307210'; l/n BKA 21sep98; reported for Bykovo Avia; soc and canx 30apr99 as leased to Kazakhstan all-white c/s, no titles; seen PNR 11oct04 wfu; was reported opb Trans Air Congo; canx only 26apr15; see c/n 11506 and An-26B-100 with unknown c/n opb 320 osae at Klyuchi-Kamchatskiye; last overhaul completed 28apr94 no reports; opb 320 osae at Klyuchi-Kamchatskiye also carrying code 10" yellow, in all-grey c/s with 'VVS Rossii' titles and Russian stars; l/n VVO 2019, now with 'VKS Rossii' titles
72 09	CCCP-26527 EZ-26527	An-26 An-26	AFL/Turkmenis.-KRW Turkmenistan Al	mfd BTS	30oct78 30apr93	
72 10	CCCP-26528 RA-26528 RA-26528	An-26 An-26 An-26	AFL/Central Region Aeroflot all-white c/s, n/t	mfd BKA BKA	30oct78 20mar93 17mar96	
	TN-AGB (1)	An-26	Air Espace	rgd	12jun99	
73 01	"10" yellow "10" yellow RF-90333	An-26SK An-26 An-26	Strat.Rocket Force Russian Air Force Russian Air Force	mfd trf Iva	23oct78 01jun10 08may15	
73 02	not known not known EX-094	An-26Sh An-26Sh An-26	Soviet Air Force Ukraine Air Force Trast Aero	mfd trf PNR	1978 1992 25jan08	titles need confirmation; previous history unknown; c/n confirmed by Kyrgyz CAA; not on register nov09
73 03	CCCP-47334 12-31 CU-T1231 CU-T112 CU-T112	An-26 An-26 An-26 An-26 An-26	Aeroflot Cuban Air Force Cubana Aerocaribbean Aerocaribbean	CPH d/d SNN SNN	22apr79 apr79 nov80 14oct85 26apr96	seen this day on delivery to Cuban AF probably at PTY still in Cubana c/s no titles; operated by Chailiotine Air Service from this date to 20nov96 when it passed through SNN returning to Cuba; l/n HAV apr98/nov98 stored/wfu, no titles; broken up nov99 Chinese Air Force; photo exists, location and date unknown Chinese Air Force; opb 13th Division/37th Regiment; w/o 27jun89, crashed near Kaifeng during a night operation after the starboard engine exploded, all 5 crew killed seen this day on delivery to Cuban AF
73 04	791	An-26	Civ Avn Adm China	d/d	1979	
73 05	792	An-26	Civ Avn Adm China	d/d	1979	
73 06	CCCP-47335 12-32 14-32 T-232 CU-T1432 CU-T1432	An-26 An-26 An-26 An-26 An-26 An-26	Aeroflot Cuban Air Force Cuban Air Force Angolan Air Force Cub AF/Cubana c/s Aerogaviota	CPH d/d no rgd SXF	22apr79 apr79 reports 14jan86 30sep96	re-serialled according to Cuban sources according to Cuban sources
73 07	793	An-26	Civ Avn Adm China	d/d	1979	seen CYO 14jul00 in revised dark blue/white c/s; l/n CYO 22jan19
73 08	794	An-26	Civ Avn Adm China	d/d	1979	Chinese Air Force; f/n Wuhan-Hankou 02oct99
73 09	CCCP-47336 12-33 14-33 CU-T1433 CU-T1433 795	An-26 An-26 An-26 An-26 An-26 An-26	Aeroflot Cuban Air Force Cuban Air Force Cub AF/Cubana c/s Aerogaviota Civ Avn Adm China	CPH d/d d/d VRA d/d	22apr79 apr79 feb86 13apr95 1979	seen this day on delivery to Cuban AF re-serialled according to Cuban sources
74 01	CCCP-26529	An-26	AFL/Urals	mfd	06dec78	l/n Playa Baracoa 24nov97; Cuban sources confirm scrapped at either Playa Baracoa or Ciudad Libertad Chinese Air Force; f/n Wuhan-Hankou 02oct99 on charge as of 01jan79; rgd 08jan79; f/n LED 05may85; damaged on landing at Kharasaveli 11mar93 when landed short of the runway and reportedly ground-looped; repaired f/n SVO 17jun94, in Aeroflot c/s and titles in Aeroflot c/s, no titles; CoFA expired 06dec00; l/n IJK 14jun11 on charge as of 01jan79; rgd 08jan79; hit An-24 CCCP-47708 at Nyurba 03jan79 after it had got stuck in the snow, whilst using the high power setting to move forward, it struck and destroyed the An-24s port side stabilizer and damaged the rear fuselage; l/n IKT 05jul92, see trf next line f/n IKT 06jul94, in Aeroflot c/s and titles; seen IKT 11may95 with c/n painted as '87307402'; l/n IKT 11jul09, stored; still current on register nov09 toc 26nov78, but see mfd; rgd 15jan79; f/n LED aug80; converted to laboratory aircraft equipped with ASLK-75 equipment in 1986 not in fleet list 1997 calibration aircraft with Aerodata (Germany) equipment; based at Kerch; in full c/s with 'UkrAeroRukh' titles on left-hand side and 'UKSATSE' titles on right-hand side; seen IEV 09may13; seen IEV 20dec13 test-flying, all metal c/s and marked just "22"; seen IEV 03jan14 again fully painted; l/n IEV 22apr15; canx between 01dec18 and 07dec18
74 02	RA-26529 RA-26529 CCCP-26530	An-26 An-26 An-26	Izhavia Izhavia AFL/East Siberia	trf IJK mfd	19apr94 16aug99 06dec78	opb 46 otap (renamed 7055 AvB in 2010) at OSF; initially in light grey c/s, no titles; l/n as such OSF 14sep10, stored; last overhaul completed 16mar12; repainted in basic Aeroflot c/s with Russian stars, no titles; f/n as such OSF 20mar12; l/n OSF jul14 still in basic old Aeroflot colours and wearing "06" blue; l/n Ostafeyvo 21may15; seen ZIA 02sep15 now coded "47" blue with 'MA VMF Rossii' titles; l/n Ivanovo-Severnoy 02jan22 opb 320 osae at Klyuchi-Kamchatskiye; last overhaul completed 25apr88; time between overhauls exceeded in 2000; stored in non-airworthy condition seen this day on delivery to the Cuban Air Force
74 03	RA-26530	An-26	Baikalavia	trf	30jun92	re-serialled according to Cuban sources; in dark green/dark blue camouflage c/s with light blue undersides, with the Cuban flag painted the length of the rudder and 'Fuerza Aérea Revolucionaria' titles, serial behind the nose in black w/o 23mar90 on a flight from Santiago de Cuba to Havana when aborted the take-off run, overran the runway and caught fire, 4 of the 41 passengers were killed while all 5 crew members escaped
74 04	CCCP-26531	An-26	AFL/Ukraine	mfd	08dec78	
	UR-26531 UR-26531	An-26 An-26	Crimea Airlines UkrAeroRukh	VKO BAK	25jan94 22sep01	
74 04	not known "06" blue	An-26 An-26	Soviet Navy Russian Navy	mfd OSF	20dec78 02jul06	opb 46 otap (renamed 7055 AvB in 2010) at OSF; initially in light grey c/s, no titles; l/n as such OSF 14sep10, stored; last overhaul completed 16mar12; repainted in basic Aeroflot c/s with Russian stars, no titles; f/n as such OSF 20mar12; l/n OSF jul14 still in basic old Aeroflot colours and wearing "06" blue; l/n Ostafeyvo 21may15; seen ZIA 02sep15 now coded "47" blue with 'MA VMF Rossii' titles; l/n Ivanovo-Severnoy 02jan22 opb 320 osae at Klyuchi-Kamchatskiye; last overhaul completed 25apr88; time between overhauls exceeded in 2000; stored in non-airworthy condition seen this day on delivery to the Cuban Air Force
	RF-46542	An-26	Russian Navy	AAQ	12dec13	
74 05	not known	An-26	Strat.Rocket Force	mfd	22dec78	
74 06	CCCP-47337 12-36 14-36	An-26 An-26 An-26	Aviaexport/AFL c/s Cuban Air Force Cuban Air Force	CPH h/o photo	22apr79 apr79 photo	re-serialled according to Cuban sources; in dark green/dark blue camouflage c/s with light blue undersides, with the Cuban flag painted the length of the rudder and 'Fuerza Aérea Revolucionaria' titles, serial behind the nose in black w/o 23mar90 on a flight from Santiago de Cuba to Havana when aborted the take-off run, overran the runway and caught fire, 4 of the 41 passengers were killed while all 5 crew members escaped
	CU-T1436	An-26	Cub AF/Cubana c/s	SNN	25may87	
74 07	CCCP-26644 RA-26644 RA-26644	An-26 An-26 An-26	MRP NPO "Vzlyot" MRP NPO "Vzlyot" Teuto Aw Germany	rgd IEV AMS	25jan79 16jun93 02oct97	in Aeroflot c/s and titles; l/n IST 22mar96 l/n AMS aug98 and many more times in between operating with the ICAO code of 'Ermolino Flying Test Research Enterprise'; basic Aeroflot c/s, small titles on nose; canx 24aug98 and soc 16sep98 as to Sudan rgd 25jan79 f/n Yermolino 16apr97, in Aeroflot c/s, no titles; l/n Yermolino 01sep97; soc by 01jan01 as life-time expired; canx 13feb02 as sold to Moldova in a non-airworthy condition f/n OSF 27aug02; l/n OSF 02oct02; canx 06mar03 as to Zaire; still seen FIH 21feb04 as such rgd to J.P. Bemba; f/n GOM 22jul06 no titles; seen FIH jan07; l/n FIH 08nov11 stored, complete but in a dirty all-white condition, no titles rgd 06dec78 f/n KZN 13jun94, in Aeroflot c/s and titles; l/n KZN aug01/aug04 with Tatarstan flag, stored; soc 30jan06 as to Peru f/n ROV 20apr06, flew ROV-RIG this date; l/n YHZ 25apr06; named "Camisea" f/n LIM 15sep06 f/n LIM 05mar08, with Aero Condor Cargo titles; l/n LIM 24may08; CoFA expired 22sep09 and reported wfu; lease expired 03sep10; still current on register in 2016 but with an expired CoFA rgd 18sep79; on charge as of oct79; photo exists Bilbino-Keperveyem in Aeroflot c/s with a blue tail f/n GOJ 25aug95, in full Aeroflot c/s with titles opb Vladimir Avia based at Magadan; in full c/s; l/n UUD oct09; in Russian register nov09 as An-26B, but all subsequent registers and ADB listings as just An-26 f/n UUD 01feb11, still in full Avialesookhrana c/s with titles; opb IrAero; l/n YKS 17jun11 still in basic ex Avialesookhrana c/s with IrAero titles; l/n IKT 03mar23 based Baikounur-Kraini; details from russianplanes.net in c/s similar to Aeroflot, no engines, wfu; l/n ALA 26may12/29apr18 stored; seen 25feb23/01apr23, stored now with engines, with only code "20" just visible under the paint rgd 10apr79; f/n early80 and ADD 17nov78 and KLD 20aug95; c/n not checked; canx but date unknown; overhaul completed 18oct01
74 08	CCCP-26645 RA-26645	An-26 An-26	MRP NPO "Vzlyot" MRP NPO "Vzlyot"	mfd rgd	21dec78 15jul92	
	ER-AWN 9Q-CML	An-26 An-26	Aerocom, n/t Coza Airways	rgd rgd	20feb02 19mar04	
74 09	CCCP-26647 RA-26647	An-26 An-26	MAP "Sokol" MSZ Avial. Tatarstana	mfd trf	dec78 28feb93	
	OB-1828-T OB-1828 OB-1828-P OB-1828 OB-1828	An-26 An-26 An-26 An-26 An-26	Aero Condor SAC Aero Condor Aero Condor Aero Condor TA Cielos Andinos	rgd rgd rgd rgd rgd	14feb06 05jun06 29dec06 19jun07 03jul08	
74 10	CCCP-26532 RA-26532 RA-26532 RA-26532	An-26 An-26 An-26 An-26	AFL/Magadan-Sym SvB ALOP Avia Lesavia Avialesookhrana	mfd rgd Vla IKT	22feb79 30may95 18aug01 16aug03	
	RA-26532 RA-26532 "20" blue "06" red	An-26 An-26 An-26 An-26	Polyar-Avia n/t IrAero Kazakh Air Force Kazakh Air Force	sld YKS no ALA	13oct10 16dec12 no 01apr10	
75 01	CCCP-47413 RA-47413	An-26 An-26	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd KLD	06feb79 05may94	

	"03" yellow RF-90589	An-26	Russian Air Force	PKV	17jul04	opb military unit 03417 at Ryazan-Dyagilevo; l/n CKL 20jun13; still in basic Aeroflot c/s with Russian flag
75 03	CCCP-47414	An-26	Russian Air Force	CKL	oct18	coded "30" red; in grey c/s with "VVS Rossi" titles and Russian stars; l/n Jul21, location withheld
	RA-47414	An-26	Soviet AF/AF/c/s	mfd	mar79	rgd 10apr79; f/n MHP 17jun79
75 04	CCCP-26177	An-26	Aeroflot	LCA	01jan93	probably still Air Force; soc by 01jan01 as life-time expired; canx 12mar01 reportedly as destroyed
	RA-26177	An-26	MAP Kulibyshev	mfd	23dec78	rgd 15mar79; f/n TAS 29apr89, in Aeroflot c/s and titles; still CCCP- 16jul93
	LZ-NHC	An-26	Air Nove	rgd	28nov01	f/n SVO 06may95 and KUF 19may96/16sep97 in Aeroflot c/s with a small 'Lada' badge; seen KUF 13aug99
	LZ-MNR	An-26	Scorpion Air	WAW	31aug03	f/n BUD 11jan02; l/n SOF 05jul02
	TR-LII	An-26	Solenta Aviation	rgd	09aug07	in all-white c/s, no titles, just small 'maintained by Scorpion Air' badge by cockpit on the port side; l/n 13mar07; flew SOF-TIP 29jul07
						c/n confirmed by CAA; in all-white c/s; l/n PNR 29nov09; opf DHL Express by jun11; w/o 06jun11 on a flight from Port Gentil to Libreville (Gabon) after experiencing technical problems on approach to Libreville, ditched in shallow water near the former hotel "Dialogue" 2.3 km short of the runway and came to rest submerged with the top of the fin sticking out of the water, all 3 crew and the sole passenger injured; canx 24feb12
75 05	CCCP-26171	An-26	MAP Moscow APO	mfd	jan79	rgd 15mar79
	RA-26171	An-26	Moscow APO, n/t	rgd	18aug99	at Lukhovitsy-Tretyakovo without props; canx but date unknown; seen wfu at DME jul00/apr09
	YA-KAL (1)	An-26	ex-Aeroflot c/s	rgd	22mar09	reportedly flew Tver-Kabul 27apr09; f/n FJR 04may09, white tail, blister window, no titles; l/n FJR 01jul09; see YA-KAL (2) at end of file with unknown c/n
	YA-KAL (1)	An-26	Kabul Air	KBL	01apr10	l/n ROV 04feb11, small titles, in green/red/black and white c/s, grey undersides; canx 01mar11
	3X-GFV (1)	An-26	GR Avia	rgd	22feb11	in green/red/black and white c/s, grey undersides, no titles; reportedly flew LXR-AYT-KRR for GR Avia; canx 21oct11; l/n EVN 01mar12/29jul23, stored; see 3X-GFV (2) at end of file with unknown c/n
75 06	CCCP-26649	An-26	AFI/Kazakhstan	mfd	28jan79	toc 10feb79; rgd 19feb79; f/n BXJ 23apr93, c/n painted as '87307506'
	UN-26649	An-26	Aeroflot c/s, n/t	ALA	oct94	
	UN-26649	An-26	Air Kazakstan	trf	26sep96	l/n BXJ 27sep00, in Aeroflot c/s, no titles
	UN-26649	An-26	Kazakstan Airlines	BXJ	09jun01	
	UN-26649	An-26	Burundaiaivia	BXJ	01sep02	seen BXJ 02dec11; l/n BXJ 30nov13/08jul19, wfu, registration scrubbed, with faded Aeroflot titles still visible
75 07	CCCP-26650	An-26	AFI/Ukraine	mfd	jan79	toc 07feb79; rgd 28feb79; f/n TLV 30may91
	UR-26650	An-26	Crimea Airlines	ARN	16jan94	no longer in fleet list by 1997
	UR-26650	An-26	Kiev Air Al, n/t	SHJ	03apr98	
	UR-26650	An-26	all-white c/s, n/t	IEV	04may99	on overhaul; reported for Lionair in JP-99
	UR-26650	An-26	Avialini. Ukrayiny	SHJ	24dec99	confirmation of titles welcome
	UR-26650	An-26	AAR Airlines	IEV	06aug02	
	UR-26650	An-26	Aeroport Kerch	BUD	25feb04	
						in all-white c/s, no titles; in Ukraine Air Alliance fleet list nov02/nov07; regarded as un-airworthy in Antonov list nov06 and banned from flying in Kenya; severely damaged on landing at Tshikapa (DR Congo) 13apr06 when touched down without flare-out, coming down so hard with the nose-gear first that the fuselage wrinkled in front of the wing, l/n as such TSH 05nov07; repaired and seen flying again by may08, but the damage had been of such extent that the aircraft could not be safe any more !; leased to Air Eagle of Pakistan by early 2009, seen as such UTP 12mar09; canx 07jul11; l/n KHC (N45.365163 E36.411927) 14sep14/21jun16 stored; all white, very derelict, without engines; moved apr18 to the Taigan Safari Park, Bilohirsk, Crimea; N45.035399 E34.564021
75 08	CCCP-26651	An-26B	AFI/Komi	mfd	jan79	toc 09feb79; rgd 16feb79
	CCCP-26651	An-26B	AFI/Ukraine	trf	13jan89	probably based at HRK
	UR-26651	An-26B	Avialini. Ukrayiny	HRK	15jul93	opb Avialiniyi Kharkova; l/n HRK 04may98; canx 13aug08; offered for sale by unknown owner 04jul09; l/n HRK 24apr10
75 09	"09"	An-26	Soviet Air Force	mfd	24jan79	VIP/passenger aircraft with vehicle compartment in the rear; opb 112 osae at Odesa-Shkolny; last overhaul completed jul98
	"39" blue	An-26	Ukraine Air Force	ODS	24may02	initially opb 2 osap (disbanded in 2005); trf to 456 BrTRA at Vinnytsya-Havryshivka in 2005; in grey c/s with light grey belly, blue propeller tips and the unit badge behind the cockpit on the left side; l/n as such Mykolayiv-Kulbakino 15may14; f/n without unit badge IFO apr16
	"49" blue	An-26	Ukraine Air Force	Mkk	09jul17	opb 456 BrTRA at Vinnytsya-Havryshivka; in grey c/s with light grey belly and blue propeller tips; l/n Dolgintsevo 12nov18; contract for prolongation of life-time by 1 year signed 27jul20
75 10	not known	An-26	Soviet Air Force	mfd	30jan79	overhaul completed 20dec99
	"19" red	An-26	Russian Air Force	ZIA	23aug03	opb 535 osap at Rostov-Tsentralny; in light grey c/s with Red Stars and blue spinner tips; l/n Rostov-Tsentralny 14sep10; under overhaul with 308 ARZ at Ivanovo-Severny jul12
	"19" blue	An-26	Russian Air Force	Roc	26may07	also carried code "19" blue; opb 535 osap at Rostov-Tsentralny; in light grey c/s with "VVS Rossi" titles and Russian Stars; l/n without coloured spinner tips ROV 30nov13; received blue spinner tips; f/n as such Simferopol-Gvardeiskoye 04jun14; l/n with "VVS Rossi" titles Kubinka aug18; titles changed to 'VKS Rossi'; f/n as such AER 26jul19; w/o 24feb22 on a flight probably related to the Russian attack on Ukraine when disintegrated in mid-air (due to an unknown cause - possibly the aircraft was shot down by mistake by the Russian air defence) and crashed in a field near Goldayevka (Ostrogozhsk district of the Voronezh region), all 6 occupants were killed
	RF-36074	An-26	Russian Air Force	Roc	19aug12	opb mil. unit
76 01	"10" yellow	An-26	Soviet MVD/VV	mfd	30jan79	f/n Novosibirsk-Severny 24jul00
	"10" yellow	An-26	Russian MVD/VV	trf	1992	opb 70 osap on at Yermolino; in light grey c/s with Russian flag on fin, no titles; f/n GOJ nov08; last overhaul completed 01jan09; named 'Nikolai Garidov' at Yermolino 06oct09 after a general of the Interior Troops who was killed in Chechnya 27jan02; damaged dec11 on landing at Yermolino in adverse weather conditions when touched down 80 metres short of the runway and collided with a snow mound so that the nose gear was ripped off; stored in damaged condition at Yermolino, seen aug12/apr13; repaired and f/n operational again Yermolino 17aug13; l/n GOJ mar16
	RF-56303	An-26	Russian MVD/VV	rgd	04jul06	opb 70 osap on at Yermolino; in light grey c/s with Russian flag on fin, no titles; named 'Nikolai Garidov'; f/n Yermolino 09jul16; l/n LED 13apr22
	RF-56303	An-26	Rosgvardiya	trf	05apr16	seen Ivanovo-Severny 27aug04; overhaul completed 09feb06; opb BUATs at Balashov; photo Balashov 2006, in all-grey c/s with Russian flag; c/n only mentioned in a document oct15, for the extension of service life of the AV-72T propellers for this aircraft
76 02	not known	An-26	Soviet Air Force	mfd	21may78	also carried code "42" red, in all grey c/s with Russian stars and 'VKS Rossi' titles
	"42" red	An-26	Russian Air Force	Iva	04aug01	tender for repair of outer wing published 04aug08; overhaul completed 12nov08
76 03	RF-36115	An-26	Russian Air Force	ZIA	22aug19	opb BUATs at Balashov; seen Balashov 25aug12, c/n not checked; in all-grey c/s with Red star, 'VVS Rossi' titles and old type of blister; reported also as RF-36155 by 2015, but serial not worn; l/n sep16 Astrakhan-Privolzhski, as such; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life
	not known	An-26	Soviet Air Force	mfd	30jan79	also carried code "77" red, in all grey c/s with Russian stars and 'VKS Rossi' titles; l/n 14may22 active location unknown
	not known	An-26	Russian Air Force	no	reports	opb mil. unit 42147 at Kazan-Borisoglebskoye; mfd also given as 30jan79; overhaul completed 03mar89
	"77" red	An-26	Russian Air Force	Rti	oct09	opb BUATs at Balashov by 2011
	RF-36155	An-26	Russian Air Force	Kub	2020	opb mil. unit 33975; reported soc
76 04	not known	An-26	Soviet Air Force	mfd	28feb79	l/n Ivanovo-Severny 30aug07; tender for the repair of load-bearing elements of the hull published 29jun09; see c/n 8407
	not known	An-26	Russian Air Force	mfd	20feb79	opb 11 apso at Bratsk; in basic Aeroflot c/s with Russian star on fin and Russian flag on engine cowling, no titles; l/n OVB dec13 with a small Polar bear under the cockpit in the cheatline
	not known	An-26	Soviet Air Force	mfd	31jan79	also carried code "04" blue; with a small Polar bear under the cockpit in the cheatline; l/n OVB 23sep16; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life
76 06	not known	An-26	Soviet Air Force	mfd	27aug04	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; opb 1449 AvB at Tambov; initially in grey c/s; l/n as such Tambov dec06; repainted in non-standard dark green/medium green camo c/s with light grey undersides; f/n as such Tambov may07; l/n OSF 22jun11; see c/n 11605
	"30" blue	An-26	Russian Air Force	Iva	27aug04	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; also carried code "54" red; opb 1449 AvB at Tambov; in the same camo c/s as above; seen Ivanovo-Severny 30jan12; under rework with 308 ARZ at Ivanovo-Severny jul12; repainted in all-grey c/s with Russian flag on the fin, no titles; f/n Kubinka mar13; l/n OSF 28may17
	"04" blue	An-26	Russian Air Force	BTK	18aug12	trf to the Ukrainian Air Force in 1992
	RF-36167	An-26	Russian Air Force	SVX	21aug14	in basic Ukrainian Air Force c/s, no titles; arrived for overhaul at Zavod 410 GA 12jun04 and was stripped of paint and disassembled, but the overhaul was not paid for by Ukrainian Cargo Airways; t/t 4,891 hours and 4,834 cycles; canx 01oct08; offered for sale by Zavod 410 GA nov09, but could not be sold; the hull (without tail and outer wings), with '76-08' stencilled on, sat at Zavod 410 GA at IEV, seen nov09/jan13; was to be auctioned as scrap metal 20dec19, but there were no bidders
76 07	"54" red	An-26	Russian Air Force	mfd	10jan79	rgd 07apr95; AOC cancelled 27may97; probably ex military or export aircraft; photo Krasnodar-Tsentralny 23may15, derelict, but registration is not visible; in white c/s with blue cheatline and trim, wavy Russian flag on the tail and grey undersides
	RF-92954	An-26	Russian Air Force	Tbv	05oct11	overhaul completed 29sep88
76 08	not known	An-26	Soviet Air Force	mfd	06feb79	opb 403 osap at Safonovo (Severomorsk-1); a tender for assessing the technical condition of c/n 7610 in connection with the planned extension of its service life by 5 years was held 10dec19, the aircraft was with 308 ARZ at that time
	UR-UDF	An-26T	Ukrainian Cargo Aw	IEV	09jul04	seen this day on delivery to Cuban AF
77 01	CCCP-47338	An-26	Aeroflot	CPH	12jul79	re-serialled according to Cuban sources
	12-34	An-26	Cuban Air Force	d/d	jul79	l/n Varadero 23mar89
	14-34	An-26	Cuban Air Force	SNN	26oct86	f/n VRA 12mar98; l/n CYO apr99
	CU-T1434	An-26	Cub AF/Cubana c/s	trf	1995	seen that day on delivery to the Cuban Air Force
77 02	CCCP-47339	An-26	Aerogaviota	trf	12jul79	
	12-35	An-26	Aeroflot	CPH	12jul79	
	14-35	An-26	Cuban Air Force	d/d	no reports	
	CU-T1435	An-26	Cuban Air Force	no	reports	re-serialled according to Cuban sources
			Cub AF/Cubana c/s	SNN	09dec87	

	CU-T1435	An-26	Aerogaviota	CYO	11apr98	seen VRA 10mar00 in revised dark blue/white c/s; seen VRA 01may03, operational; l/n Ciudad Libertad mar08; wfu, damaged hulk seen in the "Gagarin" rework plant at Havana nov09
77 03	not known "28" blue "58" red "28" red RF-36028	An-26 An-26 An-26 An-26 An-26	Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force	mfd trf no no SVX	22feb79 1992 reports reports 23jul11	c/n checked Ivanovo-Severnoy 04aug01 based at Chita-Cherjomushki until 2010; overhaul completed 20aug02 overhaul completed 20sep10; opb 4 AvGr 6980 AvB at SVX from 2010 also carried code "28" red (with the 2 painted over a different digit); opb 4 AvGr 6980 AvB at SVX; initially in light grey c/s with a Russian flag on the fin, blue left and black right spinner tip, no titles; l/n as such OVB 11mar17; a tender for assessing the technical condition of c/n 7703 in connection with the planned extension of its service life by 5 years was held 20jun19, the aircraft was with 308 ARZ at that time; repainted in medium grey c/s with black spinner tips, a Russian flag on the fin and the code "28" red, no titles; f/n as such SVX 01oct21; l/n OVB 09sep22 seen on delivery to the Cuban Air Force 12jul79
77 04	CCCP-47340 12-37 CU-T1237 T-237	An-26 An-26 An-26 An-26	Aeroflot Cuban Air Force Cub AF/Cubana c/s Angolan Air Force	CPH d/d d/d no	12jul79 jul79 jul79 reports	l/n PRG 87; see An-24RV CU-T1237 c/n 37308909 operated by the Cuban Air Force, in fact; w/o 27apr88 on approach to Tchamutete (Huila province) when was accidentally shot down by Cuban anti-aircraft batteries with a SAM-7 missile and AAA fire, all 3 crew and 26 passengers (among them Brigadier General Francisco Cruz Bourzac, a hero of the 1961 Bay of Pigs battle) killed
77 05	"20" red "20" blue UR-26244 UR-26244 HA-TCN HA-TCN HA-TCN --	An-26 An-26 An-26 An-26 An-26 An-26B An-26MSB	Ukraine Air Force Ukraine Air Force Busol Airline Kroonk Airline Aviaexpress Aviaexpress Cityline Hungary ARZ 410, a/w, n/t	mfd IEV IEV OST rgd BUD BUD IEV	21feb79 29aug93 25jun97 29jun98 14dec00 22dec00 05apr03 20aug15	f/n IEV 11apr92, c/n not confirmed for this sighting; based IEV, in grey c/s; last overhaul completed 06may89 c/n confirmed; based IEV, in grey c/s; l/n IEV 19jul94 l/n IEV 12may98 in basic Busol c/s with titles; l/n BUD 02oct00 still with 'Kroonk Airline' titles; first service 22dec00 leased from Kroonk Airline; l/n HHN 16mar03 l/n IEV 25apr14; not canx until jun23 "prototype" An-26MSB which sports TV3-117VMA-SBM1 engines and six-bladed propellers as used on the An-140; first noted in primer with a white tail at Zhulyani 17jul15 with large An-26MSB titles on the tail and "Motor Sich" and "Ivchenko-Progress" logos below the cockpit; no identity marks; MSB stands for Motor Sich who manufacture the engine and the "B" stands for "Boguslayev", the name of the Motor Sich's CEO; l/n IEV 13jan16
77 06	not known "02" yellow	An-26 An-26	Soviet Air Force Russian Air Force	mfd Rzd	26feb79 18aug05	probably opb 58 ovtae VDV (Airborne Forces) at Ryazan; tender for repair of outer wing published 07oct08; in c/s similar to Aeroflot with Russian flag on the tail, no titles; overhaul completed 25nov09; opb 6955 AvB at Tver-Migalovo hy 2011; l/n CKL 2016; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life
77 07	not known "07" red	An-26 An-26	Soviet Air Force Russian Air Force	mfd Kub	26feb79 04aug07	last overhaul completed 31jan94 in all-grey c/s; possibly the same aircraft seen Kubinka 17may99; soc by 2011; seen Kubinka aug12/apr13 stored in a fenced compound (N55.611109 E36.636639); l/n Kubinka may15, with missing engines parts; scrapped in mid 2017
77 08	"57" red "08" blue	An-26 An-26	Soviet Air Force Russian Air Force	mfd Khb	28feb79 jun12	last overhaul completed 20may94 opb 6 AvGr 6983 AvB at Khabarovsk-Tsentralny; in grey c/s with Red Stars; to be trf to Balashovskiy UAT
77 09	CCCP-26652 RA-26652 RA-26652	An-26 An-26 An-26	AFL/Yakutiya-KGP Aeroflot Sakha Avia	mfd YKS trf	28feb79 13may95 20jul95	no longer in fleet list by 2000; sat wfu at YKS, seen aug03/aug10; scrapped at YKS sep11 on charge as of 01apr79; rfd 11apr79; opb Yeniseiski OAO rgd 04oct95 to the Russian Federation Yeniseiski Meridian; owned by the Russian Federation; stored from 20jan97; trf confirmed 08apr03 and h/o 18feb04; never repainted in own colours; the operator was renamed Cheremshanka 15jul04; no valid CoFR or CoFA by aug10; sat wfu (still with 'Aeroflot' titles) at EIE, seen sep10/aug17; t/t 19,550 hours and 12,631 cycles; canx 22mar21
77 10	CCCP-26653 RA-26653 RA-26653	An-26 An-26 An-26	AFL/Krasnoyarsk Aeroflot Yeniseiski Merid.	mfd Kjc trf	28feb79 12jun94 22dec95	to 26mar79; rgd 13apr79; f/n SVO 27sep91 f/n SVX 23aug95, in Aeroflot c/s and titles; l/n SVX 19aug99 derelict; soc 26aug99 as life-time expired; canx 31aug99
78 01	CCCP-26654 RA-26654	An-26 An-26	AFL/Urals Ural Airlines	mfd trf	mar79 25jul94	to 03apr79; rgd 19apr79; opb Chitinski OAO; c/n painted on in error as '6925' when seen Krasnoyarsk-Severnoy 09may83 and painted on correctly after overhaul when seen KJA 15dec84; l/n IKT 06sep89 initially still in full Aeroflot c/s including titles; l/n as such IKT 06jul94; reported in a technical inspection document 30aug05 as IrkutskAvia
78 02	CCCP-26655 RA-26655 RA-26655	An-26 An-26 An-26-100	AFL/East Siberia Bodaibo Avn Ent. Angara	mfd trf rgd	17mar79 31mar94 11oct05	to Lensib; in 44 passenger configuration; initially in white/light grey with 'Angara' titles and an 'ARZ 403' logo on the fin; c/n painted on as '97307802'; f/n IKT 27jul08; t/t 25,691 hours and 13,979 cycles by 01jan10; l/n in its old c/s IKT 12oct14; repainted in full c/s with additional 'Istlend' (Eastland) titles; f/n as such IKT 31jul15; reflown after storage 06aug15; l/n UUS 15sep23 see c/n 6607, on delivery to Cuban AF
78 03	CCCP-47324(2) 12-38 CU-T1238 CU-T1238	An-26 An-26 An-26 An-26	Aeroflot Cuban Air Force Cubana Aerogaviota	CPH d/d SNN HAV	12jul79 jul79 01may87 28oct02	en route to IEV for overhaul; l/n 1994 already in 1995 fleet list; reported by Cuban sources to have been scrapped at either Playa Barcoo or Ciudad Libertad
78 04	D2-EPN	An-26	Angolan Air Force	LAD	jul78	with blister window; in light grey c/s with light blue undersides, no markings apart from the registration and Angolan flag on fin; the year of the first sighting seems too early for this c/n as mfd is likely to have been circa mar/apr79; l/n LAD 28jul96
78 05	"45" blue RA-49272	An-26 An-26	Soviet Air Force Avial. tsentr. rai	mfd rgd	mar79 16dec92	no reports; see next line Avialinii tsentralnykh raionov; in fleet list 30sep94; f/n KLF 01may95 in all-grey c/s with Russian flag on the fin, with code "45" blue overpainted but still visible; l/n KLF 16aug01; soc 08jul03 as to Azerbaijan
78 06	4K-AZ39	An-26	Sky Wind, n/t ?	BAK	14jan04	reported 20nov03 on the Azerbaijan register; l/n GYD jun04
78 07	not known "16" blue	An-26 An-26	Angola Turkm Bord Guards	mfd Gos	25apr79 26dec08	confirmed exported to Angola; soc in 1983; see T-202 at end of file with unknown c/n in all-grey c/s with 'Turkmenistany Harby Huwa Gýylerini' titles, but no red stripe on fin; yellow 'camel' badge on nose
78 08	UR-UDS	An-26B	Ukrainian Cargo Aw	mfd	1979	type painted on as just 'An-26'; in basic Aeroflot c/s with 'Ukrainian Cargo Airways' titles; f/n IEV 09jul04; l/n OZH 05oct10/ 15apr19; canx 08oct10; offered for lease feb17; reportedly acquired by Constanta Airlines apr19
78 09	CCCP-26646 RA-26646	An-26 An-26	MAP Voronezh APO MAP Voronezh APO	mfd SVO	29mar79 14sep93	rgd 15may79; f/n LED 23sep87 in Aeroflot c/s and titles; l/n VKO 11sep92 in Aeroflot c/s and titles; l/n Voronezh-Pridacha 09aug99, titles not reported; soc 29may00 and canx 15jun00 as to Moldova f/n SHJ 19aug00; canx 04may01; l/n SHJ 26may01 l/n SHJ 03nov01; c/n checked
78 10	ER-AFR EX-26780 CCCP-26180 RA-26180 RA-26180 RA-26180 RA-26180	An-26 An-26 An-26 An-26 An-26 An-26-100 An-26-100	Aeroflot c/s, n/t Marsland Aviation MAP Kuibyshev APO Aviaobshchemash Aeroflot c/s, n/t TSSKB Progress AON LIATs	rgd SHJ mfd trf IEV GOJ MMK	19jun00 15aug01 11mar79 12nov93 06aug02 14mar08 20mar21	rgd 05jun79; f/n LED 02sep88 in Aeroflot c/s; l/n SVO 11sep92 not in 2001 fleet list Ist TSSKB Progress AON; and still as such in technical inspection document 11apr05 now f/n with titles; l/n VKO 30mar18; canx between 29jul19 and 06sep19; l/n MMK 24sep20 Letno Issledovatel'skii Aerogeofisueskii Tsentr, - Aerogeophysical Flight Test Centre; basic Aeroflot colours, no titles; l/n UUS 23nov22 opb 112 osae at Odesa-Shkolny opb A4022 at Odesa-Shkolny with web address 'www.trast-aero.com', blue tail, white fuselage with blue cheatlines; version painted as such and has the additional cabin windows; l/n FJR 10nov06; c/n from Kyrgyz CAA; not on Kyrgyz register nov09
79 01	not known "11" EX-095	An-26 An-26 An-26B-100	Soviet Air Force Ukraine Air Force Trast Aero	mfd trf JIB	1979 1992 22aug06	toc 06apr79; rgd 19apr79; f/n YKS 03jul92 f/n KRR 19sep94, in Aeroflot c/s, no titles; soc and canx 20dec99 as life-time expired toc 14apr79; rgd 16may79; converted to An-26B; f/n OVB 01jul92 with c/n painted as '97307903' l/n YKS 13may95, still with c/n painted as '97307903' in all-white c/s, no titles and without registration, presumably just on overhaul soc 14may97 as further use not economically viable; canx 23may97 toc 13apr79; rgd 16may79; f/n AER 21sep87; to Tajik Air in 1993 which was renamed Tajikistan Airlines seen DXB 14nov95, without titles but with tail logo; seen SHJ 11feb98, as such; l/n SHJ jan00, confirmation of titles welcome; still in fleet list 30sep00 on overhaul in full c/s with Tajikistan titles; l/n ISB 22dec09; JSC Tajik Air was formed 30dec09; stored from 17jun11, according to an official document of assets dated 01jan18; presumably later returned to service for a period of time as seen MHD 19oct14, active; l/n LBD 19jul16, with Tajik Air titles; stored; GE image dated 16aug18 suggests it is still there
79 02	CCCP-26656 RA-26656	An-26 An-26	AFL/N.Kavkaz-KRR Kuban Airlines	mfd trf	26mar79 22feb94	as leased; f/n MLA 06jun86 seen somewhere in South Africa; l/n BEW apr94, in basic ex Aeroflot c/s also carrying just '26664' on the tail
79 03	CCCP-26657 RA-26657 no reg	An-26 An-26B An-26B	AFL/Yakutiya Aeroflot no reg	mfd YKS IEV	30mar79 08jul94 28jun95	in all-white c/s; l/n SJJ 17dec94 seen SHJ 23feb97, in all-white c/s, no titles no UN code; seen again LPA 13aug01 coded 'UNO-962'; l/n MLA 28mar02, as such; seen KVX 08feb08 coded 'UN967'; still current on register nov09
79 04	RA-26657 CCCP-26658 EY-26658 26658 EY-26658	An-26B An-26 An-26 An-26	Sakha Avia AFL/Tajikistan-LBD Tajikistan AI bare metal Tajikistan AI	mfd trf IKT IEV IEV	20jul95 31mar79 06jul94 02jun02 06aug02	opb 158 osap at Znamensk (Kapustin Yar); last overhaul completed 29sep89; time between overhauls exceeded in 2003; stored in non-airworthy condition see c/ns 6610 and 8306, on delivery to Cuban AF
79 05	CCCP-26664 CCCP-26664 CCCP-26664 RA-26664	An-26 An-26 An-26 An-26	AFL/Urals AFL/International AFL/Urals SAM/AAA	mfd trf trf	20apr79 03jun86 11mar87 jan94	seen somewhere in South Africa; l/n BEW apr94, in basic ex Aeroflot c/s also carrying just '26664' on the tail
79 06	not known	An-26SK	Strat.Rocket Force	mfd	31mar79	in all-white c/s; l/n SJJ 17dec94 seen SHJ 23feb97, in all-white c/s, no titles no UN code; seen again LPA 13aug01 coded 'UNO-962'; l/n MLA 28mar02, as such; seen KVX 08feb08 coded 'UN967'; still current on register nov09
79 07	CCCP-47325(2) 12-39 T-239 CU-T1239	An-26 An-26 An-26 An-26	Aeroflot Cuban Air Force Angolan Air Force Cubana	CPH d/d no SNN	12jul79 jul79 reports 17dec87	according to Cuban sources

		CU-T1239 CU-T1417	An-26 An-26	Aerogaviota Aerogaviota	Bar	20apr02	in fleet list 1995/2001 but no reports c/n not confirmed, but reported as believed to have become this registration by Cuban sources; in revised dark blue/white c/s; l/n CYO 24jun04; Cuban sources confirm scrapped at either Playa Baracoa or Ciudad Libertad
79 08 79 09	not known not known ER-AUR		An-26 An-26 An-26	Soviet Air Force Trast Aero	mfd mfd FJR	14may79 25dec79 10oct09	opb mil. unit 42147 at Kazan-Borisoglebskoye; soc in 1985
		4L-UCK TN-AIK (1) 4L-UCK	An-26B An-26B An-26B	Georgian Star Canadian Airways BULOG	no rgd WMX	reports 05jul10 25feb11	c/n not confirmed; with web address, 'www.trast-aero.com', blue tail, white fuselage with blue cheatlines; version painted as just 'An-26', without blister window but with An-26B type window; l/n FJR 03dec09; this is an illegal registration without a Moldovan CoFA; departed for Yemen under a fake CoFA and AOC; comparison of photos, suggest this may have become 4L-UCK mentioned in official fleet list mar10 on the internet with version as just 'An-26'; c/n from CAA, see next line c/n and version from register; canx only 26apr15; see TN-AIK (2) An-26B at end of file with unknown c/n dark blue cheatline and tail, white fuselage; with BULOG titles 'Indonesia's National Logistics Agency', with additional www.trast-aero.com titles; opb Manunggal Air; version painted as just 'An-26'; mentioned in an incident report 13aug10 when the nose gear became locked at Papua's Sentani Airport; collided 02dec10 with a parked DHC-6 Twin Otter after landing at Papua's Sentani Airport, resulting in the DHC-6 losing two propellers
		4L-UCK 4L-UCK	An-26B An-26B	Georgian Star AG Air		03dec13 jan14	operator given as Georgian Star in register listing with version as just 'An-26' operator now given as such from early jan14; still current on register 15dec14 with version as just 'An-26', but canx before 08mar15; see 3X-GFN(2) with unknown c/n
		EY-325 EY-325	An-26B An-26B	Eagles Global Exp. Trast-Aero	rgd DJJ	12jan15 22sep16	no reports; c/n confirmed by Tajik CAA with version as such; canx 11dec15, see next line with web address, 'www.trast-aero.com' and BULOG titles, blue tail, white fuselage with blue cheatlines with version painted as just 'An-26'; the official on-line Antonov list dated nov16 gives this c/n as active and registered in Cyprus without giving a registration, version given as just 'An-26'; seen DJJ 01may17; CoFA valid until 23jun18; l/n DJJ 19may22 in terrible condition, complete but extremely dirty with flat tyres, with 4L-UCK visible under EY-325
79 10	"22" red "22" red "22" blue		An-26 An-26 An-26	Soviet AF/PVO Ukraine Air Force Ukraine Air Force	mfd trf IEV	1979 1992 08sep92	opb 223 otaw PVO at Zhulyany opb 223 otaw PVO at Zhulyany; in olive drab/dark green camo c/s with light grey underside; on a photo in 1992 still with Red Stars the c/n is not painted under the stabiliser, but is painted on many covers and protection devices; opb 223 otaw PVO at Zhulyany (l/n there 03may99) and later at Vasytkiv (seen there in 2002); in olive drab/dark green camo c/s with light grey undersides; stored at IEV after the disbandment of the unit, seen in 2003; preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.406243 E30.457569) from 2003, f/n mar06 and repainted in similar but slightly differing colours sep12, seen 05dec21 doing engine runs in the museum
80 01	not known not known RF-36160		An-26 An-26 An-26	Soviet Air Force Russian Air Force Russian Air Force	mfd CKL	12apr79 jun14	overhaul completed 02nov00; opb Balashovskoye UATs by 2011 also carried code "79" red; opb 6 af VUNTs VVS "VVA" at Balashov; in light grey c/s with 'VVS Rossi' titles and Russian stars; l/n Krasnodar-Tsentralny oct16; w/o 30may17 while practising a go-around at Balashov when the right engine flamed out after having been put on idle and the crew feathered the left propeller by mistake so that the aircraft lost height rapidly, crashed in a field 1,100 metres before the runway threshold and was destroyed by fire, 1 of the 6 crew (the trainee pilot) killed and all 5 survivors seriously injured
80 02	CCCP-26038(2) RA-26038(2) RA-26038(2) RA-26038(2)	An-26 An-26 An-26 An-26	LIJ Zhukovski Kampuchea Airlines LIJ Zhukovski Mauritanienne TA	mfd PNH IEV LIS	apr79 jan93 30aug93 22jan97	rgd 25dec91; ex Soviet Air Force ?; see c/n 10701 all-grey c/s with titles l/n ZIA 24aug95; all-grey c/s, no titles l/n LIS jul97; all-grey c/s with MTA titles (Compagnie Mauritanienne des Transports; canx 21sep98 as to Congo, but CoFR renewal 24sep98 to LIJ Zhukovski, according to canx register	
80 03	9Q-CJB "17" blue	An-26 An-26	Comp. Afrig. d'Avn Russian Air Force	rgd Iva	12nov98 04aug01	h/o 16dec98; f/n FIH 15mar01; l/n FIH 21feb04; registration re-allocated to MD-81 18jan06 in all-grey c/s with Red star; l/n Ivanovo-Severnny 09aug03	
80 04	CCCP-26165(1) RA-26246	An-26 An-26	Soviet AF/AF c/s Yaik	mfd trf	apr79 30jun94	rgd 21may82; see c/n 6205 in white/light grey c/s with gold/black cheatline and trim, with titles; photo at Orenburg-2 (Southwest) in 1994; f/n PKV 05aug96; seen KUF 15sep97; leased to Saransk Aviation Enterprise; 09jul96/31dec98; stored at ZIA, seen 17aug01/28jun02	
	RA-26246	An-26	Gromov Air	ZIA	02oct02	reportedly still with additional 'Yaik' titles and unmarked 23aug03; soc 29jun04 as sold to Moldova and canx the same day	
	ER-AWW	An-26	Tiramavia	rgd	15jul04	in white c/s with green nose and black/white/blue/white/black cheatline, with titles; f/n LNZ 15nov04; damaged 02jun05 when landed wheels-up at Tikrit (Iraq); repaired; l/n KIV 17may06, rudder removed; current on register 21dec06 (see f/n date next line), but in later registers as to ER-AUW with no canx date given	
	ER-AUW	An-26-100	Valan	rgd	15jul04	on register with the same rgd as ER-AWW !; in white c/s with grey belly, with 'SkyLink' titles plus a 'Valan' logo on the fin, with entry door on the port side just forward of the wing; f/n KWI 06dec06; in Valan fleet list 15oct07; l/n KIV 22jan13	
	EK-26804	An-26-100	South Sudan Supr.	rgd	12apr13	in white c/s with grey belly, blue engines and the fin in the colours of the South Sudanese flag (albeit in wrong order), no titles; f/n JUB aug13; l/n in South Sudan 17mar14; the certificate of registration expired 06aug15; canx 07aug15; South Supreme Airlines ceased operations 11sep15, but later resumed operations; the aircraft was considered by Antonov as no longer airworthy after 04dec16	
	S9-TLW	An-26-100	South Sudan Supr.	JUB	02feb17	South Sudan Supreme Airlines; c/n not confirmed; an illegal registration (not contained in the São Tomé register as published on the INAC website 06feb17); in white c/s with grey belly, blue engines and the fin in the colours of the South Sudanese flag (albeit in wrong order), with titles; a photo shows with entry door on the port side just forward of the wing	
	TR-KBP	An-26-100	South Sudan Supr.	JUB	28Sep17	c/n not confirmed; an illegal registration; photo JUB 2019, in white c/s with grey belly, blue engines and the fin in the colours of the South Sudanese flag (albeit in wrong order) with titles and entry door on the port; l/n Agok 01dec20	
80 05	not known RA-26696	An-26 An-26	Soviet Air Force Russian AF/AF c/s	mfd Kub	26apr79 29may93	c/n not confirmed, but confirmed ex TR-KBP; in full c/s; an illegal registration as this was a Cessna 210, canx in 2000; l/n JUB 15nov22/06oct23, stored last overhaul completed 19jan89; version given as 'lab' in Russian Air Force inventory listing seen Kubinka 04aug07; soc by 2011; l/n Kubinka aug12/apr13 stored in a fenced compound (N55.611109 E36.636639); pulled out of the compound and back to the flight line in faded paint, with flat tyres and parts missing (possibly for future renovation and static display); l/n jul15/aug22 in the same condition	
80 06	CCCP-26182 RA-26182	An-26 An-26	MAP Kuibyshev APO Aviaobshchemash	mfd trf	jun79 12feb93	rgd 05jun79; f/n SVO 25sep87; in Aeroflot c/s and titles; l/n SVO 17jul91 f/n SVO 27aug93; in Aeroflot c/s and titles; l/n SVO 21aug95; not in 2001 fleet list but still current on Russian register mar03 and apr16; canx 15apr19 toc 15may79; rgd 06jun79	
80 07	CCCP-26659 UR-26659 UR-26659 UR-26659 LZ-CBA ER-AFF (1) LZ-CBA LZ-CBA	An-26 An-26 An-26 An-26 An-26 An-26 An-26	AFL/Ukraine Avialini. Ukrayiny Dnieproavia Heli Air Services Heli Air Services Scorpion Air	mfd SVO DNK rgd rgd BUD BUD	28apr79 29aug93 05jul96 01aug97 27may99 10oct99 21aug03	not in 1998 fleet list f/n MLA 10mar98 all-white c/s, no titles but with a small sticker on the nose in Moldovan register as ex LZ-CBR which seems in error; canx 01jul99; see c/n 10103 all-white c/s, no titles but with a small sticker on the nose; l/n RTM 24jul02, with additional 'maintained by Scorpion Air' badge by cockpit all-white c/s, no titles, just small 'maintained by Scorpion Air' badge by cockpit; still current on Bulgarian register mar07, owner given as such; l/n SOF 18apr07 in all-white c/s, no titles; ferried MJJ-SOF 17sep07 for maintenance at SOF; photo FIH 25may09; ferried ADA-SOF 14dec11; photo SOF oct14, in all-white c/s, no titles and without registration; l/n feb15; probably the aircraft seen SOF aug17, with the port engine missing	
80 08	CCCP-26660 RA-26660 RA-26660 RA-26660 RA-26660	An-26 An-26 An-26-100 An-26-100	AFL/Yakutiya Aeroflot Sakha Avia Yakutiya Polyarnyye Avial.	mfd YKS trf rgd YKS	28apr79 08jul94 20jul95 13aug03 aug14	toc 25may79; rgd 04jun79; involved in an accident at Batagai 07feb82 when a ground service truck collided with the taxiing aircraft in poor visibility, the truck driver was killed by the left propeller; l/n LED 01sep88 seen YKS 13may95 with c/n painted as '97308008' in full c/s; last overhaul completed 23may03; f/n YKS 14aug03; new CoFR issued 15sep05; l/n YKS 06mar13 in full c/s; new CoFR issued 27apr15; l/n YKS 24may16; dbr 11oct16 on a flight from Yakutsk to Byelaya Gora when tried to land in below-minima weather conditions (low clouds, poor visibility and snowfall), deviated from the approach pattern due to strong winds, entered a snow flurry, dropped below the glide path, failed to go around and touched down with 1.1 g on the snow-covered banks of the river Indigirka 390 metres before the runway threshold and 230 metres to the left of the runway's extended centreline, collapsing the landing gear and suffering structural damage, all 6 crew and 27 passengers escaped unhurt; t/t 34,490 hours and 16,367 cycles; officially canx between 04aug17 and 13sep17 toc 22may79; rgd 08jun79; converted to the An-26P prototype (water bomber) in 1987 with external tanks on the fuselage	
80 09	CCCP-26661 CCCP-26661 RA-26661	An-26 An-26 An-26	AFL/East Siberia AFL/GosNII GA GosNII GA	mfd trf SVO	apr79 unknown 15may93	on charge as of 01jun90; f/n SVO 22sep90; in Aeroflot c/s and titles; l/n SVO 09sep92 in Aeroflot c/s and titles, converted back to a standard freighter; soc and canx 29jan97 as to Sao Tome; l/n SVO may97 on Safatavia website, all-white c/s	
80 10	7722 "83" blue	An-26 An-26	Sudanese Air Force Ukraine Air Force	IEV	photo 22mar97	large 'Blakutna Stesha' (Open Skies) titles; l/n KBP 16jun99 as such, c/n checked both dates; seen KBP 04aug08/09feb09 with engines missing; seen at the National University of Civil Defence (N49.962718 E36.189556) Kharkov, 06sep10 in a dismantled state prior to assembly; l/n sep10/sep21complete without engines in very faded colours rgd 06jun79; on charge as of 01jul79	
81 01	CCCP-26662 RA-26662 RA-26662 RA-26662 RA-26662 RA-26662 RA-26662 RA-26662 RA-26662	An-26 An-26 An-26 An-26 An-26-100 An-26-100 An-26-100 An-26-100	AFL/Tyumen Aeroflot Tyumen Airlines Aeroflot c/s, n/t Tyumenspetsavia UTair Cargo Katekavia Turukhan UTair	mfd SVO trf AMS rgd SVX IAA trf KJA	20apr79 01sep93 31aug94 21aug97 03jul07 oct08 02apr14 feb15 17sep19	f/n TJM 14may95, in Aeroflot c/s and titles with c/n painted as '97308101' l/n MLA 04apr01; reported for Tyumen Airlines; still in fleet list 27oct00; l/n BKA 17aug01 reported in technical inspection document; f/n IKT 28aug07 all-white c/s with titles l/n NNM 18jul13 all-white c/s, with small titles on forward fuselage; l/n Krasnoyarsk-Cheremshanka 10apr14 f/n IAA apr16, with titles; l/n ARH 11jan18 l/n TJM 20aug23 with small titles	

	RA-26174	An-26-100	Khabarovsk Avia	trf	16mar05	f/n KHV 18jun06, in basic ex Aeroflot c/s, titles not reported; seen KHV 10apr07, with titles; tender for avionics modernisation published 14feb12; in basic ex Aeroflot c/s with Khabarovsk Avia titles; CoFR renewal 10apr15; damaged in a ground collision with a Boeing 777 at KHV 08nov15; repaired; seen KHV 09may21, all white, no titles; seen KHV 18sep21, with titles; CoFR renewal 11oct22
83 05	RA-26174 CCCP-26672 RA-26672 5R-MUP	An-26-100 An-26 An-26 An-26	Iraero AFL/North Kavkaz Kuban Airlines Malagasy Air Force	IKT toc trf ph.	16jul22 10jul79 22feb94 17jun01	l/n IKT 02oct23 rgd 20jul79; f/n LED 05may89 still in full Aeroflot c/s including titles; l/n as such KRR 15jul94; and canx 24dec98 as to Madagascar in white c/s with grey belly, carried only 'UP' plus the c/n on the tail; l/n operational TNR 05may05; sat wfu at TNR (close to the VIP terminal), seen oct10/oct11, with the engine intake and exhaust blanks/covers still marked '26672'
83 06	"03" blue	An-26	Russian Air Force	mfd	06jul79	In fact not Air Force, but 12 GU MO (Main Directorate for Nuclear-Technical Support and Safety); based at Gromovo; last overhaul completed 02jun06; t/t 6,397 hours and 4,675 cycles by 01jan07
	RF-47325(3)	An-26	Russian Air Force	CKL	nov09	in fact not Air Force, but 12 GU MO (Main Directorate for Nuclear-Technical Support and Safety), opb 1080 AB at Gromovo; in basic Aeroflot c/s with Russian flag on fin, no titles; l/n CKL nov09; see c/ns 6610 and 7907
	RF-47325(3)	An-26	Russian Air Force	trf	2010	initially opb 1080 AvB at Gromovo; opb 33 otsap at Levashovo or Gromovo from 2013; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n CKL feb11; appeared in the Russian TV series "Gruz" in 2011; l/n without code and titles ARH 09jul14; received code "23" red and "VVS Rossii" titles; f/n as such Gromovo 21apr15; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; with "VKS Rossii" titles in 2018; l/n ARH 2010
83 07	not known "25" red "15" yellow RF-56304	An-26 An-26 An-26 An-26	Soviet Air Force Russian Air Force Russian MVD/VV Russian MVD/VV	mfd trf rgd	06jul79 2005 ? 30jun06	opb 257 osap at Khabarovsk; f/n Ivanovo-Severnoy 04aug01, awaiting overhaul (code faded) last overhaul completed 12dec05 initially opb 685 osap on at Rostov-na-Donu-Tsentralny; in light grey c/s with Russian flag on fin, no titles; f/n Rostov-na-Donu-Tsentralny 27mar09; trf to 70 osap on at Yermolino by may12; l/n Yermolino 15mar16 opb 70 osap on at Yermolino; in light grey c/s with Russian flag on fin, no titles; f/n Yermolino 09jul16; l/n GOJ 01jun17
	RF-56304	An-26	Rosgvardiya	trf	05apr16	c/n confirmed; in dark green/sand camo c/s with light blue undersides, white stripe on fin; nationality marking green circle with blue star; arrived at IEV 11jan13 for overhaul; seen IEV 27feb13 test flying, bare metal c/s, no serial, just carrying 83-08
83 08	"03" white	An-26	Kaz Border Guards	ALA	31may08	test flying, bare metal with just "18" painted on in black; c/n confirmed from www.spotters.net.ua in dark green/sand camo c/s with light blue undersides, white stripe on fin; nationality marking green circle with blue star; l/n BXJ 04may22
	"18" "03" white	An-26 An-26	Kaz Border Guards Kaz Border Guards	IEV IEV	21mar13 17may13	based at Vladimir-Semyazino; in light grey c/s with Red star; overhaul completed 28nov89; f/n Vladimir-Semyazino 26aug95; l/n Vladimir-Semyazino 30aug07
83 09	"03" yellow	An-26	Strat.Rocket Force	mfd	16jul79	opb 7000 AvB at Vladimir-Semyazino; in light grey c/s with Red stars, no titles; l/n Vladimir-Semyazino 12aug12; stored by 2013
	"03" yellow	An-26	Russian Air Force	Vla	30may12	location withheld; in c/s similar to Aeroflot with "VVS Rossii" titles on the fin, also carrying code "03" yellow; l/n Kubinka 19jun15; colour of code changed to red; f/n OSF 15jul16; l/n Levashovo 2019
	RF-90314	An-26	Russian Air Force	ph.	apr15	electronic warfare aircraft with "Shtyr-3" complex; opb 50 osap at Kabul in 1979/85; suffered battle damage to the "Shtyr-3" complex and returned to the Soviet Union afterwards
83 10	"02"	An-26GR	Soviet Air Force	mfd	27jul79	based at Sakhalin; stored at Khabarovsk-Tsentralny after the disbandment of Army Aviation; offered for sale by Russian privatisation agency 19dec01/dec05 with t/t 6,867 hours
	not known	An-26GR	Soviet Army Avn	trf	1985 ?	bought by Geos-Aero 09dec05 and operated under the cover of Primorski ATSK; with racks on the lower fuselage; in medium blue c/s, no titles; already seen VVO 02mar08 without any markings apart from Russian flag on fin; canx due to the reorganisation of ROSTO; stored without registration at VVO, l/n apr10
	RF-00714	An-26	ROSTO Vladivostok	UUS	25sep08	opb Tikhookeanski ATSK at Artyom-Knevichi from 30nov10; donated by Geos-Aero to the Russian Federation 01apr11; l/n KKK 03mar15; seen wfu engineless VVO 09jul18, reg faded; l/n VVO 18aug18
	RF-00714	An-26	DOSAAF	trf	04apr11	opb 46 otap at OSF; last overhaul completed 25jan88; seen wfu at OSF 10may22aug01; l/n OSF 02jul06, c/n not checked; offered for sale by Russian privatisation agency nov06 with t/t 4,492 hours and 2,475 cycles
84 01	"53" yellow	An-26	Russian Navy	mfd	1979	still current on register in 2016 but with an expired CoFA
	OB-1893-T OB-1893-P OB-1893-P OB-1893-P	An-26 An-26 An-26 An-26	TA Cielos Andinos TA Cielos Andinos Peruvian Air Line TA Cielos Andinos	rgd rgd rgd rgd	26jun08 02sep08 28mar11 08nov12	opb 50 osap at Kabul during 1984 until 1988; in grey c/s c/n not checked that day; opb 10 oae; in grey c/s with large 'Blakutna Stesha' (Open Skies) titles; l/n HRK 30may00
	"62" "82" yellow "82" blue "10" yellow	An-26 An-26 An-26 An-26	Soviet Air Force Ukraine Air Force Ukraine Air Force Ukrainian Navy	mfd KBP IEV Sai	1979 08sep92 19mar97 apr07	opb 10 mabr at Saki-Novofyodorovka until 03mar14; initially in light blue/medium blue camo c/s with light grey undersides, a Ukrainian Navy flag behind the cockpit and 'VII skovo-Morski Sily Ukrainy' titles; relocated from Saki-Novofyodorovka to Mykolayiv-Kulbakino 03mar14; l/n in its old c/s Mykolayiv-Kulbakino 10sep15; repainted in 'digital' light grey/greyish blue/olive drab camo c/s with grey undersides, a Ukrainian Navy flag behind the cockpit and 'Viskovo-Morski Sily Ukrainy' titles; f/n as such IEV 24dec15; l/n Nikolaev Kulbakino 23sep21
84 03	"03" red	An-26	Soviet Air Force	ph.	aug11	in light grey c/s; preserved in a pioneers' camp near Brichmulla (N41.574564 E70.075792 in the Tashkent region of Uzbekistan) from the early 1980s, in poor condition by 2011; l/n aug13, c/n checked
84 04	not known "15" yellow	An-26T An-26T	Soviet Navy Russian Navy	mfd no reports	27jul79	opb 403 osap at Safonovo (Severomorsk-1); last overhaul completed 27feb90; no longer on charge by 2012
84 05	"46" blue "46" blue	An-26 An-26	Soviet Navy Russian Navy	mfd Kac	1979 16sep96	based at Kacha; c/n checked Yevpatoria 24aug97; h/o to Ukraine in 1997 (as 1 of 5 An-26s of the Black Sea Fleet) on the basis of the 1997 Black Sea Fleet Partition Treaty; stored at Yevpatoriya, seen 08apr98/30apr99 (c/n not checked either time)
	"05" blue	An-26	Ukrainian MVS	trf	1997	repainted in white/light grey c/s with yellow/blue cheatline and a wavy Ukrainian flag on the fin; l/n IEV 02jun02; c/n checked IEV 14apr09; stored at ARP-410, seen jun15/apr19; see c/n 0808 and 9508
84 06	"02" blue	An-26	Strat.Rocket Force	mfd	27jul79	opb 158 osap at Znamensk (Kapustin Yar); in basic Aeroflot c/s with Russian flag on the fin, no titles; f/n Ivanovo-Severnoy 30aug07; last overhaul completed 04jul08
	"02" blue RF-90344	An-26 An-26	Russian Air Force Russian Air Force	trf Roc	01jun10 04jul11	l/n Rostov-na-Donu-Tsentralny 28mar11 also carried code "02" blue; opb sae at Kapustin Yar; in basic Aeroflot c/s with Russian flag on fin, no titles; seen Voronezh-Baltimor nov13; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; l/n Astrakhan-Privolzhski 2018
84 07	not known "39" blue "30" blue	An-26 An-26 An-26	Soviet Navy Russian Navy Russian Navy	mfd Kac AAQ	28jul79 jun05 24aug09	tie-up correct ? opb 917 osap (renamed 7057 AvB in 2010) at Kacha (Crimea); in grey c/s without titles, carried a dolphin badge behind the cockpit; last overhaul completed 04mar05; l/n 26apr12, location withheld
	RF-46878	An-26	Russian Navy	AAQ	20jun12	also carried code "30" blue; opb 7057 AvB at Kacha (Crimea); in light grey c/s with 'MA VMF Rossii' titles, Russian stars and a dolphin badge behind the cockpit; seen OSF mar16; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; l/n 2023, location withheld
84 08	CCCP-26673	An-26	AFL/Far East	mfd	30jul79	laboratory aircraft equipped with ASLK-75 equipment; toc 16aug79; rgd 07sep79; opb Khabarovsk OAO; in 'polar' c/s; f/n KHV jun92
	RA-26673	An-26	Dalavia	KHV	24may93	laboratory aircraft equipped with ASLK-75 equipment; initially still in full 'polar' Aeroflot c/s including titles; last overhaul completed 18jul97; f/n with 'Dalavia' titles at KHV in summer 2002, see rgd next line
	RA-26673	An-26	Spetsavia	rgd	21mar01	laboratory aircraft equipped with ASLK-75 equipment; based at KHV; in basic 'polar' Aeroflot c/s with 'Spetsavia' titles; f/n KHV 14aug03; l/n KHV 03jul04
	RA-26673	An-26	Lyotnyye proverki	rgd	09mar06	laboratory aircraft equipped with ASLK-75 equipment; based at KHV; initially in basic 'polar' Aeroflot c/s with 'Lyotnyye proverki i systemy' (Flight Checks and Systems) titles and a logo on the fin; f/n VVO 16aug06; l/n as such YKS 21sep06; repainted in basic 'blue' Aeroflot c/s with 'Lyotnyye proverki i systemy' titles and a logo on the fin; f/n as such LED apr08; c/n painted on as '97308408' when seen jan10; new CoFR issued 22dec11; received upgraded ASLK-NU # 1503 equipment in 2015; new CoFR issued 20jul17; w/o 22sep21 on a calibration flight from Khabarovsk-Novy when tried not to come too close to the Chinese border, flew too low, encountered low clouds and crashed at a height of 742 metres into the wooded northern slope of Mount Khebtovaya (786 metres) in the Bolshoi Khehtsir mountain range 40 km south-west of the airport (at N48°12'10" E134°56'51"), all 6 crew members were killed; t/t 36,881 hours; the wreck was found 23sep21; canx 23nov21
84 09	not known	An-26	Soviet Air Force	mfd	14aug79	opb mil. unit 45157 at Klin
84 10	not known "09" red	An-26 An-26	Soviet Air Force Russian Air Force	mfd Kub	03aug79 mar06	last overhaul completed 06dec94; in all-grey c/s; engine # one missing; seen again 04aug07 without both engines; c/n checked; soc by 2011; l/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639)
85 01	not known "01" blue "04" yellow	An-26 An-26 An-26	Soviet Air Force Ukraine Air Force Ukraine Air Force	mfd trf KBP	1979 1992 05mar06	used call-sign UR-71500 BUD 07dec00; opb 255 osae at Borispol; l/n OZH 28may02 opb 15 BrTRA at KBP; initially in basic 'blue' Aeroflot c/s, no titles; c/n checked KBP 04aug08; l/n in its old c/s ALA 24feb17; h/o after overhaul by Zavod 410 GA 22nov17, now in grey c/s without titles and colour of code changed
85 02	"04" blue CCCP-26585(1)	An-26	Ukraine Air Force	PRG	20dec17	en route from KBP to Chateauroux-MLA-CAI; c/n checked; in grey c/s without titles; l/n LEI 07jul22
85 03	"04" red	An-26	Vietnam Air Force	ALA	01jun08	delivery registration, details from Antonov; see c/n 13802
85 04	CCCP-26586(1)	An-26	Kazakh Air Force	mfd	13aug79	in all-grey c/s, code outlined in yellow; l/n Zhetigem 07may22
85 05	CCCP-26587(1)	An-26	Vietnam Air Force	mfd	17aug79	delivery registration, details from Antonov; see c/n 13805
85 06	CCCP-26674 RA-26674	An-26 An-26	AFL/Yakutiya Polyarnyye Avial.	mfd trf	17aug79 21apr94	delivery registration, details from Antonov; see c/n 13907 rgd 20sep79; on charge as of oct79; f/n LED 11mar90 trf from Polyarnyye Avialinii to Yedinaya Sakha-Yakutskaya transportnaya kompaniya 24mar05, was at Cherski at that time; listed in official fleet list 04may09 as stored and seen as such CYX (N68.745422 E161.32732) jun09/18sep18, parts and props missing, still wearing Aeroflot titles
85 07	CCCP-26588(1)	An-26	Vietnam Air Force	mfd	30aug79	delivery registration, details from Antonov; see c/n 13908
85 08	not known	An-26	Soviet Air Force	mfd	31aug79	opb mil. unit 12785
85 09	"02" yellow	An-26	Ukraine Air Force	KBP	21may04	c/n checked; based at KBP; in white c/s with blue cheatline and grey undersides; l/n KBP 05mar16; overhauled at ARP-410 in late 2016

	"02" blue	An-26	Ukraine Air Force	h/o	27dec16	to 15 brTRa at Boryspil; in overall grey c/s with ZSU/UAF titles in black; l/n KBP 23apr17; seen NUE 11may17, with titles now in yellow; l/n BUD 13oct21
85 10	CCCP-46007 RA-46007 RA-46007	An-26 An-26 An-26	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd CKL CKL	14sep79 19aug01 jun10	opb 929 GLITs at Chkalovski; c/n checked CKL 15aug99, still carried the prefix 'CCCP-' seen without titles Ivanovo-Severny aug02 version given as An-26 Parol in a Russian Air Force document; opb 929 GLITs at Chkalovski; in basic Aeroflot c/s with Russian flag on fin and a GLITs badge behind the cockpit; l/n CKL 10aug15; tender for the extension of resources and service life issued 12dec16
	RF-95670	An-26	Russian Air Force	CKL	apr18	opb 929 GLITs at Chkalovski; in basic Aeroflot c/s with Russian flag on fin, no titles; last overhaul completed in early 2018; l/n CKL apr20
86 01	CCCP-26675 UN-26675 UP-AN609	An-26 An-26 An-26	AFL/Kazakhstan no titles Feniks Airline	mfd BKA IEV	28aug79 15may99 12mar10	toc 07sep79; rgd 17sep79; f/n ALA 22sep87 in red/white c/s; l/n Ivanovo-Severny 30aug07 c/n from factory source; in white c/s with orange cheatline and fin; l/n as such IEV 16mar10; seen in ARP-410 at IEV 05may10 in bare metal c/s
	RA-26675	An-26	SkyTest	rgd	22jun10	to D.S. Kuzovnikov; laboratory aircraft equipped with ASLK-75 equipment; in white/blue/red (Russian flag) c/s, no titles; already f/n in ARP-410 at IEV 20may10; l/n GOJ 29jul12
	RA-26675	An-26	GosNII GA	KZN	03aug12	laboratory aircraft equipped with ASLK-75 equipment; ferried to Kazan with GosNII GA flight number 03aug12; in white/blue/red c/s, no titles
	RA-26675	An-26	KAPO im. Gorbunova	trf	dec12	laboratory aircraft equipped with ASLK-75 equipment; in white/blue/red c/s with KAPO badge on the fin; f/n PEE 30dec12; l/n KZN 15oct14
	RA-26675	An-26	Sev-Avia	KZN	15jun16	laboratory aircraft equipped with ASLK-75 equipment; in white/blue/red c/s, still with KAPO badge on the fin, no titles; seen KZN 04jul16; CoFR renewal 22nov17; l/n OMS 28oct23
86 02	CCCP-26676 CCCP-26676 CCCP-26676 UR-26676 UR-26676 UR-26676 9Q-CVR	An-26 An-26 An-26 An-26B An-26B An-26B An-26B	AFL/Ukraine AFL/Kirovograd VAU AFL/Ukraine Avialini. Ukrayiny Kiev ARP 410 AI Pioneer Cargo AI Aviatrade Congo	mfd trf trf HRK FJR KHI rgd	aug79 25oct80 unknown 15jul93 15sep01 10feb02 17dec04	on charge as of 01dec80 opb Avialiniyi Kharkova; l/n HRK 27apr99 owned by Avialiniyi Kharkova; l/n FJR 29dec01 owned by Avialiniyi Kharkova; canx 30apr09 but see next line to Middlanditracap; f/n PNR 30oct05 named 'Mwanamboka'; Antonov regard this aircraft as no longer airworthy from 31jan04
	9Q-COR	An-26B	Middlanditracap	rgd	27dec05	as such in 2008 DRC but doubtful
86 03	CCCP-26677 RA-26677 RA-26677 RA-26677	An-26 An-26 An-26 An-26	AFL/Urals Aeroflot Kirov Avn Enterpr. United Nations	mfd KUF trf ZAG	30aug79 25apr93 23jan95 18apr95	toc 12sep79; rgd 27sep79; opb Kirovski OAO; in standard 'blue' c/s opb Kirov Aviation Enterprise
	RA-26677 RA-26677 RA-26677	An-26 An-26 An-26	Kirov Avn Enterpr. United Nations Kirov Avn Enterpr.	rgd ZAG PRG	26sep97 14apr00 17aug02	opb Kirov Aviation Enterprise in all-white c/s, 'United Nations' titles painted over, but still visible; seen OST 25sep04; operated for OOO "Valar" 01dec04/25apr05; CoFA expired 30jan05; t/t 24,973 hours and 12,813 cycles; canx between aug10 and mar16; used as a ground trainer for the rescue services at KVX, seen sep10
86 04	"02" red "12" red "12" red	An-26 An-26 An-26	Strat.Rocket Force Strat.Rocket Force Russian Air Force	mfd Iva trf	12sep79 04aug01 2004	former code "02" red still visible; last overhaul completed 06mar02 opb military unit 69806-5 at Uprun (existed 01dec10/01dec11); in basic 'blue' Aeroflot c/s with Russian flag on fin, no titles; f/n SVX 18aug12; l/n SVX 25aug12
	RF-93996	An-26	Russian Air Force	Chh	jul14	also carried code "24" red; in basic 'blue' Aeroflot c/s with 'VVS Rossii' titles and Russian flag on fin; l/n OVB aug22
86 05	not known not known	An-26 An-26	Soviet Air Force Russian Air Force	mfd	21sep79	opb mil. unit 83252 at Kubinka; mfd also given as 19sep79
86 06	CCCP-26589(1) 259	An-26 An-26	Vietnam Air Force Vietnam Air Force	mfd SGN	17sep79 28jul92	opb mil. unit 52806 at Kubinka; wfu by 2008; soc by 2011 delivery registration, details from Antonov; see c/n 13909
86 07	CCCP-26678 RA-26678 RA-26678	An-26 An-26 An-26	AFL/Tyumen-SLY Aeroflot TyumenAviaTrans	mfd ZIA trf	17sep79 02sep93 unknown	seen SGN mar96 stored; outer wings removed by 21apr11; l/n 13oct18 with CCCP-26589 bleeding through rgd 11oct79; on charge as of oct79
86 08	CCCP-26679 RA-26679 RA-26679	An-26 An-26 An-26	AFL/East Siberia Aeroflot Ulan-Ude Avn Ent.	mfd UUS trf	19sep79 07jun93 20oct93	f/n BKA 16aug99, in Aeroflot c/s, no titles; l/n BKA 23sep99; soc and canx 11oct99 as to Sao Tome rgd 24oct79; on charge as of 01jan80; in standard 'blue' c/s; l/n IKT 03mar92
	RA-26679 ER-AFS	An-26 An-26	Bural Aeriantur-M	IEV rgd	22jun05 30aug05	f/n UUD 21apr97 with c/n painted as '97308608', still in full Aeroflot c/s and titles; the Ulan-Ude Aviation Enterprise was renamed Buryatskiye Avialinii (Bural) in 1998 was already canx between feb01 and sep01; in Aeroflot c/s and titles
	UR-AFS	An-26	Air Sirin	LPA	05nov07	photo exists, in white c/s with fin in four shades of green, without titles and registration; f/n TFS 17apr06 with small 'airsirin@romb.net' titles; canx as to Ukraine 05jul07; l/n LPA 02oct07
	4L-AFS	An-26	Air Sirin	rgd	24sep09	c/n confirmed by the operator; in white c/s with fin in four shades of green, small 'airsirin@romb.net' and additional 'Air Amder' titles on the rear fuselage; l/n as such KGO 03jun08; seen UTP 20jan09 with just the small 'airsirin@romb.net' titles
	3X-GHA	An-26	GR Avia	rgd	23aug11	details confirmed by the operator; in white c/s with fin in four shades of green, small 'airsirin@romb.net' titles; f/n ACC 17oct09; l/n NLV 05aug11
	4L-AFS 4L-AFS	An-26 An-26	Air Sirin AG Air	NLV	10jul13 03dec13	in white c/s with fin in four shades of green, no titles; l/n ACC 02oct13 in Georgian register with operator as such; f/n ACC 22may14; in white c/s with fin in four shades of green c/s, no titles; AOC suspended 08sep14 for 8 weeks, but operator again confirmed when seen active ABJ 18/19sep14; no longer registered by 08dec14; w/o in the early hours of 28dec14 on the leg from Bujumbura to Pointe-Noire of a cargo flight from Entebbe to Pointe-Noire, crashed into a wooded slope of Mount Kafinda (3,100 metres) 25 km south of Uvira (DR Congo), all 6 crew (5 Ukrainians and 1 Moldovan) killed; the Ugandan press reported the registration as 4L-AFF with this operator, but photos of the wreck show it was indeed this aircraft
86 09	CCCP-26680	An-26	AFL/Yakutiya	mfd	sep79	toc 17oct79; rgd 24oct79; opb 248 LO of Kolymo-Indigirski OAO; damaged in the early hours of 04mar84 (local time, according to Moscow time still 03mar84) on a supply flight from Cherski to the temporary ice airfield on Zhokhov Island at night in support of the "Sever-36" arctic expedition when had to go around, dropped below the glide path on the second approach and entered an area of poor visibility, the crew lost visual contact with the ground, but failed to go around so that the aircraft struck ice hummocks 2,800 metres in front of the runway threshold and the left main gear was ripped off, but the aircraft managed to climb out and made a forced landing at Cherski, all 8 crew members escaped unhurt; repaired; f/n LED 04jun89
	CCCP-26680 UR-26680	An-26 An-26	AFL/Ukraine Dnieproavia	trf DNK	23mar90 05jul96	opb Dnepropetrovski OAO not in 1998 fleet list; canx 03mar11
86 10	CCCP-26681 RA-26681 RA-26681 EL-AHO	An-26 An-26 An-26 An-26	AFL/Urals Aeroflot Ural Airlines Air Angol	mfd ROV trf rgd	sep79 14jul94 25jul94 14apr98	toc 03oct79; rgd 16oct79; f/n SVO 16mar90; l/n SVX 20apr93
87 01	CCCP-26590(1) 590	An-26 An-26	Vietnam Air Force Vietnam Air Force	mfd SGN	30may80 15mar01	l/n SVX 23aug95, in Aeroflot c/s and titles; soc 12aug98 as to the United Arab Emirates; canx 13aug98 to Santa Cruz Imperial according to Liberian register; f/n JNB 03dec98; l/n JNB 27nov99; see 1L-18 c/n 183006205
87 02	"08" red not known RF-36158	An-26 An-26 An-26	Russian Air Force Soviet Air Force Russian Air Force	CKL mfd Kts	22aug03 20sep79 23feb17	delivery registration, details from Antonov; late mfd; see c/n 13910 probably carried another serial in the '2xx' range and this is just the remnants of the delivery registration, which has also been noted bleeding through in full as CCCP-26590; l/n SGN 24mar08
87 04	"56" blue	An-26	Soviet Air Force	mfd	27sep79	opb BUATs at Balashov by 2011; also carried code "50" red; in all-grey c/s with 'VVS Rossii' titles and Russian stars star on the fin; l/n CKL 2020
87 05	"55" yellow "55" yellow RF-56305	An-26 An-26 An-26	Soviet MVD/VV Russian MVD/VV Russian MVD/VV	mfd trf rgd	27sep79 1992 04jul06	opb 201 osae at Tokol, l/n sep90; trf to 245 osae at Legnica; seen Legnica 17aug91/25apr92, in c/s similar to Aeroflot with Red Star
	RF-56305	An-26	Rosgvardiya	trf	05apr16	opb 70 osap on at Yermolino; f/n Ivanovo-Severny 27aug04; last overhaul completed 12dec05 opb 70 osap on at Yermolino; in light grey c/s with Russian flag on fin, no titles; f/n CKL apr09; l/n Yermolino 15mar16
87 06	CCCP-26682 RA-26682 RA-26682 RA-26682	An-26 An-26 An-26 An-26	AFL/Arkhangelsk Aeroflot Arkhangelsk AI Transavia-Garant.	mfd ARH LED rgd	10oct79 10jun94 24feb95 23dec98	opb 70 osap on at Yermolino; in light grey c/s with Russian flag on fin, no titles; f/n GOJ 18jun16; l/n CKL 07oct21
	RA-26682	An-26-100	Transavia-Garant.	rgd	12sep06	transfer date not confirmed, may have been earlier Transavia-Garantiya; in basic 'blue' Aeroflot c/s, no titles; f/n ARH 22oct01; l/n ARH 02jul05; converted to, see next line
	RA-26682 CCCP-26683 RA-26683 RA-26683	An-26-100 An-26 An-26 An-26-100	Transavia-Garant. AFL/Urals Izhavia Izhavia	rgd mfd trf LED	04may23 17oct79 19apr94 25sep06	Transavia-Garantiya; in basic 'blue' Aeroflot c/s with own titles and a logo below the cockpit; f/n GOJ 03mar08; CoFA expired 10oct09; t/t 21,615 hours and 10,225 cycles by 01jan10; seen ARH 03jun10; sold to Oleg N. Rudkin 16jul11; stored at ARH for several years; new CoFRs issued 16dec13 and 08jul21; offered for sale 09sep21 by Aviation Solutions; reflown after storage 28apr23; reportedly for IrAero
87 07	RA-26682 CCCP-26683 RA-26683 RA-26683	An-26-100 An-26 An-26 An-26-100	Transavia-Garant. AFL/Urals Izhavia Izhavia	rgd mfd trf LED	04may23 17oct79 19apr94 25sep06	toc 05nov79; rgd 17jan80; f/n LED 01oct90 f/n PRG 16jun99, in ex United Nations c/s, no titles; l/n IJK 15aug99 seen IJK 14jun11; CoFA expired 17oct07; l/n KZN 24nov12
87 08	CCCP-26684 CCCP-26684 CCCP-26684 RA-26684	An-26 An-26 An-26 An-26	KAPO im. Gorbunova AFL/N.Kavkaz-KRR AFL/Ukraine AFL/N.Kavkaz-KRR	mfd trf trf trf	28feb13 oct79 09jan89 unknown	all white c/s; blue badge with white bird on the tail, no titles; l/n PEE 20sep19, stored toc 02nov79; rgd 20nov79
	CCCP-26592(1) 87 10	An-26 An-26	Kuban Airlines Vietnam Air Force	trf mfd	22feb94 30jul79	on charge as of 01jul89 f/n KRR 15jul94, in Aeroflot c/s and titles; soc and canx 20oct97 as life-time expired
88 01	CCCP-26593(1) not known	An-26 An-26	Vietnam Air Force Soviet Air Force	mfd mfd	29aug80 23oct79	delivery registration, details from Antonov; see c/n 14002 delivery registration, details from Antonov; late mfd; see c/n 14003 last overhaul completed 17apr90

88 02	"11" red not known not known UR-CTS	An-26 An-26 An-26 An-26	Russian Air Force Soviet Air Force Uzbek Air Force Vulkan Air	mfd rgd	24nov79 03nov21	opb military unit 34185 at Lipetsk; f/n Stupino 28may99, dumped; broken up before 2003 opb mil. unit 23229 at Tashkent-Tuzel ex Uzbek Air Force; f/n Tashkent-Tuzel 12nov21, in faded grey former Uzbek AF c/s but Uzbek markings painted out, with two windows on the starboard side at the front blanked off and a bubble window at the back (as per An-26Sh) and a fairing beneath the fuselage; current on register 13aug22
88 03	not known "45" blue "45" red RF-90319	An-26 An-26 An-26 An-26	Soviet Air Force Russian Air Force Russian Air Force Russian Air Force	mfd Bls SVX	12nov79 22aug06 28jan10	overhaul completed 28jul05; opb BVVAUL at Balashov; in light grey c/s with Red Stars, no titles opb AvGr 7000 AvB at Yermolino; in light grey c/s with Red Stars, no titles; damaged on landing at SVX 28jan10 when overran the runway and ended up in deep snow, damaging the landing gear; l/n Levashovo 16aug14; under overhaul with 308 ARZ in 2016 also carrying "34" red; in all-grey c/s, "VVS Rossii" titles and Russian stars; seen URS mar21, now with "VKS Rossii" titles; l/n 26jul23, location withheld
88 04	not known	An-26	Soviet Air Force	mfd	23nov79	opb mil. unit 13751 at Stupino
88 05	CCCP-26685(1)	An-26	AFL/Yakutiya	mfd	oct79	toc 25nov79; rgd 04mar80; opb 9 LO Kolyma-Indigirskogo OAO; w/o 19jul89 on an ice-reconnaissance flight from Mys Shmidta to Pevek when flew too low close to the coast in poor visibility and collided at a height of 145 metres with the rocky slope of the sea shore near cape Kibera (N69°57' E172°41') 80 km north-east of Pevek, all 6 crew members and 4 passengers (3 hydrologists and a ship's captain) were killed; soc 19apr90 and canx the same day; see c/n 1307
88 06	CCCP-26686(1)	An-26	AFL/Belarus-MHP	mfd	24oct79	toc 06dec79; rgd 27dec79; opb Minski OAO; dbr 12apr83 on a cargo flight from Riga to Minsk-Loshitsa with the centre of gravity being out of the envelope (too far aft) when came in too fast and too high on final approach, failed to go around, touched down on all three landing gears with 5.1 g at a speed of 250 km/h, bounced three times and suffered structural damage, all 5 crew escaped unhurt; soc 04jul83; the wreck sat a MHP for a long time (titles removed by jun01), l/n 04jul15; see c/n 6302
88 07	not known 9Q-CES 9Q-COS	An-26GR An-26 An-26	Russian Air Force El Sam Airlift El Sam Airlift	mfd ROV rgd	1979 12sep06 17oct06	opb 257 osap at Khabarovsk-Tsentralny; offered for sale by Russian privatisation agency 19dec01/mar04 with t/t 4,342 hours; sold to ARZ-412 at Rostov-na-Donu 03feb06 c/n from crew; in white/blue c/s with yellow cheatline, probably no titles; l/n FIH 19oct06; registration also used (probably illegally) by An-28 c/n 1AJ002-09; reading error or painted in error, see next lines! f/n FIH 23oct06; reportedly owned by Africa One Congo; in blue c/s, titles not visible; l/n FIH 27feb07; opf Malif Air (or Malila Airways) in autumn 2007; w/o 04oct07 on a flight from Kinshasa to Tshikapa when the right engine failed shortly after take-off, the aircraft lost height, contacted trees and crashed onto Mayulu Avenue in the Kingasani neighbourhood, striking 3 houses, 4 out of 5 crew and all 17 passengers plus at least 28 people on the ground killed; was originally reported as c/n 2001!
88 08	CCCP-26697 RA-26697 RA-26697 RF-46543	An-26 An-26 An-26 An-26	Sov. Navy/AFL c/s Russ. Navy/AFL c/s Russian Navy Russian Navy	mfd OSF OSF Lev	31oct79 26aug95 14sep10 14jan16	rgd 14dec79 opb 46 otap at OSF; l/n OSF 09jul00; last overhaul completed 17jul01 opb 46 otap (renamed 7055 AvB in 2010) at OSF; l/n OSF 16jan15 also carrying code "49" blue; Aeroflot style colours with "MA VMF Rossii" on the fin and old registration still carried under the wings; seen OSF 2019; c/n only mentioned in a contract dated 23mar18 following the approval of costs for service life extension; l/n 2022, location withheld
88 09	CCCP-26594(1)	An-26	Vietnam Air Force	mfd	29aug80	delivery registration, details from Antonov; see c/n 14310
88 10	"31" black	An-26	Russian Air Force	mfd	04aug01	wfu before 2006 and cannibalised; hulk sat at 308 ARZ at Ivanovo-Severnoy, seen 2006/jul12
89 01	CCCP-46454 RA-46454	An-26 An-26	Soviet AF/AFL c/s Russian AF/AFL c/s	SXF VOZ	feb80 31aug97	l/n DYU 29apr89; ELINT aircraft seen OVB 02jul03 with c/n painted as '97308901'; l/n Ulan Ude-Vostochny 25nov06 c/n checked; ELINT aircraft
89 02	CCCP-26687 RA-26687 RA-26687	An-26 An-26 An-26-100	AFL/Urals-MQF Magnitogorsk Air Transavia-Garant.	mfd trf rgd	29dec79 12apr94 27jun03	toc 20may80; rgd 09jun80; f/n SVO 02aug90 impounded because of debts 02apr98 and offered for sale by the Russian privatisation agency 19jun98, registration given in error as RA-16607; converted to, see next line Transavia-Garantiya; in basic Aeroflot c/s, no titles but with logo on the tail; f/n GOJ 26feb07; seen GOJ 29dec07 without titles nor logo; seen VKT 07jul09 with titles; l/n ARH 03jun10; sold to Oleg N. Rudkin 16jul11; seen ARH 22jun18/01aug19 wfu; CoR renewals 09aug21 and 04may23; l/n ARH 20oct23 still awaiting repair
89 03	796	An-26	Civ Avn Adm China	d/d	1979	Chinese Air Force; f/n Wuhan-Hankou 11oct88; l/n XNN 31may07
89 04	"39" ? "07" red RF-36002	An-26RTR An-26RTR An-26RTR	Soviet Air Force Russian Air Force Russian Air Force	mfd Lev	28dec79 22may01 feb14	code visible under paint during overhaul at 308 ARZ 02aug11 toc Levashovo 26jan90; in all-grey c/s, had a badge below the cockpit consisting of 'a globe within a set of wings'; seen enroute at Levashovo 19jul06; seen Pushkin 02jun12 after overhaul with Russian stars and 'VVS Rossii' titles; seen Taganrog-Tsentralny 31aug12; l/n ARH 21mar13 location withheld; grey colour scheme, also wearing code "07" red and 'VVS Rossii' titles; l/n Kubinka 09may14; seen Levashovo 21jul14 now coded "31" red; l/n OSF 10aug18
89 05	CCCP-26597(1)	An-26	Vietnam Air Force	mfd	19sep80	delivery registration, details from Antonov; see c/n 13310
89 06	not known "11" red	An-26 An-26	KGB/Border Guards FSB/Border Guards	mfd SCW	29dec79 10jun94	in basic Aeroflot c/s with Red Star on tail and red stripe on fin, no titles; further fate unknown (not included in a listing of FSB aviation assets 2007)
89 07	not known "12" red RF-26257	An-26 An-26 An-26	KGB/Border Guards FSB/Border Guards FSB	mfd IKT Vkm	30nov79 06jun01 14oct10	t/t 7,251 hours by 2007; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles, carried a 'Polymayaya Aviatsiya RF' badge; l/n Vorkuta-Sovjetski 08apr09 opb oap at Vorkuta-Sovjetski; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles, carried a 'Polymayaya Aviatsiya RF' badge showing a polar bear and three penguins; tender for rework published 08apr11; l/n VKT damaged on landing at Vorkuta-Sovjetski 17may12 when the nose gear collapsed; seen with a revised 'Polymayaya Aviatsiya RF' badge depicting a Polar Bear and globe since sep12; l/n ARH may20 Chinese Air Force; f/n Wuhan-Hankou nov91; seen at Guangshui 2012 (N31.614498 E113.85033) derelict in very bad condition
89 08	797	An-26	Civ Avn Adm China	d/d	1979	Chinese Air Force; f/n Wuhan-Hankou nov91
89 09	798	An-26	Civ Avn Adm China	d/d	1979	Chinese Air Force; f/n Wuhan-Hankou nov91
89 10	not known RF-26271	An-26 An-26	KGB/Border Guards FSB	mfd SVO	30nov79 03aug07	opb 4 oao at Chelyabinsk-Shagol; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; t/t 8,085 hours by 2007; l/n OVB 30apr15; contract for prolongation of life-time by 1 year signed aug15; l/n IJK 2021
90 01	"01" blue "01" blue RF-90346	An-26SK An-26SK An-26	Strat.Rocket Force Russian Air Force Russian Air Force	mfd trf CKL	06dec79 01jun10 jul13	opb 158 osap at Znamensk (Kapustin Yar) also carried code "01" blue; opb sae at Znamensk (Kapustin Yar); in basic Aeroflot c/s with Russian flag on fin, no titles; last overhaul completed in 2012; l/n mar14, location withheld
90 02	not known not known	An-26 An-26	Strat.Rocket Force Russian Air Force	mfd	10jan80	opb military unit 33782 - 158 osap at Znamensk (Kapustin Yar); last overhaul completed 27apr90
90 03	"96"red	An-26	Kazakh Air Force	mfd	10jan80	opn military unit 34185 at Lipetsk
90 04	CCCP-26688 RA-26688 UN-26688 RA-26688	An-26 An-26 An-26 An-26-100	AFL/West Siberia Tomsk Avia all-white c/s, n/t Tomsk Avia	mfd trf IKT rgd	28dec79 30mar94 06jun01 14mar03	opb mil. unit 03085 at Prozersk (Kazakhstan); for sale in an oct17 Kazakh tender; stored Zhetysay since may14 at least, for sale since 29mar18, not sold, still present at Zhetysay may22 toc 09jan80; rgd 23jan80
90 05	CCCP-26689 UR-26689 UR-26689 UR-26689 ER-AZT	An-26 An-26 An-26 An-26 An-26	AFL/Ukraine-HRK Avialini. Ukrayiny Air Kharkiv Kiev ARP 410 AI Aerocom	mfd UFA IST FJR rgd	28dec79 11jun93 10sep98 15sep01 21oct03	in rework plant f/n OVB 03jul03; l/n TOF 06jul04/29oct16, no engines on latest report and in very poor condition; c/n painted as '97309004'; reported as scrapped jun19 toc 30jan80; rgd 18feb80; f/n LED 30jun90 l/n HRK 04may98 l/n HRK 21jun99 l/n FJR 29dec01; no longer in fleet list by 12jan03 current on register mar04; according to Antonov they regarded the aircraft as no longer airworthy since 17sep04
90 06	CCCP-26690 RA-26690	An-26 An-26	AFL/N.Kavkaz-KRR Kuban Airlines	mfd trf	28nov79 22feb94	on a flight from Beni to Isiro (DR Congo) when struck a tree in bad weather on landing at Isiro and crashed 1.5 km short of the runway, all 4 crew and 7 passengers killed; canx 07oct05 toc 20jan80; rgd 30jan80; f/n DYU 25jun87 in an incident report; l/n DME 22may91
90 07	799	An-26	Civ Avn Adm China	d/d	1979	f/n KRR 15jul94, in Aeroflot c/s and titles; soc and canx 17jul97 as life-time expired
90 08	800	An-26	Civ Avn Adm China	d/d	1979	Chinese Air Force; f/n Wuhan-Hankou 11oct88
90 09	not known RF-26258	An-26	KGB/Border Guards FSB	mfd SVO	28dec79 26may06	Chinese Air Force; f/n Wuhan-Hankou 11oct88
90 10	801	An-26	Civ Avn Adm China	d/d	1979	opb oap at Vorkuta; in basic Aeroflot c/s with Russian flag on fin, no red stripe and no titles; t/t 7,652 hours by 2007; overhaul completed in 2008; l/n NNM 28oct17; seen ARH Jul20, now with the red stripe on the fin and received a 'Polymayaya Aviatsiya RF' badge depicting a Polar Bear and globe behind the cockpit
91 01	not known	An-26	Madagascar AF	mfd	15feb80	Chinese Air Force; f/n ZGC sep89
91 02	not known "01" red "01" red	An-26 An-26 An-26	Soviet Air Force Russian Air Force Russian Air Force	mfd mfd Iva	28dec79 27aug04 2010	confirmed exported to Madagascar in fact not Air Force, but NBC protection forces (VRKhBZ) in fact not Air Force, but NBC protection forces (VRKhBZ); opb 395 oiae VRKhBZ at Bagai-Baranovka; in basic Aeroflot c/s with Russian flag on fin and a VRKhBZ badge behind the cockpit, no titles; last overhaul completed 30jan07; l/n Bagai-Baranovka 03jun08
91 03	802	An-26	Civ Avn Adm China	d/d	1979	opb 395 oiae at Bagai-Baranovka; in basic Aeroflot c/s with Russian flag on fin, still with a VRKhBZ badge behind the cockpit, no titles; c/n checked Vladimir 2011; l/n Volga 24jun14
91 04	CCCP-93914 UK-93914 UK-26002 (2) N8038Y	An-26 An-26 An-26 An-26	MAP Tashkent APO TAPO im. Chkalova Avialeasing SRX Transcontinen.	mfd photo rgd rgd	jan80 06jul00 05apr04	Chinese Air Force; f/n Wuhan-Hankou nov91 rgd 29feb80 in basic Aeroflot c/s with white fin, 'Uzbekistan' titles and an Uzbek flag below the cockpit c/n confirmed; opb SRX Transcontinental, based at OPF; in white c/s with blue and black cheatline and trim, with titles; f/n ARN 03feb01; l/n BQN 24feb03; canx 26mar04 as exported to the USA; see c/ns 9706, 13505 and 14107 SRX Transcontinental Inc. of Hallandale Beach, FL; already reserved 29mar04; in white c/s with blue and black cheatline and trim, no titles; possibly contracted by the United States Special Operations Command (USSOCOM) via L3Com; f/n OPF 17oct04; last flight in 2005; sat wfu at OPF, without propellers by apr07 and without nose cone by feb09; canx 12oct11; probably scrapped
91 05	CCCP-93916 RA-93916	An-26 An-26	MAP Moskovski OAO MAP Moskovski OAO	mfd Mya	21jan80 01sep93	rgd 12feb80; f/n DME 24apr89, in Aeroflot c/s and titles in Aeroflot c/s and titles

	RA-93916	An-26	Aviatrans	Mya	06may94	trf 14jun94 to Atran, but was not repainted with such titles; l/n Myachkovo aug00/mar07 wfu and prefix was removed (faded ?) by aug01
91 06	"01" red	An-26	Strat.Rocket Force	mfd	22feb80	opb 102 osae 31 RA (military unit 45849) at Orenburg-2 (Buntar); was overhauled by 366 ARZ at Orenburg-Pugachi in the 1990s, but the RU-19A-300 APU caught fire during a test-run after the overhaul and the fire spread to the centre-wing section; a repair was deemed economically not viable
91 07	"05" blue "05" blue RF-90374	An-26 An-26 An-26	Strat.Rocket Force Russian Air Force Russian Air Force	mfd trf Iva	24jan80 01jun10 01aug11	opb 105 osae 33 RA at Omsk-Severnoy opb ae at Omsk-Severnoy; in light grey c/s, no titles; initially with Red Stars, l/n as such Ivanovo-Severnoy 01aug11; f/n with Russian flag on fin Ivanovo-Severnoy jun12; last overhaul completed 11sep12; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; l/n URS oct18
91 08	"04" yellow "04" yellow	An-26 An-26	Strat.Rocket Force Russian Air Force	mfd trf	15jan80 01jun10	based at Vladimir-Semyazino; f/n Vladimir-Semyazino aug86; l/n Vladimir-Semyazino may08 overhaul completed 17aug06; f/n Vladimir-Semyazino 28may12; opb 7000 AvB at Vladimir-Semyazino; in light grey c/s with 'VVS Rossii' titles and Russian Stars on tail; stored by early 2013; l/n Vladimir-Semyazino jan14
	RF-90451	An-26	Russian Air Force	Vla	25sep14	also carried code "04" yellow; based at Vladimir-Semyazino; in light grey c/s with 'VVS Rossii' titles and Russian Stars on tail; seen Levashovo 14aug15; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; seen Kubinka 26jun19 now coded "04" red and with 'VKS Rossii' titles; l/n sep23, location withheld
91 09	not known	An-26	Russian Navy	mfd	24jan80	opb 398 otae at Khrabrovo; offered for sale by Russian privatisation agency in non-airworthy condition 30nov98
	RA-26251 RA-26251	An-26 An-26	Aviatar Petropav.-Kam. AE	rgd	26nov03 18nov05	f/n ULY 09jan04; leased to Spetsavia from 11aug04; no longer in fleet list by dec05 reported in technical inspection document; f/n PKC 17jun06 in white c/s with low blue cheatline; l/n PKC 31mar07; converted to, see next line
	RA-26251	An-26-100	Petropav.-Kam. AE		nov07	with 'Petropavlovsk-Kamchatskoye AP' titles and logo on the tail; with entry door on the port side just forward of the wing; l/n PKC 11jan14
	RA-26251	An-26-100	Kamchatka Avn. AE	trf	24jun15	CoFR renewal 15feb16; seen PKC 19aug18 with 'Kamchatskoye Aviatsionnoye Predpriyatiye' titles; seen PKC 28jul22 seen DYR 27aug22 no titles on starboard side; l/n PKC 03jan24
91 10	"32"	An-26	Russian Navy	mfd	24jan80	opb 398 otae at Khrabrovo; offered for sale by Russian privatisation agency in non-airworthy condition 30nov98
92 01	110	An-26	Hungarian AF	d/d	feb04	opb 59 HRE; in all-grey c/s; f/n in ARZ-410 17feb04; seen Kecskemet 29aug18; stored; l/n 28aug21
92 02	"07" "04"	An-26 An-26	Russian Navy Soviet Air Force	no reports mfd	28jan80	opb mil. unit 60040 at Katunino; offered for sale as scrap metal 09feb09 probably Space Forces or Strategic Rocket Forces, in fact; in basic Aeroflot c/s with Red Stars; f/n Lutsk-Vyshkov jun89, code looked to be blue or black; overhaul completed 29may90
	"04" red	An-26	Russ. Space Forces	Erm	31aug07	probably based at Yermolino; in grey c/s with Russian flag on fin, no titles; l/n Yermolino 06may10, reported with additional Red Stars
	RF-90320	An-26	Russian Air Force	trf	01jun10	c/n from www.russianplanes.net; opb 33 otsap at Levashovo; in grey c/s with Russian flag on fin, initially no titles; f/n Rostov-na-Donu-Tsentralny jun13; l/n without code and titles CKL 19may14; received code "33" red" and 'VVS Rossii' titles; f/n as such Gromovo 26jul14; l/n CKL jul18
92 03	not known not known RF-36135	An-26 An-26 An-26	Soviet Air Force Russian Air Force Russian Air Force	mfd	30jan80	overhaul completed 31jan90
				Chh	feb15	opb BUATs at Balashov; stored 2011; t/ 5,008 hours, 4,056 cycles by 18feb12 details from russianplanes.net; in all-grey c/s with 'VVS Rossii' also carrying code "32" red; has port side "old style" blister; l/n CKL 22jul19
92 04	not known "33" red	An-26 An-26	Soviet AF/PVO Russian Air Force	mfd Lev	30jan80 19jul06	opb 89 oaz 21 korpusa PVO at Arkhangelsk-Talagi until 13sep03 and by 138 osap at Levashovo from 13sep03; in light grey c/s with Red Stars and a white walrus motif under the cockpit, no titles; stored at Levashovo, seen jul06/oct12; seen under overhaul with 308 ARZ at Ivanovo-Severnoy jul14
	RF-36162	An-26	Russian Air Force	ph.	mar15	also carried code "26" red; opb 138 osap at Levashovo; in light grey c/s with 'VVS Rossii' titles and Russian Stars on fin; f/n Monchegorsk mar15; l/n CKL 30apr19
92 05	CCCP-26691	An-26B	AFU/Ukraine-DNK	mfd	04jun80	toc 10jun80; rgd 24jun80; the first series production An-26B; converted into a weather research aircraft in 1990; l/n SVO 09sep92
	RA-26691	An-26B	NIIS im. Sedakova	trf	03oct94	Nauchno-issledovatel'skiy institut izmeritelnykh sistem im. Yu.Ye. Sedakova (Measurement Systems Scientific Research Institute named after Yu.Ye. Sedakov) of Nizhni Novgorod; soc and canx 13feb02, but later restored; f/n GOJ 12sep05; last overhaul completed in 2011; l/n GOJ 20aug12
	26691	An-26B	NIIS im. Sedakova	rgd	2012	on the Russian experimental aviation register; in basic 'blue' Aeroflot c/s with grey fin, 'NIIS' titles; f/n GOJ 22oct12; l/n Arkhangelsk Vaskovo 10oct23
92 06	not known	An-26	Soviet Air Force	mfd	05mar80	opb mil. unit 26064 at Arkhangelsk; soc in 1981
92 07	not known "14" blue	An-26T An-26T An-26T	Soviet Navy Soviet Navy Russian Navy	mfd mfd OSF	31jan80 29jun03	c/n painted on as '0730207' when checked at OSF 29jun03; opb 46 otap (renamed 7055 AvB in 2010) at OSF; in light grey c/s with Russian flag on fin and Russian Navy flag behind cockpit; last overhaul completed 11mar05
	"48" blue	An-26T	Russian Navy	OSF	10jun16	old serial covered with large patch, in light grey c/s with Russian flag and 'MA VMF Rossii' titles on the fin, Russian Navy flag behind cockpit; seen OSF 15jul16; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life, version given as just An-26; l/n OSF 03aug23 stored without props
92 08	not known	An-26	Soviet Army Avn	mfd	25feb80	based at Sakhalin; last overhaul completed 25apr90; in light grey c/s with Red Stars, Sakhalin badge below cockpit
	"01" red	An-26	Russian Air Force	Khb	jun12	opb 6 AvGr 6983 AvB at Khabarovsk-Tsentralny; in light grey c/s with Red Stars, still with Sakhalin badge below cockpit; stored at Khabarovsk-Tsentralny (suffering from corrosion), seen jun12/aug12; photo aug18 without engines
92 09	not known "47" blue	An-26 An-26	Soviet Navy Russian Navy	mfd OSF	30jan80 aug96	opb 917 osap (redesignated 7057 AvB in 2010) at Kacha (Crimea); in light grey c/s without Russian Navy flag, carried a 'dolphin' badge behind the cockpit; overhauled 15oct02; seen Kacha oct04 with bomb racks on the lower fuselage by the wings; l/n Kacha 09aug11, still with bomb racks
	RF-46879	An-26	Russian Navy	AAQ	05jun13	without bomb racks now; also carried code "47" blue; in light grey c/s with Russian stars, carried a 'dolphin' badge behind the cockpit; initially no titles; l/n as such OSF 10jul14; received 'MA VMF Rossii' titles; f/n as such over Sevastopol 26jul15; l/n OSF 04sep19
92 10	not known "06" red "27" red	An-26 An-26 An-26	Soviet Air Force Russian Air Force Russian Air Force	mfd Khb Chh	22feb80 13aug06 may15	in light grey c/s with Red Stars opb 6 AvGr 6983 AvB at Khabarovsk-Tsentralny; in light grey c/s with Russian flag on fin and red spinner tips, no titles; contract for overhaul signed aug15; l/n OVB 11sep15; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life
93 01	RF-36110 "10" red "10" red	An-26 An-26 An-26	Russian Air Force Soviet Air Force Russian Air Force	ph. mfd Spr	jun18 22feb80 18apr94	in light grey c/s with 'VVS Rossii' titles, Russian flag on fin and red spinner tips, also carried code "27" red opb 226 osap at Sperenberg probably from 1989; in grey c/s; f/n Sperenberg aug90; see c/n 8104 opb 226 osap at Sperenberg (relocated to Kubinka 18apr94); initially in grey c/s with Red Stars; l/n as such Kubinka 08aug02; last overhaul completed 27jun07; trf to military unit 69806-5 at Uprun (existed 01dec10/01dec11); repainted in c/s similar to Aeroflot with Russian flag on fin, no titles; f/n as such SVX 10sep11; trf to AvGr 6980 AvB at SVX; l/n SVX 04sep13
93 02	RF-36165 "12" red "12" red	An-26 An-26 An-26	Russian Air Force Soviet Air Force Russian Air Force	CKL mfd Spr	jul14 27feb90 18apr94	in c/s similar to Aeroflot with Russian flag on the fin, no titles, still wearing "10" red; l/n SVX 14aug23 f/n Sperenberg aug90, in all-grey c/s; based at Sperenberg, opb 226 osap; overhaul completed 25sep90 departed to Ivanovo this date; in all-grey c/s; l/n KLD 24jun02; opb military unit 34185 at Lipetsk by 2011
93 03	"15" red "15" red	An-26 An-26	Soviet Air Force Russian Air Force	mfd trf	25feb80 1992	opb 226 osap at Sperenberg; in light grey c/s; f/n Sperenberg aug90 opb 226 osap at Sperenberg (relocated to Kubinka in 1994); initially in light grey c/s; departed Sperenberg for Kubinka 15aug94; seen Kubinka 08aug97/08aug02, c/n checked; received blue spinner tips; f/n as such Kubinka mar03; overhaul completed 03feb04; repainted in basic 'blue' Aeroflot c/s with red spinner tips and a Russian flag on the fin, no titles; f/n as such Voronezh-Baltimor 09jul05, c/n checked; opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov by 2011; received 'VVS Rossii' titles; f/n as such Krasnodar-Tsentralny 26jan15, in very faded c/s
	RF-36043	An-26	Russian Air Force	OVB	mar17	also carried code "15" red; in basic 'blue' Aeroflot c/s with 'VVS Rossii' titles, black spinner tips and a Russian flag on the fin
93 04	not known	An-26	Soviet Air Force	mfd	13mar80	opb mil. unit 60947 at Sperenberg
93 05	not known "22" blue "22" red	An-26 An-26 An-26	Soviet Air Force Russian Air Force Russian Air Force	mfd mfd Kln OVB	27feb80 20aug01 09sep15	still with Red Star on tail; overhaul completed 05aug02; l/n Levashovo 2011 details from russianplanes.net; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life
93 06	not known RF-36013	An-26 An-26	Soviet Air Force Russ. Space Forces	mfd CKL	03mar80 feb09	opb 17 osae at Plesetsk; in basic 'blue' Aeroflot c/s with a Russian flag on the fin, a 'Space Forces of Russia' badge behind the cockpit and black spinner tips; overhaul completed 18nov05; l/n NNM 19jul12, see trf date below
	RF-36013	An-26	Russian Air Force	trf	01dec11	also carried code "37" red; opb 17 osae at Plesetsk; in basic 'blue' Aeroflot c/s with a Russian flag on the fin, a 'Space Forces of Russia' badge behind the cockpit and black spinner tips, initially no titles; f/n jun15; received 'VKS Rossii' titles; f/n as such ZIA aug15; l/n as such Kubinka 10sep16; repainted in light grey c/s with 'VKS Rossii' titles, Russian stars and black spinner tips; f/n as such CKL may20; l/n URS may21
93 07	not known "28" blue	An-26 An-26	Soviet Air Force Russian Air Force	mfd Kln	29feb90 jul06	overhaul completed 26oct90 in all-grey c/s with Red star; l/n Klin-5 airbase 12jun08
93 08	RF-93999 "02" red RF-36154	An-26 An-26 An-26	Russian Air Force Russian Air Force Russian Air Force	KLD mfd Arm	may12 28feb80 23feb16	based at Tver-Migalovo by 2011; in all-grey c/s with 'VVS Rossii' titles and Russian stars; l/n CKL 2020 f/n Ivanovo-Severnoy 04aug01
93 09	not known "50" blue	An-26 An-26	Soviet Air Force Russian Air Force	mfd SVX	29feb80 15aug08	based Balashov; in all-grey c/s, also carrying code "58" red with 'VVS Rossii' titles; details from russianplanes.net; l/n Borisovsky Khotilovo 2021
	"26" red	An-26	Russian Air Force	SVX	12feb12	overhaul completed 21aug07; in c/s similar to Aeroflot with Red Star on the fin; opb 6980 AvB at SVX by 2011 in c/s similar to Aeroflot with Red Star on the fin; c/n from russianplanes.net; l/n SVX 20mar15; see also c/n 6007

	RF-36166	An-26	Russian Air Force	OVB	29jun15	c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; in c/s similar to Aeroflot with Red star on the fin, no titles; also carrying code "26" red; l/n OVB sep21
93 10	"01" "01" red UR-CTR	An-26 An-26 An-26	Soviet Air Force Uzbek Air Force Vulkan Air	mfd TMJ rgd	29mar80 23nov06 03nov21	serial from Antonov list; opb mil. unit 23229, Tashkent-Tuzel version painted as 'An-26B' with blister window; l/n Tashkent-Tuzel 11may15; c/n not checked either time current on register 13aug22
94 01	not known "04" blue "04" yellow "30" blue	An-26 An-26 An-26 An-26	Soviet Air Force Russian Air Force Russian Air Force Russian Air Force	mfd OVB Iva SVX	21mar80 22apr93 27aug04 01oct10	in grey c/s with a Russian coat-of-arms under the cockpit based at OVB; l/n Ivanovo-Severnoy 30aug07 opb 6980 AvB at OVB; overhaul completed 23aug10; in c/s similar to Aeroflot with Russian stars, no titles; l/n OVB 29apr16 in c/s similar to Aeroflot with Russian stars on tail and 'VVS Rossii' titles, also carrying code "30" blue; l/n OVB 20aug22
94 02	RF-36092	An-26	Russian Air Force	ABA	16jun16	
	not known "59" red	An-26 An-26	Soviet Air Force Russian Air Force	mfd SVX	26mar80 17may11	laboratory aircraft equipped with ASLK-75 equipment; based at Chita-Cheryomushki until 2010; opb 6980 AvB at SVX; in light grey c/s with Russian flag on fin, no titles; overhaul completed 31oct07; l/n SVX 17jun11
	"29" red	An-26	Russian Air Force	SVX	25oct11	laboratory aircraft equipped with ASLK-75 equipment; based at Chita-Cheryomushki until 2010; opb 6980 AvB at SVX; in light grey c/s with Russian flag on fin, no titles; overhaul completed 31oct07; l/n SVX 17jun11
	RF-93994	An-26	Russian Air Force	CKL	12jun20	laboratory aircraft equipped with ASLK-75 equipment; also carried code "29" red; opb 929 GLITs at Akhtubinsk; in grey c/s with 'Russian flag' cheatline, Russian flag on fin and a 'GLITs' badge behind the cockpit; l/n Kubinka 21aug23
94 03	not known	An-26	Soviet Air Force	mfd	24jun80	opb mil.unit 03302; mfd also given as 21mar80
94 04	not known "09" red	An-26 An-26	Russian Air Force Russian Air Force	mfd	30mar80	overhaul completed 26jun04; opb BUATs at Balashov by 2011 opb 257 osap at Khabarovsk-Tsentralny; last overhaul completed 28jan91; offered for sale by the Russian privatisation agency sep06 with t/t 5,708 hours and 5,201 cycles; sold to Avia-lizing 20oct06 and reportedly resold to Vladimir I. Panchenko of Khabarovsk; was still stored at Khabarovsk-Tsentralny in 2012; fate unknown
94 05	"02" "02" red	An-26 An-26	Soviet Air Force Uzbek Air Force	mfd ph.	16apr80 apr06	serial from Antonov list; opb mil.unit 23229 at Tashkent-Tuzel probably at Fergana; in all grey c/s with 'Uz Air Force' titles and flag on tail, version painted as 'An-26B' with blister window; l/n NMA 25jul08, c/n not checked either time
	UR-CTT	An-26	Vulkan Air	rgd	26oct21	ex Uzbek Air Force; f/n Tashkent-Tuzel 12nov21, in faded grey former Uzbek AF c/s but Uzbek markings painted out; type painted as 'An-26B', with the 'B' overpainted; current on register 13aug22
94 06	not known "24" red	An-26 An-26	Soviet Air Force Russian Air Force	mfd Lev	31mar80 25feb11	last overhaul completed 25dec90 opb 87 AvB at Levashovo; in light grey c/s with Red Stars; time between overhauls exceeded in 2000; sat derelict at Levashovo, seen feb11/aug14 and broken up later in 2014
94 07	not known "03" red "03" yellow	An-26 An-26 An-26	Soviet Air Force Russian Air Force Russian Air Force	mfd Iva Lev	30mar80 04aug01 20jul07	opb 9 iap at Kilp-Yavr; c/n checked 04aug01 overhaul completed 10jun03; opb 138 osap at Levashovo from 11sep04 and by 89 oaz 21 korpusa PVO at ARH from 27jan05 until 01dec09; in light grey c/s with Red Stars, black spinner tips and a 'polar bear' badge below the cockpit; l/n ARH 06mar12
	RF-36005	An-26	Russian Air Force	Lev	06jun12	opb AvGr 7000 AvB at Arkhangelsk-Talagi; in light grey c/s with faded Red Stars, black spinner tips, a Russian flag behind entry door on the right side and a 'polar bear' badge below the cockpit, no titles; seen ARH 10sep16; l/n without code CKL jun14; received code "03" red; f/n as such ARH 07may15; l/n ARH 19jul17 also carried code "03" red; in light grey c/s with Russian stars, no registration and no titles visible on the photo; l/n NNM 2023, same situation
	RF-36005	An-26	Russian Navy	Iva	sep21	opb mil. unit 25189-A at Kilp-Yavr; offered for sale by Russian privatisation agency dec07 toc 12jun80; rgd 23jun80; version given as An-26B in MGA document and Soviet register
94 08	not known	An-26	Russian Air Force	mfd	1980	on charge as of 01jan95
94 09	CCCP-26692 RA-26692 RA-26692 RA-26692 RA-26692 RA-26692 RA-26692	An-26B An-26B An-26B An-26B An-26B An-26B An-26B-100	AFL/West Siberia Aeroflot AFL/East Siberia Altai Airlines IrAero IrAero	mfd OVB trf trf rgd YKS	30apr80 20apr93 unknown 26oct95 06dec99 27jun07	leased to Vostsibaero f/n YKS 01jul04 with c/n painted as '07309409'; converted to, see next line in white c/s with grey undersides; l/n GDX 16oct23
94 10	not known "05" yellow "03" blue RF-36026	An-26 An-26 An-26 An-26	Soviet Air Force Russian Air Force Russian Air Force Russian Air Force	mfd NSK OVB OVB	30mar80 13may95 29sep07 21jul12	in grey c/s with Red star; overhaul completed 05mar02 opb 11 apso at Bratsk; in grey c/s with Red Stars and a polar bear badge below the cockpit; l/n OVB 2009 c/n confirmed; also carried code "03" blue; initially opb apso 6980 AvB at Bratsk; in grey c/s with 'VVS Rossii' titles and Red Star on fin, Russian flag on engine cowling and a polar bear badge below the cockpit, with blue spinner tips; trf to sae 32 otsap at Kyzyl 01mar19; l/n OVB aug22
95 01	not known "08" red "28" red	An-26 An-26 An-26	Soviet Air Force Russian Air Force Russian Air Force	mfd Khb Khb	31mar80 2010 14aug11	opb 6983 AvB at Khabarovsk-Tsentralny; overhaul completed 24jun01; in light grey c/s with Red Stars opb 6983 AvB at Khabarovsk-Tsentralny; in light grey c/s with Red Stars; stored at Khabarovsk-Tsentralny from 2012; under overhaul with 308 ARZ by feb17; f/n with 'VVS Rossii' titles and Russian stars dec17; see c/n 7008
	RF-36108	An-26	Russian Air Force	ph.	dec17	location withheld; in all-grey c/s with Russian stars and 'VVS Rossii' titles, also carrying "28" red; l/n OVB apr21
95 02	not known "044" black	An-26 An-26	Soviet Air Force Russian Air Force	mfd Kln	31mar80 31jul97	overhaul completed 15nov90 c/n checked; seen Klin-5 airbase 12jun08, c/n not checked; based at Tver-Migalovo by 2011; l/n KLD 12aug12
95 03	611 611	An-26 An-26	South Yemen AF Yemen Air Force	ADE trf	16nov85 22may90	coded '70-ABH', see c/n 9507; f/n ADE 07aug93 coded '70-ABH'; seen IEV 13may96 as just '9503'; l/n IEV 10sep96, but no code reported this date
95 04	CCCP-26693 RA-26693	An-26B An-26B	AFL/Tyumen TyumenAviaTrans	mfd trf	30apr80 15feb94	on charge as of 01jul80; rgd 15jul80; version given as An-26B in MGA document and Soviet register seen OSF autumn 1999 with c/n painted as '07309504', in basic Aeroflot 'polar' c/s, no titles; l/n OSF 28aug03, c/n checked; soc and canx 09mar04 as sold to Azerbaijan
	4K-AZ57 EX-091 S9-DBS	An-26B An-26B An-26B	Sky Wind no titles not reported	no KBL rgd	reports 30nov05 22dec06	c/n from JP-05; not on Azerbaijan register 22nov05 l/n KBL 08jun06; in basic ex Aeroflot 'polar' c/s, with version painted as such reportedly flew KHE-NLV-GOZ 28dec06 and flight planned on to ALY 29dec06 as RRY1012; c/n from Sao Tome CAA; l/n LBV 05sep08, no titles, in basic ex Aeroflot 'polar' c/s with version painted as such seen SAH 01sep07/04jan08 all white, grey undersides with 'Y.A.F.' on tail; l/n SAH 18mar13; c/n from russianplanes.net
95 05	612	An-26	Yemen Air Force	ADE	07aug93	opb 243 osap at Lviv-Skniliv; used call-sign CCCP-26492 03may85; w/o 03may85 on a flight from Lviv to Moscow, while flying in clouds at a height of 3,900 metres the aircraft collided 6 km north-west of Zolochiv with Aeroflot Tu-134A CCCP-65856 due to ATC error and crashed in a field near Khilchitsy, all 6 crew and 9 passengers killed; t/t 1,756 hours and 2,346 cycles
95 06	"101" red	An-26	Soviet Air Force	mfd	25apr80	coded '70-ABH', l/n IEV 14apr92 as such; see c/n 9503; seen SAH mar05/dec09 wfu, with 'Y.A.F.' on tail; l/n SAH 25mar13 (N15,461703 E44,216238) f/n IEV 08aug08, bare metal; l/n IEV 05dec08, still bare metal
95 07	613	An-26	Yemen Air Force		may91	based at Odesa-Tsentralny; in white/light grey c/s with blue/yellow/white/green cheatline and trim, red stripe on fin, carried a Border Guards badge; l/n ODS 26sep12
95 08	not known "18" blue	An-26 An-26	Ukr Border Guards Ukr Border Guards	mfd IEV	25apr80 09jan09	in grey c/s with 'Ukraine National Guard' titles in Ukrainian and English and a National Guard crest instead of the roundel on the fuselage; last overhaul completed dec16; f/n IEV 30dec16; l/n Deblin 14/18may22; see c/n 0808 and 8405
	"05" blue	An-26	Ukraine Nat.Guard	toc	30dec16	
95 09	614 UR-49262 ST-AOZ 614	An-26 An-26 An-26 An-26	South Yemen AF Air West Yemen Air Force		dec95	registration probably only used during overhaul reported in JP-96/99 seen AYT 06feb00 in white/grey c/s with small black cheatline and 'Y.A.F.' on tail; seen SAH 04jan08 in two-tone green camo c/s with 'Y.A.F.' on tail; l/n SAH 23mar13, all metal, hangared
95 10	UR-KRB ER-AZF ER-AZF	An-26B An-26B An-26B	Kroonk Airlines all-white c/s, n/t Farnair Europe	mfd rgd BSL	29apr80 30apr03 07jun03	f/n IEV 02jun02; in white c/s with blue/yellow cheatline, grey undersides and titles; l/n IEV 06aug02 to Jet Line International; f/n LPL 30jun03; l/n CVT 03jul03
	ER-AZF	An-26B	Channel Express	lsd	01nov04	titles applied this date; in all-white c/s with grey undersides; version given as such in Moldovan register mar04; l/n PRG 28mar04; seen VIE 26jun04 and MLA 30jul04, no titles
	ER-AZF	An-26B	Jet Line Internat.		28apr05	f/n BOH 01nov04, all white c/s with grey undersides, no titles; l/n 24dec04, ferried GCI-BSL this date on return to Jet Line International
	HA-TCX	An-26B	Budapest A/c Serv	BUD	25may06	in fleet list this date; f/n OST 13jul05 in white c/s with grey undersides and titles; l/n ZQW 23dec05; d/d for BASe 17jan06; canx 03may06; l/n BUD 13may06 awaiting HA- registration in all-white c/s with grey undersides, no titles; l/n EMA 23dec07; for sale on the Internet from 06may08 for \$ 850,000; remained stored RWN nov08/sep09 and trf to FleetAir (on paper)
	EK-26510(2)	An-26B	Air Highnesses	rgd	18jun10	c/n confirmed by CAA; see c/n 6706; ferried RWN-BGO-KEF-YHZ 07jul10-09jul10 on delivery to Aer Caribe; in all-white c/s with grey undersides, no titles; l/n BOG 22jul10
	HK-4730	An-26B	Aer Caribe	rgd	11nov10	f/n MDE 26jan11; version painted as such; l/n MDE 18mar14; damaged on landing San José del Guaviare Airport 07aug14, after the nose gear did not extend properly
	HP-1935JYR HK-4730	An-26B An-26B	TAECA Cargo Aer Caribe	BOG rgd	08jul17 25may18	ex Aer Caribe colours with titles, version painted as such f/n BOG 10feb21; damaged Mitu 18dec21 when the right wing hit the ground during a turn in an extremely low flypast, the basic rule "first pull than roll" was clearly not followed from a video clip of the mishap
96 01	"01" red "03" blue "01" blue	An-26 An-26 An-26	Strat.Rocket Force Russian Air Force Russian Air Force	mfd CKL Lip	10apr80 13jul05 19jun08	opb 102 osae at Orenburg; overhauled 22dec03 l/n Lipetsk-2 12aug05 opb 4 TsBP i PLS (military unit 62632) at Lipetsk; in light grey c/s with the unit badge below the cockpit and blue spinner tips, still with Red Stars; l/n CKL feb11
	RF-36068	An-26	Russian Air Force	ZIA	19aug11	also carried code "01" blue; opb 4 TsBP i PLS at Lipetsk; in light grey c/s with blue spinner tips; initially still with Red Stars and the unit badge below the cockpit, no titles; l/n as such Kubinka 17jun15; received 'VKS Rossii' titles and Russian stars while the unit badge was removed; f/n as such URS jul18; l/n 30aug21, location withheld
96 02	"24" red "55" red	An-26 An-26	Russian Air Force Russian Air Force	mfd Rzd	11apr80 09aug99	no reports, see next line opb 1449 AB at Tambov by 2010; l/n Tambov 26aug12, in all grey c/s with Red star on the tail, c/n not checked this date; previous code visible under the paint on the fuselage and tail

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96 03	RF-92948 not known "44" blue	An-26 An-26 An-26	Russian Air Force Soviet Air Force Ukraine Air Force	CKL mfd trf	jun14 30apr80 1992	in-all grey c/s with 'VVS Rossii' titles, also carrying code "55" red; l/n Gromovo feb19 opb 456 brTRA at Vinnytsya-Havryshivka; initially in white c/s with blue cheatline and grey undersides; f/n VIN 27jul02; l/n as such VIN 27sep12; mentioned in a document dated 23jul14 with regards to the prolongation of the useful life-time by 9 years; overhauled by Zavod No. 410 GA at IEV and repainted in grey c/s; f/n as such IEV oct14; returned to 456 brTRA by 11nov14; carried a 'shark's mouth and eye' on the nose from nov15; l/n VIN 17sep20; adapted for use of the US T-11 parachute system oct20 toc 16may80; rgd 03jun80; An-26LP (Forest fire fighting aircraft) according to ADB; version given as An-26B in MGA document, An-26 according to all registers
96 04	CCCP-26000	An-26	AFL/Arkhangelsk	mfd	22apr80	
	CCCP-26000 RA-26000 RA-26000 RA-26000 "20" yellow	An-26 An-26 An-26 An-26 An-26	AFL/Far East-KHV Aeroflot Dalavia Dalavia Russian Air Force	trf BKA trf KHV mfd	17oct82 08apr93 01jun93 sep00 20apr80	with c/n painted as '07309604' l/n KHV 12may95, in Aeroflot c/s and titles in basic Aeroflot c/s with titles and tail logo, version painted as just 'An-26'; l/n KHV 04oct08 f/n IKT 05jul92; c/n not checked; probably opb 181 osae at Irkutsk-1; c/n confirmed; wfu by early 2011; l/n IKT 22nov14 and broken up there jul15
96 05	85447	An-26	Vietnam Air Force	mfd	12nov80	export to Vietnam confirmed; delivery registration ?, details from Antonov
96 06	"02" red	An-26	Russian Air Force	mfd	22aug06	wfu at Balashov Technical School (N51.532022 E43.186672); in white c/s with blue cheatline and grey undersides; has bomb racks on lower mid fuselage; l/n 25aug12
96 07						rgd 29apr99; f/n MLA 12jul00; l/n MLA 21jun01; probably ex military or export aircraft (with blister); canx 02jun04 as sold to Ukraine in a non airworthy condition; offered for sale from 08feb09 with t/ 4,891 hours and 1,780 cycles
96 08	RA-26242	An-26	Adygeya Airlines	mfd	29may80	
	UR-DWD	An-26B	Aero-Charter	LUX	16feb05	purchased aug04 according to website; without blister; l/n IEV 12jul11; canx 14sep11; reported checked as c/n 10103 AMS 07nov07, but this must be wrong, as 9608 confirmed for UR-DWD by Ukraine CAA and by Latvian CAA for YL-RAI
	YL-RAI	An-26B	RAF-Avia	rgd	12aug11	f/n IEV 15aug11, all white with blue cheatline, no titles; seen with additional 'www.air-bright.com' titles 01mar12/19jun12; l/n RIX 15aug14
	LZ-ABJ UR-CSJ	An-26B An-26B	Rose Air AK Eleron	rgd rgd	02feb16 19dec18	CoFR says type is now An-26B; f/n SOF 08mar16, in all white with blue cheatline, with titles; l/n LEJ 08jun18 type given as just An-26; owned by 'One Sky'; photo exists in all white with blue cheatline, no titles; offered for lease from decl18, with t/t 7,426 hours, type again given as just An-26, see previous lines; seen LWO 08nov19, in all white c/s with red emblem on the tail, no titles; seen BKH 29oct20 with small 'Express Charter Solutions' titles; l/n MUC 01may21; current on register 13aug22
96 09	"03" "03" red	An-26 An-26	Soviet Air Force Uzbek Air Force	mfd ph.	24jun80 apr06	serial from Antonov list; opb mil. unit 23229 at Tashkent-Tuzel probably at Fergana; in all grey c/s with 'Uz Air Force' titles under the wings and flag on tail, version painted as 'An-26B' with blister window; seen Tashkent-Tuzel aug13, without titles; l/n Tashkent-Tuzel 11may15; c/n not checked for the above sightings
	UR-CTM	An-26	Vulkan Air	rgd	26oct21	f/n IEV 27nov21, in ex Uzbek Air Force grey c/s, with overpainted code "03" and Uzbek flag on the fin, with just a small Ukraine flag behind the cockpit and version changed to 'An-26'; current on register 13aug22
96 10	85449	An-26	Vietnam Air Force	mfd	12nov80	delivery registration ?, details from Antonov; note Tu-154B-2 CCCP-85449 c/n 80A449 was rgd 13nov80
97 01	not known RF-26276	An-26 An-26	KGB/Border Guards FSB	mfd mfd GYG	28may80 01oct11	based at Magadan until 2001; opb 5 oao at PKC from 2001; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; last overhaul completed 29may06; t/t 5,713 hours by 2007; seen Dyr oct18, with a 'Walrus with pilot's goggles' badge behind the nose; l/n Dyr 23aug22; see RF-26276P/"50" blue with unknown c/n
97 02	85450	An-26	Vietnam Air Force	mfd	12dec80	delivery registration ?, details from Antonov; note Tu-154B-2 CCCP-85450 c/n 80A450 was rgd 27nov80
97 03	"55" blue "55" red	An-26 An-26	Soviet Air Force FSB	mfd IKT Dyr	28may80 06jun01 27jul06	opb 201 osae at T] in ARZ-403; opb mil. unit 9828 at Magadan until 2001 c/n not checked this date; seen YKS jun11; c/n given as '07309703' after rework; plate with '26277' in the cockpit; opb 5 oao at PKC from 2001; t/t 5,294 hours by 2007; in c/s similar to Aeroflot with Red Star and red stripe on fin, no titles; tender for rework published 29mar12; l/n GDx 10apr12
	RF-26277	An-26	FSB	YKS	06jun13	in c/s similar to Aeroflot with Russian flag and red stripe on the fin, 'Walrus with pilot's goggles' badge behind the nose; opb 5 oao at PKC; seen PKC 23nov20, now without the badge
97 04	-- "03" red	An-26 An-26	unknown Kazakh Air Force	IEV IEV	aug06 22sep07	bare metal, on overhaul, just marked '97-04' in all-grey c/s; l/n ALA 27jan18
97 05	CCCP-26001(1)	An-26	AFL/Far East	mfd	28may80	toc 22jun80; rgd 22jul80; An-26LP (Forest fire fighting aircraft) according to ADB; version given as An-26B in MGA document, An-26 according to all registers; see c/n 10606 and 14402
	RA-26001(1) RA-26001(1) RA-26001(1)	An-26 An-26 An-26	Dalavia Dalavia Amur	trf IKT rgd	01jun93 06jun01 18oct02	f/n KHV 07jul94, in Aeroflot c/s and titles; l/n KHV 12may95, as such in rework plant
97 06	CCCP-26002(1)	An-26	AFL/Magadan	mfd	29may80	in white c/s with gold cheatline and tail logo, grey undersides and titles; f/n KHV 14aug03; seen KHV 28jun06 with c/n painted as '07309705'; CoFR renewal 17oct14; l/n OHQ 26oct23
	RA-26002(1) RA-26002(1) RA-26002(1)	An-26 An-26 An-26	SVB AOLOP Avia Lesavia Avialesookhrana	rgd Kjc Vla	08aug95 03jun01 18may06	toc 23jun80; rgd 21jul80; An-26LP (Forest fire fighting aircraft) according to ADB; version given as An-26B in MGA document, An-26 according to all registers; photo Seimchan 1985 in 'polar' c/s; see c/n 9104, 13505 and 14107
97 07	CCCP-26003(1)	An-26	AFL/Krasnoyarsk-IAA	mfd	30may80	opb Vladimir Avia opb Vladimir Avia; l/n Vladimir-Semyazino 18aug01
	RA-26003(1)	An-26	Yeniseiski Merid.	trf	25jan94	owned by Magadan region; already reported in technical inspection document 05aug05; seen BKA 16aug09; sold to V.M. Rotar 19oct11; l/n Vladimir-Semyazino 23oct12, still in Avialesookhrana c/s and titles; canx between 23may18 and 20jul18; restored 20jul21
97 08	not known "85" red "01" red	An-26 An-26 An-26	Soviet Air Force Kazakh Air Force Kazakh Air Force	mfd trf ALA	1980 1992 19jul10	toc 23jun80; rgd 18jul80; An-26LP (Forest fire fighting aircraft) according to ADB; version given as An-26B in MGA document, An-26 according to all registers; f/n LED oct85; see c/n 10406 f/n IAA 11jun94, in Aeroflot 'polar' c/s and titles; canx but date unknown; l/n Krasnoyarsk-Cheremshanka jun01/jun02 wfu; derelict and sitting on its tail by 04jul03; later scrapped see c/ns 10406 and 12806
97 09	UR-49260 RA-49260 TC-ACS ST-MGL	An-26 An-26 An-26 An-26	Trans Avia, n/t Trans Avia, n/t Avia Cargo System El Magal Aviation	KGO rgd rgd KRT	30aug93 15apr94 16nov94 nov98	in grey c/s; f/n ALA 04jun97; l/n ALA 16apr00, c/n not checked in camo c/s with black spinner tips and Kazakh Red Stars, code outlined in yellow; c/n checked ALA 22sep11; ferried to IEV for overhaul 16jun16; received 'Kazakhstan Air Force' titles; f/n as such IEV 26nov16; l/n ALA 25jun20
97 10	"29" "29" "19" blue	An-26 An-26 An-26	Soviet Air Force Ukraine Air Force Ukraine Air Force	mfd trf r/r	1980 1992 2005	rgd 30sep93; officially canx 26oct94, see next line l/n IST sep94; on Russian register feb98 without c/n and as canx ! f/n IST 18dec94 named 'Aygen'; l/n IST jun95 l/n SHJ 20feb02; dbr 27feb02 when undershot runway at Heglig on arrival from KRT, bounced and landed hard causing the left main gear to collapse after which it slid off the runway opb military unit 42175 in Czechoslovakia from 1980 to 1987 and based at Vinnitsa-Gavryshivka from 1987 seen in bare metal without code IEV 04jul99
98 01	85452	An-26	Vietnam Air Force	mfd	29jun80	opb 456 TABR at Vinnytsya-Gavryshivka; in basic Aeroflot c/s with an unknown badge behind the cockpit, no titles; f/n Gostomel 2006; l/n Mykolayiv-Kulbakino 19may14; w/o 14jul14 while dropping supplies for Ukrainian troops in the area of Izvarino (Lugansk region) when was shot down by pro-federalist militants with a SAM and crashed in a field near Kruzhilovka (N48.497811 E39.828809) 3 or 4 of the occupants (7 crew and 1 passenger) managed to bail out and 3 of them were taken prisoner by the pro-federalist militants
98 02	CCCP-47415 RA-47415	An-26 An-26	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd rgd	14jan81	delivery registration ?, details from Antonov; note Tu-154B-2 CCCP-85452 c/n 80A452 was rgd 15nov80 f/n MHP 11jun82
98 03	85453	An-26	Vietnam Air Force	mfd	22jan80	reportedly based at Gatchina; dbr in the mid-1990s when made a forced landing at Belgorod; in 223rd flight unit fleet list mar95; soc by 01jan01 as life-time expired; canx 12mar01 as destroyed; was to become a cinema of the 'Rolan Bykov Fund' at Belgorod, but this was prevented in 2004 by the sanitary authorities because some radioactive sensors (for icing etc.) had not yet been removed
98 04	not known "10" blue	An-26T An-26T	Soviet Air Force Russian Air Force	mfd Roc	30jun80 21mar11	salon version; delivery registration ?, details from Antonov; note Tu-154B-2 CCCP-85453 c/n 80A453 was rgd 09dec80
98 05	RF-36022 CCCP-79168 UR-79168 ST-APO	An-26T An-26 An-26 An-26	Russian Air Force Zavod 410 GA Trans Avia, n/t Air West	SVX mfd KGO WUU	23jul11 jun80 21sep94 05apr07	version painted on as such; in basic 'blue' Aeroflot c/s with Red Stars and blue spinner tips; overhaul completed 04mar05 also carried code "22" red; opb ao 6980 AvB at SVX; version painted on as such; in basic 'blue' Aeroflot c/s with Red Stars and black spinner tips, no titles; l/n SVX 27aug19 rgd 12may92
98 06	not known	An-26	KGB/Border Guards	mfd	30jun80	in basic ex Aeroflot c/s with blue 'TA' tail logo wfu at the West side of Wau airport (N7.7201369 E27.980308) close to a village after reportedly over running the runway and coming to rest alongside some huts; date not known; later in used as a public toilet; c/n from Sudanese CAA; canx before jan07; l/n WUU 10apr07
98 07	CCCP-26004(1)	An-26	AFL/Kirovograd VAU	mfd	27jun80	further fate unknown (not included in a listing of FSB aviation assets dated 2007) toc 02jul80; rgd 23jul80; version given as An-26B in MGA document, An-26 according to all registers; f/n jun81; l/n IEV 14apr92; see c/n 1805
	UR-26004(1) UR-ELR UR-ELR UR-ELR	An-26 An-26 An-26-100 An-26-100	Ukr Flt State Ac United Nations United Nations all-white c/s, n/t	KGO LPA ADD KGO	16jul93 19oct02 22apr05 27mar07	l/n KGO 29may02; in Aeroflot c/s, no titles coded 'UNO-969'; l/n GVA 09sep03; in Air Urga fleet list oct04 as An-26 coded 'UN-629' still in Air Urga fleet list mar07 as An-26; l/n LUX 09sep07, with small additional 'ERA' (European association of Regional Airlines) badge
	UR-ELR UR-ELR UR-ELR	An-26-100 An-26-100 An-26-100	United Nations all-white c/s, n/t United Nations	LPA KGO rgd	01dec07 23sep12 24sep15	coded 'UNO-967', all-white, with titles; l/n SPU 26jul09 canx 20nov14; l/n KGO 2015
98 08	not known RF-26283	An-26 An-26	FSB FSB	mfd UUS	29jun80 03jun07	restored to the register; l/n seen 09sep16/2017 with large UN titles; seen EUN 2018 still as UNO-967; l/n KGO 16may21, all white colour scheme, no titles; current on register 13aug22
98 09	CCCP-26005(1)	An-26	AFL/Krasnoyarsk	mfd	30jun80	based in Ivanovo region by 2006; tender for avionics modernisation published 30nov06 opb 6 oao at UUS; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; t/t 5,821 hours by 2007; l/n UUS 14feb16
						toc 07jul80; rgd 14aug80; An-26LP (Forest fire fighting aircraft) according to ADB; version given as An-26B in MGA document, An-26 according to all registers; see c/n 12205

	RA-26005(1) RA-26005(1) RA-26005(1) RA-26005(1)	An-26 An-26 An-26 An-26	Aeroflot Yeniseiski Merid. Krasnoyarskavia Avialesokhrana	EIE trf rgd ph.	11jun94 22dec95 04apr03 17jun04	in 'polar' c/s seen 22feb06; version given as An-26 in technical passport; opb KrasAvia 2009; seen Krasnoyarsk-Cheremshanka 04may12; seen Krasnoyarsk-Cheremshanka 09jun15 with small Krasavia badge; seen Krasnoyarsk-Cheremshanka 16dec15; was auctioned by KrasAvia 16jul18, but that was no bidder; l/n 19aug23, derelict
98 10	CCCP-26006(1) CCCP-26006(1) RA-26006(1)	An-26 An-26 An-26	AFL/Central Region AFL/East Sib.-IKT Baikalavia	mfd trf trf	30jun80 25jun83 30jun92	photo exists, date and exact location unknown with nose/starboard under carriage collapsed and starboard propellers damaged, repaired; f/n YKS 03jul92 f/n IKT 11may95, in Aeroflot c/s and titles with c/n painted as '17309810' (the year in the c/n is misspainted ?), version painted as just 'An-26'; overhaul completed at IKT 30oct00, soc 21dec00 as to Kazakhstan; canx 28dec00 as to Latvia !
	UN-26006(1) YV-1101CP YV-1101C YV-1134C YV1403 YV1403 YV1403	An-26 An-26 An-26 An-26	all-white c/s, n/t all white c/s n/t Soalr Cargo Solar Cargo Solar Cargo Manang Air Solar Cargo	 VLN no VLN CUR	 25sep01 dec03 16nov05 29sep06 12dec06	photo taken at IKT date given as 01feb01, but see dates below; delivered via ANC 25jan01, HEX 27jan01 and MIA 31jan01; operator reported as Tulpar, but still all-white c/s, no titles OPF fe01; see c/n 12102 opb Solar Cargo (founded feb01); l/n VLN 25aug02 registration from Venezuelan register version given as An-26B in Venezuelan register; CoFA renewal 18jan05 with t/t 18,884 hours; in white c/s with thin red/blue/yellow stripes and additional 'solarcargo@cantv.net' titles; named 'Edecio'; l/n CUR 13nov05 version given as just An-26 in Venezuelan register feb07 damaged 29sep06 on landing at Valencia (Venezuela) when overran and ended up in a ditch; repaired in white c/s with thin red/blue/yellow stripes and additional 'solarcargo@cantv.net' titles; repainted by mar09 in dark blue/white c/s with yellow trim and titles with additional 'solarcargo.com' titles, still named 'Edecio'; l/n VLN 24oct11
	HK-5034X HK-5034 CCCP-26007(1)	An-26 An-26 An-26	ex Solar Cargo c/s ex Solar Cargo c/s AFL/Tajikistan-LBD	BOG BOG mfd	31oct14 30mar15 30jun80	no titles; c/n not confirmed, but likely in view of the fact that sistership YV1402 is confirmed as having become HK-5035X; parked at the Aer Caribe ramp no titles; c/n not confirmed; stored and to be made operational toc 11jul80; rgd 04aug80; version given as An-26B in MGA document, An-26 according to Soviet Register; opb 292 LO; w/o 06mar87 on the leg from Bisk to Alma-Ata of a cargo flight from Bisk to Leninabad (now Khudzhand) when deviated from the approach pattern due to crew error and negligence on part of the ATC officer, while descending in clouds the aircraft crashed at a height of 2,370 metres (22 metres below the summit) into a mountain 56 km east of Alma-Ata airport, all 5 crew and 4 passengers killed; soc and canx 22may87; see c/n 5807
99 01	CCCP-26008(1) RA-26008(1) RA-26008(1) RA-26008(1) RA-26008(1)	An-26 An-26BRL An-26BRL An-26BRL An-26B-100 An-26B-100	AFL/Krasnoyarsk Aeroflot Yeniseiski Merid. Polyarmye Avial. Turin Avia Evenkiya	mfd IAA trf Kjc rgd KJA	25jun80 11jun94 22dec95 03jun01 17nov03 04dec04	in 'polar' c/s with 'Polymayya Aviasiya' badge, version painted as An-26B l/n OSF 21aug01, titles not reported l/f Polymayye Avialinii 06nov03/06nov08; seen in primer in rework IKT 04jul04 in white c/s with light blue cheatline and dark blue trim; seen Krasnoyarsk-Cheremshanka 20jun06, c/n painted as '07309902'; renamed KrasAvia jul07, l/n Krasnoyarsk-Cheremshanka 25aug08 still in full Evenkiya Avia c/s
	RA-26008(1) not known CCCP-79169 YL-RAC YL-RAC YL-RAC	An-26B-100 An-26 An-26 An-26 An-26	KrasAvia Soviet Air Force Zavod 410 GA RAF-Avia DHL RAF-Avia	KJA mfd rgd rgd NUE RTM	17oct10 04jul80 12may92 10nov92 04feb95 08feb96	in white c/s with light blue cheatline and dark blue trim with titles; reported stored apr18; l/n Krasnoyarsk-Cheremshanka 19aug23 see c/n 11008 also reported as KIAPO in white c/s with light grey belly, with titles; f/n RTM 08feb93; l/n aug93 in full c/s; l/n NUE 30jun95; leased to Skoda Air 10jan95/jan96 initially in white c/s with dark grey trim, with titles; new CoFR issued 08oct98; carried additional 'DHL' titles on the rear fuselage from nov98, seen as such HEL 16dec99 and CPH 17jun02 repainted in white c/s with blue trim, with titles; seen with an additional 'ACS' (Air Charter Service) logo and the web address 'www.aircharter.co.uk' OST 11aug04 and GDN 26apr06; f/n without the 'ACS' logo 27sep06; l/n OSR 22aug11; CoFR renewal 24aug11 with version as An-26B
99 03	YL-RAC YL-RAC YL-RAC	An-26B An-26 An-26	RAF-Avia Air Bright RAF-Avia	CPH PDV VST	19jun03 21sep11 01aug13	in white c/s with blue trim, with both 'RAF-Avia' and 'Air Bright' titles as well as the web address 'www.air-bright.com'; reported by the Air Bright website to have arrived at PDV 16sep11; l/n LEJ 27jun12 in white c/s with blue trim, with titles; new CoFR issued 07feb14; involved in an incident at Timisoara 17jul17 when the No.2 engine failed during the take-off run and veered off the runway; seen HEL 16dec20; still in operator's certificate 12dec20 with version given as such; l/n RIX 25aug22 awaiting maintenance; still in RAF-Avia c/s and titles; rgd 09nov22 to EURUS AIR-FZCO; f/n BHX 15mar23, in partial ex RAF-Avia c/s; version as such in ADB listing and Ukrainian register; seen BHX 21mar23; seen PZY 09sep23, full Vulkan colours; l/n BHX 06dec23
	UR-CQZ 99 04	An-26 An-26B	Vulkan Air AFL/Tyumen-SLY	PZY mfd	18oct22 28jun80	in partial ex RAF-Avia c/s; version as such in ADB listing and Ukrainian register; seen BHX 21mar23; seen PZY 09sep23, full Vulkan colours; l/n BHX 06dec23 toc 03aug80; rgd 22sep80; dbr 24jul84 on landing at Krasnoselkup, due to a strong tail-wind, overshot the runway by 300 m and collided with an obstacle; soc and canx 19oct84; see c/n 1701
99 05	ST-AQO 7777	An-26 An-26	not reported Sudanese Air Force	no reports ELF	apr08	became Sudanese Air Force 7777, see next line former registration ST-AQO still more or less visible under paint not 100 % clear) but unlikely to be c/n 10205; see this c/n; initially in white c/s with black nose and undersides, no markings apart from serial; l/n as such ELF 28aug08; seen ELF 24oct08 as above, but now with 'Sudanese flag' cheatline; seen KRT 28apr09, serial on starboard side only; l/n Sudan nov10, using Mode S Code 68304C which belongs to Kazakhstan; c/n checked UYL 23mar10; seen KRT 08feb15 missing some parts; l/n KRT 09mar23; dbr KRT as of 21apr23 during fighting between different factions of the military
99 06	CCCP-26010 RA-26010 RA-26010 RA-26010 RA-26010 RA-26010	An-26B An-26B An-26B An-26B An-26B An-26B	AFL/Tyumen-SLY TyumenAviaTrans UTair Tyumenspetsavia UTair Cargo	mfd trf rgd TJM LED	29jul80 17mar94 26oct03 22jun06 13jun08	toc 11aug80; rgd 28aug80 f/n TJM 09jul04 still in technical inspection document 14jan08 l/n SCW 25jun13/20jan15, possibly stored
99 07	VN-B906	An-26	Vietnam Air Force	SGN	25oct93	Hàng Không Việt Nam c/s and c/n confirmed by them; seen stored SGN mar96/mar08
99 08	CCCP-26011 RA-26011 RA-26011 RA-26011 RA-26011 RA-26011 RA-26011	An-26B An-26B An-26B An-26B An-26B An-26B An-26B	AFL/Magadan SVB AOLOP Avia Avialesookhrana Vladimir Avialesookhrana IrAero	mfd rgd Vla UUS	28jul80 25jun97 26aug04 28jun05 18may06 17jul09	toc 21aug80; rgd 16sep80; photo exists Providence Bay in 'polar' c/s c/n reported as 07309908; l/n Vladimir-Semyazino 16aug05 reported in technical inspection document 08aug08 as leased from IrAero with blister; in white/light grey c/s with red cheatline and engines; seen IKT 31jul15/26oct16, stored without propellers; restored to the register 14jun23; l/n IKT 22nov23
99 09	85458	An-26	Vietnam Air Force	mfd	13jan81	delivery registration ?, details from Antonov; note Tu-154B-2 CCCP-85458 c/n 80A458 was rgd 13mar81
99 10	"21" yellow "21" yellow	An-26 An-26	Soviet Air Force Russian Air Force	mfd IKT	29jul80 06jul94	in all-grey c/s with Red star; l/n GYG 03jul92 initially probably opb 181 osee at Irkutsk-1 (disbanded dec09); in all-grey c/s with Red star; opb 6953 AB at Belyaya from jan10; l/n Blyelaya 21aug11
	"59" yellow RF-94250	An-26 An-26	Russian Air Force Russian Air Force	ph. ph.	2012 2012	location withheld; Aeroflot-type c/s with Red star on tail; see next line c/n from Russianplanes.net; also carried code "59" yellow, in white c/s with blue cheatline and grey undersides, Russian stars on tail and small 'VVS Rossi' titles; l/n OVB 07nov19 overhaul completed 30nov90; f/n IKT 05jul92, in all-grey c/s with Red star opb BUATs at Balashov by 2011
100 01	"22" yellow not known	An-26 An-26	Soviet Air Force Russian Air Force	mfd	29jul80 15aug80	photo exists in all-grey c/s with Red Star on the fin; reported based at Gromovo in the early 2000s with mil. unit 49719 and later became, see next line
100 02	"56" yellow "02" blue	An-26 An-26 An-26	Russian Air Force Russian Air Force Russian Air Force	mfd ph. ph.	15aug80 2007	in fact not Air Force, but 12 GU MO (Main Directorate for Nuclear-Technical Support and Safety); based at Gromovo; in basic Aeroflot c/s with Russian flag on fin, no titles; last overhaul completed 28apr04; t/t 5,514 hours and 4,040 cycles by 01jan07 in fact not Air Force, but 12 GU MO (Main Directorate for Nuclear-Technical Support and Safety); opb 1080 AB at Gromovo; in basic Aeroflot c/s with Russian flag on fin, no titles; see c/n's 6607 and 7803 initially opb 1080 AvB at Gromovo; opb 33 otpasb at Levashovo or Gromovo from 2013; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n Levashovo 02oct12; l/n without code ARH 23sep14; received code "22" red and 'VVS Rossi' titles; f/n as such ARH 01apr15; seen CKL 22mar16; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; repainted in all-grey c/s with Russian stars and 'VKS Rossi' titles by 2018, still carrying "22" red; l/n ARH 2021
	RF-47324(3) RF-47324(3)	An-26 An-26	Russian Air Force Russian Air Force	Gmv trf	sep10 2010	f/n Ivanovo-Severnoy 27aug04 opb 1449 AB at Tambov by 2010; l/n SVX 15jun11 carried also code "59" red and still based at Tambov; in all-grey c/s with 'VVS Rossi' titles and Red star on tail; seen jun14, location withheld; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; l/n Tambov-Military 25may19 f/n IKT 05jul92 opb 1449 AB at Tambov by 2010; code probably red but possibly also yellow based at Tambov, also coded "51" red; in all-grey c/s with Russian flag on the tail, no titles; seen Tambov 26aug12; l/n Tambov aug19
100 03	"57" yellow "59" red RF-92950	An-26 An-26 An-26	Russian Air Force Russian Air Force Russian Air Force	mfd no reports ZIA	15aug80 jun11	seen on overhaul, in basic Aeroflot c/s, no titles c/n from Sudanese CAA; reported in JP-97/99 former registration 'ST-...' still visible under the paint; CoFR renewal 09oct01; l/n JNB 07jul02; w/o 09nov02 on the leg from Hurgada to Antalya of a flight from Asmara to Antalya when approached Antalya in bad weather, the crew deviated from the approach pattern to the left, mistook the lights of a road for the runway
100 04	"31" red "51" RF-92953	An-26 An-26 An-26	Soviet Air Force Russian Air Force Russian Air Force	mfd no reports ph.	13aug80 reports jun12	opb 1449 AB at Tambov by 2010; code probably red but possibly also yellow based at Tambov, also coded "51" red; in all-grey c/s with Russian flag on the tail, no titles; seen Tambov 26aug12; l/n Tambov aug19
100 05	not known VN-B902	An-26 An-26	Vietnam Air Force Vietnam Air Force	mfd ph.	10feb81 nov85	Hàng Không Việt Nam c/s and c/n confirmed by them; seen stored SGN mar96/mar08; 26252 (the original serial in the 1980s) readable on the fuselage
100 06	CCCP-26012 RA-26012 UR-26012 ST-AOF RA-26012	An-26B An-26B An-26B An-26B An-26B	AFL/Tyumen TyumenAviaTrans TyumenAviaTrans Ric Aviation TyumenAviaTrans	mfd trf IEV no reports SLY	25aug80 14may93 10sep96 reports 26jul00	toc 03sep80; rgd 26sep80; f/n dec85
100 07	not known VN-B902	An-26 An-26	Vietnam Air Force Vietnam Air Force	mfd ph.	10feb81 nov85	seen on overhaul, in basic Aeroflot c/s, no titles c/n from Sudanese CAA; reported in JP-97/99 former registration 'ST-...' still visible under the paint; CoFR renewal 09oct01; l/n JNB 07jul02; w/o 09nov02 on the leg from Hurgada to Antalya of a flight from Asmara to Antalya when approached Antalya in bad weather, the crew deviated from the approach pattern to the left, mistook the lights of a road for the runway

	9XR-SA	An-26B	Sun Air Charter		20mar02	c/n and version not confirmed; reported on an ORD; f/n NBO 06jun03, titles not reported; Rwandan CAA has no trace of this aircraft being officially registered
	9XR-SA	An-26B	all-white c/s, n/t	FOR	22feb04	c/n and version not confirmed; painted as just 'An-26'; l/n BLA 10sep08, dirty condition, possibly wfu as still seen jul14 on GE (N10.118947 W64.684651)
103 05	"01" red "01" red	An-26 An-26	Soviet Air Force Russian Air Force	mfd trf	30oct80 1992	delivered to Smolensk; overhauled 26jun91 trf to Soltsy in the early 1990s and to otryad upravleniya 22 tbad at Engels around 1995; in light grey c/s with blue cheatline, a 'wavy' Russian flag on the fin, a Russian coat-of-arms on the nose and 'Rossiya' titles on the lower fuselage; photo as such in 1995; the 'Rossiya' titles were painted over later; f/n as such in 1998; seen Engels 17aug01; trf to 606 uap (military unit 78474) BUATs at Balashov 14sep05; seen 10may07 in faded colours; l/n Balashov 25aug12 also carried code "71" red; opb 606 uap BUATs at Balashov; in light grey c/s with 'VVS Rossii' titles, Russian stars and red spinner tips; l/n Kubinka aug19
	RF-36137	An-26	Russian Air Force	Kts	may17	also given as 14oct80; toc 27nov80; rgd 17dec80; involved in an incident near Kaluga 09feb81 when the lower emergency escape hatch opened in flight (a crew member must have touched the handle by accident before) and the check navigator fell out, all 6 other crew escaped unhurt; first aircraft converted to An-26BRL (ice-detection aircraft) in 1987; f/n LED 12sep87; later de-converted; l/n LED 17may91, in Aeroflot 'polar' c/s
103 06	CCCP-26024	An-26B	AFL/Arkhangel.-ARH	mfd	13nov80	f/n ARH 10jun94, in Aeroflot 'polar' c/s and titles with respective logo; l/n ARH 12jul94; converted to, see next line
	RA-26024	An-26B	Arkhangelsk AI	trf	22feb94	Transavia-Garantiya; in basic Aeroflot c/s, initially no titles; f/n PKV 24may05; l/n without titles GOJ 07feb06; new CoFR issued 12sep06; f/n with titles GOJ 22feb08; l/n operational ARH 04sep09; stored without engines at ARH, seen jun10/may11; sold to Oleg N. Rudkin 16jul11; l/n ARH 18jul17/20oct23, stored without props; CodR renewals 05aug21 and 23may23
	RA-26024	An-26B-100	Transavia-Garant.	rgd	21dec01	Chinese Air Force; f/n Wuhan-Hankou nov91; l/n Wuhan-Hankou 15may01
103 07	807	An-26	Civ Avn Adm China	d/d	1980	Chinese Air Force; f/n Wuhan-Hankou nov91; l/n Wuhan-Hankou 15may01
103 08	CCCP-26025 26025 RA-26025 RA-26025 RA-26025	An-26B An-26B An-26B An-26B An-26B	AFL/Tyumen-SLY United Nations United Nations TyumenAviaTrans UVAU GA	d/d mfd LAD ZIA trf trf	20nov80 jan93 03sep93 28apr94 unknown	still on charge with AFL/Tyumen 01jul93 f/n SVO 05may94 on charge as of 01jan99; f/n ULV 17aug99, in Aeroflot c/s, no titles; seen ULV 26jun02 with c/n painted as '07310308'; l/n VKO 16jan04
	RA-26025 808	An-26B An-26	Ulyanovsk HFS Civ Avn Adm China	ULV d/d	28jun05 14oct80	in Aeroflot colours Ulyanovsk HFS logo; seen TOF 28dec11; l/n ULV 26jul19
103 09	808	An-26B	Ulyanovsk HFS	ULV	28jun05	Chinese Air Force; f/n Wuhan-Hankou nov91; l/n ZGC 19mar09; seen preserved in the China Aviation Museum at Shahezheng AFB (Changping) jan15/jan22
103 10	CCCP-26026 YL-LDA UN-26026 UN-26026 ST-HIS	An-26B An-26B An-26B An-26B An-26B	AFL/Latvia Latavio Aeroservice Kazakh Aeroflot c/s, n/t El Magal Aviation	mfd rgd DUS SHJ SHJ	nov80 24nov92 02jul94 19may00 may03	toc 28nov80; rgd 17dec80; f/n LED 19may91; soc 28jul92 f/n RIX 25may93; canx 02aug93 l/n BXJ 29jun99; Aeroservice Kazakhstan l/n KRT 14mar01; 'ACA' logo on tail, Kazakhstan flag l/n SHJ 20jan04; c/n from Sudanese CAA; reported damaged KRT 05jan05 when hit by An-2 ST-APF after its brakes failed on start up; l/n KRT 24jun08; ferried LXR-AYT-IEV 07sep08
	ST-HIS ST-HIS ST-HIS ST-HIS ST-HIS	An-26B-100 An-26B-100 An-26B-100 An-26B-100 An-26B-100	El Magal Aviation Dove Air El Magal Aviation Kata Air Transport Dove Air	IEV KRT KRT KRT KRT	12mar09 23may11 22mar12 aug15 28mar16	active; version painted as such; l/n KRT 28apr09 with titles with titles l/n KRT 16sep15; small titles on the nose l/n KRT 2018
104 01	not known not known	An-26 An-26	Soviet Air Force Russian Air Force	mfd	31oct80	opb mil. unit 32982 at Rostov-na-Donu; last overhaul completed 29aug91
104 02	809	An-26	Civ Avn Adm China	d/d	1980	opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov; time between overhauls exceeded in 2001; possibly scrapped by 2018
104 03	not known "56" yellow	An-26 An-26B	Soviet Air Force Ukraine Air Force	mfd trf	25nov80 1992	Chinese Air Force; f/n Wuhan-Hankou 02oct99 version painted on as such, but has got a blister; opb 203 NABr (military unit A4104) at Chuhuyiv; in light grey c/s; f/n Chuhuyiv 29aug08; was stored for more than 10 years (not overhauled between 1989 and 2016); l/n IEV 03feb16
	"56" blue	An-26	Ukraine Air Force	IEV	23jun17	opb 203 NABr at Chuhuyiv; in medium grey c/s with light grey undersides and blue spinner tips, no titles; h/o after overhaul by Zavod No. 410 GA 23jun17 (t/t > 5,000 hours); l/n in flight 25may21
104 04	371	An-26T	East German AF	h/o	09dec80	An-26T was an unofficial German designation; h/o also reported as 11dec80; toc 19dec80; opb TS-24 at DRS; in dark green/dark brown camo c/s with light grey undersides; f/n DRS feb81
	DDR-SBE	An-26T	East German AF	rgd	22jan85	opb TS-24 at DRS; photos exist ADD 1985, in dark green/dark brown camo c/s with light grey undersides, no titles; canx 30nov85
	371	An-26T	East German AF	SXF	04may88	opb TS-24 at DRS; in dark green/dark brown camo c/s with light grey undersides; last known overhaul completed in 1989; l/n SXF 29aug90
	52+01	An-26T	German Air Force	rgd	03oct90	opb TS 24 at DRS; in dark green/dark brown camo c/s with light grey undersides; trf to 3./LTG 65 at DRS 01apr91; wfu 10nov92 and stored at Diepholz; sold to Russia 25jan93
	RA-49264 RA-26240 RA-26240	An-26 An-26 An-26	Komiavia Komiavia United Nations	rgd toc ASM	may93 27apr93 30mar94	no titles; delivered to Russia 11may93, see toc next line; see An-24RT c/n 0911504 rgd 15jul93 opb Komiavia; still in basic East German AF c/s, also carried code 'UN488'; f/n ASM 30mar94, en route to Mozambique
	RA-26240 ST-ZZZ (2)	An-26 An-26	Komiinteravia Sudanese Air Force	trf ELF	25apr95 12oct06	not in 1999 fleet list; soc 26nov04 as to Sudan c/n read off photo; in all-white c/s, no markings apart from the registration; seen ELF 12oct06 - the same day at the same location as the hulk of An-26 ST-ZZZ (1); l/n KRT 18mar07; see also An-26 ST-ZZZ (3) with unknown c/n
	7706	An-26	Sudanese Air Force	UYL	29apr10	c/n confirmed; in white c/s with 'Sudanese flag' cheatline, no titles; the serial was noted on the left side only UYL 29apr10; seen Nyala 09may12 with the serial showing as '77 6' (with the third digit missing) on the right side of the forward fuselage; seen KRT 21may12 with the full serial '7706' on the tail; l/n as such ELF 21aug13; seen KRT 25nov15 with the serial just on the nose; w/o 03oct18 on landing on runway 18 at KRT when was hit from behind by an An-32 of the Sudanese Air Force which landed on the same runway at the same time, the left wing and left propeller of the An-32 impacted the rear of the An-26, causing serious damage to the tail section, and the fuselage broke in two behind the wings
104 05	372	An-26T	East German AF	mfd	26nov80	An-26T was an unofficial German designation; h/o 09dec80 (also reported as 11dec80); toc 19dec80; opb TS-24 at DRS; in dark green/dark brown camo c/s with light grey undersides; l/n SXF 04may88; last known overhaul completed in 1989
	DDR-SBG 52+02	An-26T An-26T	EGAF/Interflug c/s German Air Force	rgd trf	22jan85 03oct90	the registration was reserved, but never worn on the aircraft; canx 30nov85 opb TS 24 at DRS; in dark green/dark brown camo c/s with light grey undersides; trf to 3./LTG 65 at DRS 01apr91; wfu nov92 and stored at Diepholz; sold to Russia 25jan93
	RA-49265 RA-26235 RA-26235 RA-26235 9Q-CFM	An-26 An-26 An-26 An-26 An-26B-100	Komiavia Komiavia Komiinteravia Air Kasai	rgd toc trf rgd	may93 27apr93 25apr95 07nov05	no titles; delivered to Russia 27may93, see toc next line rgd 15jul93; still in basic East German AF c/s, no titles; f/n IST jan94 not in 1999 fleet list; soc 04aug05 as to the DR Congo Antonov regarded this aircraft as no longer airworthy from 26oct05; in white c/s with a dark blue wavy pattern on belly and engines and wavy stripes on the fin, with a small 'Air Kasai' logo on the right side, no titles; f/n FIH 10sep06; l/n FIH 08nov11
104 06	9S-AFM CCCP-26027(1) RA-26027(1)	An-26B-100 An-26B An-26B	Air Kasai AFL/West Siberia Aerokuznetsk	FIH mfd trf	19apr19 20nov80 19apr95	in white c/s with dark blue belly and dark blue and red trim, carried the URL 'www.airkasai.cd'; l/n FIH 2023 toc 16dec80; rgd 06jan81; f/n LED 01sep81; l/n 05jul93; see c/n 0503 seen TJM 15aug99, in Aeroflot c/s, no titles; in dec99 fleet list as stored; soc 14jul00 and canx 31aug00 as to Sao Tome; l/n SHJ 11oct00
	S9-BOW UK-26003(2) UK-26003(2) HK-4888X HK-4888X	An-26B An-26B An-26B An-26B An-26B	Aeroflot c/s, n/t Avialeasing Avialeasing, n/t ex Avialeasing c/s Servicaribe Exp SA	JNB OPF OPF OPF rgd	03nov00 05mar03 22mar03 09feb13 24apr13	seen SHJ 13mar01 with c/n painted as '07310406'; l/n SHJ 26may01 opb SRX Transcontinental, based at Opa-locka; already in fleet list 24feb03; l/n OPF 14jun05; see c/n 9707 with 'The sky's the limit' painted on the rear fuselage; l/n OPF 26nov12; see c/ns 9707 and 12806 still with 'The sky's the limit' painted on the rear fuselage; l/n OPF 18feb13 l/n BOG 23jul13, still with 'The sky's the limit' and additional 'Colombia' titles; l/n BOG 31oct14; in register jul15 as suspended, date unknown
104 07	374	An-26T	East German AF	mfd	04dec80	An-26T was an unofficial German designation; h/o 15dec80; toc 19dec80; opb TS-24 at DRS; in dark green/dark brown camo c/s with light grey undersides; f/n DRS aug81; last known overhaul completed in 1990
	DDR-SBF 52+03	An-26T An-26T	EGAF/Interflug c/s German Air Force	rgd trf	22jan85 03oct90	the registration was reserved, but never worn on the aircraft; canx 30nov85 opb TS 24 at DRS; in dark green/dark brown camo c/s with light grey undersides; trf to 3./LTG 65 at DRS 01apr91; wfu 23oct92 and stored at Diepholz; sold to Russia 25jan93
	RA-49266 RA-26236 RA-26236 ST-ZZZ (1)	An-26 An-26 An-26 An-26	Komiavia Komiavia Komiinteravia Sudanese Air Force	rgd toc trf ROV	may93 27apr93 25apr95 16apr05	no titles; delivered to Russia 05may93, see toc next line rgd 15jul93; still in basic East German Air Force c/s, no titles not in 1999 fleet list; soc 11apr05 as to Sudan not on the Sudanese register according to the Sudanese CAA; equipped with bomb racks; in all-white c/s, no markings apart from the registration; dbr 07aug06 when was shot at by rebels while flying over El Fasher and made a forced landing on the grass at El Fasher, the wing structure was damaged, the left engine was torn off and the nose-wheel collapsed; the wreck sat at ELF (N13.623366 E25.330613) and was seen 12oct06, the same day An-26 ST-ZZZ (2) c/n 10404 was seen there; still present 19jan07, the same day ST-ZZZ (3) with blue tail was seen at KRT; the registration was removed by apr07; c/n checked 27sep07; the hulk was still present at ELF 12may13, with the bomb racks removed; last visible on Google Earth 14feb14 and gone by nov14
104 08	CCCP-26028 CCCP-26028	An-26B An-26B	AFL/Belarus MAP Perm Motors	mfd trf	28nov80 12mar87	toc 17dec80; rgd 21jan81 on the basis of a decree dated 25feb87; rgd 02apr87; f/n DME 10sep92, in Aeroflot c/s and titles; l/n SVO 27apr93
	RA-26028 26028 RA-26028 RA-26028	An-26B An-26B An-26B An-26B	Perm Motors primer c/s Permttransavia Prestavia	trf IEV IEV	23jan95 04jul96 11sep96	reported for Air Troika leased from Perm Motors; w/o 02sep98 when crashed in the Angolan province of Malanje about 30 minutes after take-off from Luanda, probably shot down by UNITA rebels, the pilot reported an engine fire and that he was going to attempt an emergency landing at Malanje, about 3 minutes later the pilot reported that they

104 09	375	An-26S	East German AF	h/o	15dec80	<p>were going to attempt an immediate landing straight ahead, this was the last contact with the flight, at impact the # 2 propeller was feathered, the landing gear was up and flaps at 25 degrees, all 4 crew and 20 passengers killed; wreck found only in 2003</p> <p>An-26S was an unofficial German designation; toc 19dec80; opb TS-24 at DRS; in olive drab/dark brown camo c/s with light grey undersides; f/n DRS mar81</p> <p>the registration was reserved, but never worn on the aircraft; canx 03oct90</p> <p>opb TS 24 at DRS; in olive drab/dark brown camo c/s with light grey undersides; wfu 01dec90 and stored at DRS; sold to Technik Museum Speyer 29sep92</p> <p>preserved in these fake markings (in white c/s with red cheatline) in Technik Museum Speyer (N49.311773 E8.4447447), seen may93/01sep23</p> <p>toc 15dec80; rgd 09jan81; f/n LED 01jun90</p> <p>no reports; soc and canx 18aug97 as to Ukraine</p>
	DDR-SBN 52+04	An-26S An-26S	EGAF/Interflug c/s German Air Force	rgd trf	26sep88 03oct90	
	no serial	An-26S	East German AF	ph.	02may93	
104 10	CCCP-26029 RA-26029 UR-26029 9Q-CEF	An-26B An-26B An-26B An-26B	AFL/Urals Kurgan Air blue/yellow c/s Filair/RTL	mfd trf SHJ ph.	nov80 30mar94 01oct00 23oct05	
105 01	CCCP-26030	An-26B	AFL/Ukraine	mfd	18dec80	<p>derelict Lisala, DRC; in 2004 and 2008 DRC register without rgd</p> <p>toc 25dec80; rgd 19jan81; f/n BUD 10apr81; converted to An-26BRL (ice-detection aircraft) circa 1987; later de-converted</p> <p>l/n CYX 05jul92, in 'polar' c/s</p> <p>was inactive between 1998-2006, converted at IKT to, see next line</p> <p>l/n YKS 22jun13; damaged at YKS 11may15 when a truck collided with the nose, damaging the nose cone; repaired; l/n YKS 06jun22, active</p>
	CCCP-26030 RA-26030 RA-26030	An-26B An-26B An-26B-100	AFL/Yakutiya Polyarnyye Avial. Polyarnyye Avial.	trf trf YKS	27mar90 21apr94 15jun07	
105 02	not known "28" red	An-26 An-26	Soviet Air Force Ukraine Air Force	mfd trf	19nov80 1992	<p>opb 456 oshap at Vinnytsya-Havryshivka; in grey c/s; f/n VIN 07jul94; seen VIN 13may97; l/n VIN 01may99; c/n not checked either time, but c/n confirmed for this code from the steering column in video footage 24oct98; the radio call-sign '30769' probably also related to this aircraft</p> <p>photo proof of the c/n; opb 456 brTrA at Vinnytsya-Havryshivka; initially in grey c/s, with faded Ukrainian shield, Red Star and previous code still visible; stored at VIN, seen sep12; ferried for overhaul to IEV 23dec14; seen test-flying in bare metal without code IEV 08jun15; repainted in medium grey c/s with light grey undersides; f/n as such IEV 11nov15; last overhaul completed 31oct16; l/n VIN mar17</p> <p>opb 456 brTrA at Vinnytsya-Havryshivka; in medium grey c/s with light grey undersides, with the code painted over the old one; l/n Nikolaev Kulbakino 24sep21</p>
	"18" blue	An-26	Ukraine Air Force	VIN	06sep08	
	"48" blue	An-26	Ukraine Air Force	ph.	09jul17	
105 03	CCCP-26031 RA-26031 SP-FDO	An-26B An-26B An-26B	AFL/Central Region Kurskavia EXIN	toc trf rgd	26dec80 04mar94 24mar99	<p>rgd 21jan81; l/n SVO 06may89</p> <p>in all-white c/s, no titles; f/n IST 07dec95; l/n URS 01sep97; soc and canx 18mar99 as to Poland</p> <p>in full c/s; operated for DHL; l/n KTW 28feb10; dbr 18mar10 on landing at Tallinn when the nose gear did not lower and the aircraft made a go-around, on the second attempt one of the engines lost power and the aircraft made an emergency landing on the ice of frozen lake Ulemiste close to the airport (some 100 metres from the shore), the main landing gears broke off, all 6 occupants escaped unhurt; the aircraft broke through the ice after some time and slowly sank; wreck recovered from the ice 19/20mar10, dismantled 26mar10 and stored at the airport (N59.414836 E24.860978) l/n nov13</p>
105 04	not known "04" black	An-26 An-26	Soviet Air Force Russian Air Force	mfd trf	11dec80 1992	<p>the para-dropping equipment was removed according to a document dated 29jul93; overhaul completed 16apr02; in light grey c/s; c/n checked CKL 23jul07; l/n CKL 25jul07</p> <p>opb ae VUNTS VVS "VVA" at Voronezh-Baltimor; in light grey c/s with 'VVS Rossii' titles, Red Stars and blue spinner tips; l/n OVB 07apr15</p> <p>also carried code "04" blue; in light grey c/s with 'VVS Rossii' titles, Red Stars and blue spinner tips</p>
	"04" blue	An-26	Russian Air Force	CKL	aug13	
105 05	RF-36077 not known "50" red "53" blue	An-26 An-26 An-26 An-26	Russian Air Force Soviet Navy Russian Navy Russian Navy	ZIA mfd OSF OSF	jun20 10dec80 13may99 28mar06	<p>in basic Aeroflot c/s, no titles; l/n OSF 22aug02</p> <p>opb 46 otap (renamed 7055 AvB in 2010) at OSF; in basic Aeroflot c/s with Russian flag on fin, no titles; last overhaul completed 30jan03; c/n checked OSF 18may11 (not painted on); l/n OSF 04jun14 with 'MA VMF Rossii' titles; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life</p> <p>grey c/s with 'MA VMF Rossii' titles, also carrying "57" blue; details from russianplanes.net; l/n Gromovo 26jul20</p>
	RF-46545	An-26	Russian Navy	OSF	jul17	
105 06	not known "58" yellow "58" red RF-92949	An-26 An-26 An-26 An-26	Soviet Air Force Russian Air Force Russian Air Force Russian Air Force	mfd Rzd Tbv Tbv	28dec80 03sep93 26may07 aug11	<p>in all-grey c/s; l/n OSF 16may99</p> <p>opb 1449 AB at Tambov by 2010</p> <p>carried also code "58" red and still based at Tambov; in all-grey c/s with Russian flag on tail; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; l/n Tambov 20aug22</p>
105 07	not known	An-26	Soviet Air Force	mfd	17dec80	opb mil. unit 45076 at Vinnitsa; soc, date unknown
105 08	CCCP-26032 RA-26032 YL-RAB (2)	An-26B An-26B An-26B An-26B	AFL/Urals Kurgan Air RAF-Avia	mfd mfd trf rgd	17dec80 17dec80 30mar94 16apr98	<p>toc 29dec80; rgd 16jan81; opb Kurgansk OAO</p> <p>no reports; soc 18mar98 as to Latvia</p> <p>in white c/s with dark grey trim; f/n CPH 09may98; l/n as such OST 08aug04; seen with an additional 'ACS' (Air Charter Service) logo and the web address 'www.aircharter.co.uk' OST 11aug04 and CPH 19jul06; f/n without 'ACS' logo and web address HEL 01may07; offered for sale 13dec08 with 8,917 cycles, but could not be sold; new CoFR issued 07feb14; l/n MST 04sep18; see c/n 1701; canx between 23sep18 and 03jan19</p> <p>first reported in service KIV-SFA 25dec18; white with titles; canx between 17jul23 and 03oct23</p> <p>An-26S and T were unofficial German designations; opb TS-24 at DRS; in camo c/s; f/n DRS aug81</p> <p>opb TS-24 at DRS; photo-proof that the registration was painted on; canx 30nov85</p> <p>opb TS-24 at DRS; in dark green/dark brown/grey camo c/s with light grey undersides</p> <p>opb TS 24 at DRS; wfu 17dec90 and stored at DRS; sold to Schwäbisches Bauern- und Technikmuseum at Eschach-Seifertshofen 29sep92</p> <p>preserved without markings in Schwäbisches Bauern- und Technikmuseum at Eschach-Seifertshofen (N48.908168 E9.8403509), seen nov94/13jul20</p> <p>toc 30dec80; rgd 22jan81; f/n mar85</p>
105 09	ER-AVZ 376 DDR-SBD 376 52+05	An-26B An-26S An-26T An-26T An-26T	Valan ICC East German AF EGAF/Interflug c/s East German AF German Air Force	KIV toc rgd SXF trf	25dec18 19dec80 18dec84 sep87 03oct90	<p>with titles ?</p> <p>based Burundai</p> <p>was reported for Burundiavia</p> <p>possible mis-sighting as UR-26033 has never been registered in Ukraine according to the State Aviation Service of Ukraine</p> <p>confirmed exported to Madagascar</p> <p>toc 12jan81; rgd 03feb81; f/n LED 04sep81</p> <p>no reports; soc and canx 17may98 as life-time expired; in dec99 fleet list as scrapped</p> <p>"Spasatel" ambulance aircraft; opb mil. unit 97978 at Kabul; Antonov confirm as "rescue" version; see "07" and "09" at end of file</p> <p>toc 05jan81; rgd 04feb81</p> <p>was on the Tajik register, but probably wore no prefix; based at Khudzhand; w/o 17jun93 on the leg from Batumi to Baku at night of a flight from Batumi to Chirchikent, the aircraft was flying at 5,100 metres with the maximum allowed weight for the given conditions when it encountered a heavy thunderstorm with severe turbulence, it was neither possible to return to Batumi (the airport had closed for the night) nor to circumnavigate the thunderstorm (ATC at Tbilisi had prohibited to fly further south) nor to outclimb the thunderstorm (power was not sufficient), the aircraft stalled, entered a spin and crashed at a height of 690 metres into the slope of a mountain near Choporti (35.5 km north of Tbilisi airport), all 5 crew and 28 passengers killed</p> <p>An-26T was an unofficial German designation; toc 27jan81; opb TS-24 at DRS from 04feb81; in light grey c/s</p> <p>opb TS-24 at DRS starting 02nov84; in light grey c/s, no titles; left DRS for Ethiopia 05nov84; ferried from ADD to DRS 03/04oct85; canx 30nov85</p> <p>opb TS-24 at DRS; ferried to Ethiopia apr86; returned from Ethiopia to DRS 19dec86; repainted in dark green/dark brown camo c/s with light grey undersides probably during overhaul in Kiev in 1987; f/n as such SXF sep87</p> <p>opb TS 24 at DRS; in dark green/dark brown camo c/s with light grey undersides; trf to 3./LTG 65 at DRS 01apr91; wfu 30dec92 and stored at Hohn; sold to Russia 25jan93</p> <p>no titles; delivered to Russia 27may93, see toc next line</p> <p>rgd 15jul93; still in basic East German Air Force c/s, no titles; also carried the code 'UN489'; f/n ASM 30mar94, en route to Mozambique</p> <p>l/n RVH 24aug99; not in 1999 fleet list; seen in primer under overhaul with RZGA No. 412 at ROV in 2004; overhaul completed aug04; soc 26nov04 as to Sudan; offered for sale by Viktor Chuchenko probably in 2004/05</p> <p>c/n checked at ROV 10jan05; initially in white c/s with red/yellow/blue trim, no titles; l/n as such FIH 16jul07; repainted in white/blue 'wave' c/s, no titles; f/n as such FIH 18sep08; l/n FIH 04jul13, active</p> <p>in white c/s with dark blue belly and trim, with titles; l/n GOM jan19</p> <p>in white c/s with dark blue belly and trim, with titles and version painted as such; was reported leased to and returned from Serve Air Cargo, but no dates are known; suffered a runway excursion Lodja 17jan22 on a flight from Kinshasa, went off the runway by about 30 metres and became stuck on rough surface; the aircraft was pulled off and departed on its next sector; l/n GOM 13feb23; suffered another runway excursion Lisala 11apr23 ending up in soft ground; reported to have been wfu and to be used as a spares source for 9S-GYN c/n 4001</p>
105 10	CCCP-26033 UN-26033 UN-26033 UN-26033 UN-26033 UN-26033 UR-26033	An-26B An-26B An-26B An-26B An-26B An-26B An-26B	AFL/Kazakhstan Aeroflot Kazakstan Airlines Air Kazakstan Liberia Airways all-white	mfd BKA ALA trf BJL CKY	dec80 02sep93 25jun94 26sep96 22apr97 14aug99	
106 01	not known	An-26	Madagascar AF	mfd	01dec80	
106 02	CCCP-26034 RA-26034	An-26B An-26B	AFL/West Siberia Aerokuznetsk	mfd trf	dec80 31mar94	
106 03	not known	An-26M	Soviet Air Force	mfd	19jun81	
106 04	CCCP-26035 26035	An-26B An-26B	AFL/Tajikistan-LBD Tajikistan AI	mfd BUS	dec80 17jun93	
106 05	364	An-26T	East German AF	mfd	20jan81	
	DDR-SBC	An-26T	East German AF	rgd	02nov84	
	364	An-26T	East German AF	ret	30nov85	
	52+06	An-26T	German Air Force	trf	03oct90	
	RA-49267 RA-26237	An-26 An-26	Komiavia United Nations	rgd toc	may93 27apr93	
	RA-26237	An-26	Komiinteravia	trf	25apr95	
	9Q-CFP	An-26	Air Kasai	rgd	24feb05	
	9S-AFP 9S-AFP	An-26 An-26B	Air Kasai Air Kasai	ph. GOM	05aug18 10jun21	
106 06	CCCP-26036 CCCP-26036 EX-26036 ER-AZO	An-26B An-26B An-26B An-26B	AFL/Latvia AFL/Kyrgyzstan Kyrgyzstan Al Valan ICC	mfd trf FRU rgd	dec80 05nov83 09may95 01jun04	<p>toc 06jan81; rgd 23jan81</p> <p>f/n SKD 28apr89; l/n DME 03jun92</p> <p>parked on the grass/stored; not in fleet list 31dec03</p> <p>l/n DXB 04dec04; l/n as such PRG 09jun05; based at Baghdad around 2005/06, in all-white c/s with additional 'SkyLink' titles; l/n as such SDA 30nov05; l/n KIV 28jun07; in Valan fleet list 15oct07</p>

	EX-26001 (3)	An-26B	Skylink Aviation	rgd	17dec09	f/n KDH 22may10 all-white no titles; c/n confirmed by Kyrgyz CAA; reported by CAA as operated by 'CAAS'; l/n ALA 21jun11; canx 17jul12; see c/n 9705 and c/n 14402
	ER-AZO	An-26B	Valan ICC	KIV	02oct14	restored prior to 19apr14 as current on Moldovan register that date; l/n GAQ 07dec14; current on register 29dec16; canx between 09nov18 and 21jan19; photos exist KIV apr19, in all-white c/s, no titles
	ER-AZO	An-26B	Valan ICC	rgd	2019	restored to the register between 05jun19 and 02aug19; was tracked over Tunisia 02mar20; canx between 06dec22 and 30jan23
106 07	367	An-26T	East German AF	mfd	30jan81	An-26T was an unofficial German designation; toc 02feb81; opb TS-24 at DRS from 04feb81; in light grey c/s; l/n SXF jun84
	DDR-SBA	An-26T	East German AF	rgd	02nov84	opb TS-24 at DRS starting 02nov84; in light grey c/s, no titles; left DRS for Ethiopia 05nov84; ferried from ADD to DRS 03/04oct85; canx 30nov85
	367	An-26T	East German AF	ret	30nov85	opb TS-24 at DRS; repainted in dark green/dark brown camo c/s with light grey undersides
	DDR-SBA	An-26T	East German AF	rgd	1987	opb TS-24 at DRS; in dark green/dark brown camo c/s with light grey undersides, no titles; arrived at MPM 29jun87; operated in Mozambique by "Fluggruppe Moçambique" jun87/feb88; slightly damaged on take-off from Maputo 12nov87 when the landing gear was retracted too early and the aircraft sank back to the ground; repaired; left MPM for Laage 26feb88
	367	An-26T	East German AF	ret	1988	reverted to its serial after the repair; opb TS-24 at DRS
	52+07	An-26T	German Air Force	trf	03oct90	opb TS 24 at DRS; trf to 3./LTG 65 at DRS 01apr91; wfu 27oct92 and stored at Diepholz; sold to Russia 25jan93
	RA-49268	An-26	Komiavia	rgd	may93	no titles; delivered to Russia 11may93, see toc date next line
	RA-26238	An-26	Komiavia	toc	27apr93	rgd 15jul93; no titles
	RA-26238	An-26	Kominteravia	trf	25apr95	not in 1999 fleet list; soc and canx 18dec03 as sold to Venezuela
	YV-965CP	An-26	no titles	ROV	16apr05	c/n not confirmed; this registration was a Cessna 206 according to the Venezuelan register; probably ntu and instead became, see next line
	YV1275	An-26	no titles	ROV	27jun06	c/n confirmed in register; in red/white c/s; sat wfu at TMB (N25.650314 W80.427573), seen oct07/10feb18; scrapped in late 2018
106 08	CCCC-26037	An-26B	AFL/Yakutiya	mfd	13feb81	toc 16mar81; rgd 27mar81; An-26LP (Forest fire fighting aircraft); version given in Soviet Register and MGA document as An-26B; with blister window and type painted as just 'An-26'; f/n YKS 03jul92
	RA-26037	An-26B	Aeroflot	OMS	12jun94	type painted as just 'An-26'; l/n YKS 13may95
	RA-26037	An-26B	Sakha Avia	trf	20jun95	CofR renewal 30sep96, version given as such in Russian register feb01; seen YKS aug03/jul04, wfu; type painted as just 'An-26'; in official Yakutia fleet list dated 04may09 as stored; l/n YKS jul10, very derelict
106 09	CCCC-26639	An-26	MRP NPO "Vzlyot"	rgd	10feb81	f/n ATH 29aug84, in Aeroflot c/s and titles; trf to the Soviet Air Force 20jun88
	RA-26639	An-26	NPO "Vzlyot"	trf	unknown	laboratory aircraft with external small sensor/pod attached to the mid fuselage on the port side; CofR renewal issued 24mar94, but no operator given; f/n KLF 17aug99; in basic Aeroflot c/s, no titles; canx 07apr9. (year probably 98); soc 09apr98; later restored; seen Vanavara 11jun05; l/n BKA sep07
	26639	An-26	LII im. Gromova	MLA	02jun09	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; in basic Aeroflot c/s, without prefix and titles; operated for the Centre of Applied Geodynamics; l/n Vladimir Semyazino 01jun21
106 10	CCCC-93917	An-26	MAP Moskovski OAO	mfd	13jan81	rgd 02feb81; f/n DME 15mar90, in Aeroflot c/s and titles; c/n in ADB listing and MGA document as CCCP-23917 in error; l/n DME 16aug92
	RA-93917	An-26	MAP Moskovski OAO	DME	02sep93	in Aeroflot c/s and titles
	RA-93917	An-26	Aviatrans	DME	07feb94	was trf 14jun94 to Atran, but not painted as such; CofR renewal 22jan97; soc by 01jan99 as life-time expired; still current on register oct04; l/n Myachkovo aug02/jul06 stored
	ER-AUA	An-26	not reported	rgd	09nov06	canx as to Ukraine 29oct07
	UR-AUA	An-26	Air Sirin	LPA	17dec07	in white c/s with tail in four shades of green with 'airsirin@mail.ru' titles; l/n HRK 10dec08; c/n confirmed by operator; seen KGO 30oct09 without prefix awaiting, see next line
	4L-AFL	An-26	Air Sirin	KBP	30oct10	re-registration confirmed by Air Sirin; documents awaited from Georgian CAA 30oct09; reportedly ferried AYT-KBP 22oct10; in white with tail in four shades of green with 'airsirin@mail.ru' titles; l/n NLV 15may12/31jul12
	no reg	An-26	Air Sirin	NLV	26sep12	in white c/s with tail in four shades of green with 'airsirin@mail.ru' titles
	3X-GHK	An-26	Air Sirin	NLV	03oct12	in white c/s with tail in four shades of green with 'airsirin@mail.ru' titles; l/n PDV 01jul13; register shows rgd 13feb12 to GR Avia; canx 28nov12
	4L-AFT	An-26	AG Air	no	reports	flew PDV-HBE 02dec13 on entry into service; c/n from Air Sirin; in Georgian register listing 03dec13 with operator as such; canx between 08jun15 and 08sep15; see next line
	3X-GHK	An-26	Air Sirin	ph.	13mar14	in white c/s with tail in four shades of green with 'airsirin@mail.ru' titles; l/n JUB 06jun14, date of photo confirmed by the photographer; see previous line
	EY-327	An-26	no titles	rgd	03apr15	f/n JUB 28oct15, in all-white c/s with blue tail and engines; canx 11dec15; seen parked MGQ 19nov18 with small 'Honest' titles on its nose and in excellent condition; seen as such MGQ 19mar19; l/n MGQ 03nov19
107 01	CCCC-26038(1)	An-26B	AFL/East Siberia	mfd	feb81	toc 09mar81; rgd 23mar81; An-26LP (Forest fire fighting aircraft); version given in Soviet Register and MGA document as An-26B; crashed on landing Nyurba 02nov89, soc and canx 25apr90; see c/n 8002
107 02	CCCC-26039	An-26B	AFL/West Siberia	mfd	25feb81	toc 07mar81; rgd 14apr81; An-26LP (Forest fire fighting aircraft) according to ADB; version given in Soviet Register and MGA document as An-26B
	RA-26039	An-26B	Tomsk Avia	trf	30mar94	CofR renewal 20sep99, with version given as such
	RA-26039	An-26-100	Tomsk Avia	trf	05aug03	with version given as such in Russian register; f/n TOF 05jul04; seen TOF 11oct11, stored without propellers; seen TOF 07mar15, with propellers again; l/n TOF 29oct16, stored; CofR renewal 13nov17
	RA-26039	An-26-100	Kamchatka Avn. AE	PKC	17jul18	on delivery; seen PKC 20aug18, still in full Tomsk Avia c/s missing the nose cone; seen PKC 26jun19, active, in full c/s with 'Kamchatskoye Aviatсионное Предприятие' titles, type painted as An-26-100; l/n PKC 03jan24
107 03	CCCC-26040	An-26B	AFL/Krasnoyarsk	mfd	14feb81	An-26LP (forest fire fighting aircraft) according to the Antonov Design Bureau; version given in Soviet Register and MGA document as An-26B; toc 05mar81; rgd 21apr81; opb Yeniseiski OAO; f/n IEV 11sep87
	RA-26040	An-26	Aeroflot	EIE	11jun94	opb the Yeniseisk Aviation Enterprise; in 'polar' c/s with blister window and type painted as just 'An-26'
	RA-26040	An-26	Yeniseiski Merid.	trf	22dec95	on the register feb98 with the registration as '10703' and canx date unknown, probably an administrative error; CofR renewal 10jul00 with version as just 'An-26' and operator given as Angara according to Russian register feb01
	RA-26040	An-26	Avialesookhrana	IKT	06jun01	in ARZ-403; opb Krasnoyarskaya aviabaza; in full c/s; leased to Angara for one year; seen IKT 06jun01 with additional 'Angara 403 Airline' titles and type painted as just 'An-26' with blister window; seen in 2003 with the c/n painted as '17310703'; seen Vladimir-Semyazino 26aug04; seen in faded colours IKT 28aug07; rgd 24may10 to the Krasnoyarsk region; stored (without engines) at IKT, seen jul09/oct20; sold by KrasAvia to Aviaglobal 16jul18; new CofRs issued 23aug18 and 22oct18; made airworthy again after 18 years of storage and ferried from IKT to YKS 09jun21; stored at YKS, seen 10sep21/17nov21, still in poor condition
107 04	RA-26040	An-26	Polar Airlines	rgd	01nov21	f/n MSK 17mar22; l/n YKS 13apr23; CofR renewal 04may23
	CCCC-93927	An-26	"Artyom" Kiev	mfd	20jan81	rgd 13feb81; canx 03apr86
	CCCC-26216(1)	An-26	MAP "Artyom" Kiev	rgd	02apr86	in Aeroflot c/s; l/n IEV 27aug92; l/n IEV 08sep92; see c/n 14403
	UR-26216(1)	An-26	Artyom-Avia	IEV	16jun93	initially in basic Aeroflot c/s, no titles; l/n as such IEV 16jun93; repainted in all-white c/s with a logo on the fin, no titles; f/n as such IEV 02jun02; converted to An-26B-100, but does not have the additional cabin windows as per many other conversions and retains the blister window, see next line
	OB-1772	An-26B-100	Star Up S.A	rgd	19nov02	in white c/s with light blue fin, with 'Star Up' titles; f/n LIM 23oct03; l/n LIM 26apr05
	OB-1772-P	An-26B-100	Star Up S.A	rgd	28apr03	photo-proof of the suffix, but the aircraft was on the register as just OB-1772 at that time; in white c/s with blue engines and tail and yellow trim, with titles
	OB-1772-P	An-26B-100	Star Peru	LIM	19dec06	CofA expired 07nov09
	OB-1772	An-26B-100	Star Peru	LIM	22aug07	l/n LIM 01may10; reportedly wfu
	OB-1772	An-26B-100	TA Cielos Andinos	lsd	14dec09	l/n LIM 01may10; reportedly wfu
	OB-1772	An-26B-100	Peruvian Air Line	lsd	21mar11	still current on register in 2016, but with an expired CofA
107 05	not known	An-26	Soviet Air Force	KBL	feb06	just tail section seen derelict with red star on it at a dump at North Side of the airfield; c/n checked
107 06	368	An-26T	East German AF	toc	03feb81	An-26T was an unofficial German designation; opb TS-24 at DRS from 04feb81; in light grey c/s; l/n SXF jun84
	DDR-SBB	An-26T	East German AF	rgd	02nov84	opb TS-24 at DRS starting 02nov84; in light grey c/s, no titles; left DRS for Ethiopia 05nov84; photos at Port Said and Assab in late 1984; ferried from ADD to DRS 03/04oct85; canx 30nov85
	368	An-26T	East German AF	ret	30nov85	opb TS-24 at DRS
	DDR-SBB	An-26T	EGAF/Interflug c/s	rgd	14nov89	opb TS-24 at DRS; in light grey c/s with 'Interflug' titles; left East Germany for Mozambique 07apr86; operated in Mozambique by "Fluggruppe Moçambique" apr86/jul87; left Mozambique for DRS 01jul87; arrived at MPM 30nov87; operated again in Mozambique by "Fluggruppe Moçambique" nov87/nov88; left Mozambique for Laage 30nov88; arrived at MPM 23nov89; operated again in Mozambique by "Fluggruppe Moçambique" nov89/apr90; ferried from MPM to DRS 30apr90/03may90; l/n SXF 29jun90
	52+08	An-26T	German Air Force	trf	03oct90	opb TS 24 at DRS; in light grey c/s; trf to 3./LTG 65 at DRS 01apr91; wfu 30jan91 and stored at DRS; sold to Flugausstellung L.+P. Junior 29sep92; disassembled in Halle 285 at DRS and delivered by road to Hermeskeil 11may93, with all markings painted out
	no reg	An-26T	no titles	ph.	24aug94	preserved in Flugausstellung L.+P. Junior at Hermeskeil (N49.686254 E6.9610628); initially in light grey c/s, no markings whatsoever, l/n as such aug94; repainted in basic Aerocaribbean c/s, no markings whatsoever, seen as such sep99/jun22
107 07	CCCC-26041	An-26B	AFL/Belarus	mfd	01jan81	toc 04feb81; rgd 26feb81
	CCCC-26041	An-26B	MAP Kumertau APO	trf	24jun87	rgd 27jul87; f/n LED 13mar90, in Aeroflot c/s and titles
	RA-26041	An-26B	Kumertau Airlines	trf	15oct92	
107 08	RA-26041	An-26B	Aeroflot c/s, n/t	ZIA	17aug01	in 'polar' c/s; leased to Pskov Avia since 21may04; l/n PKV 15nov07
	026 ?	An-26	Mozambique AF	mfd	13feb81	confirmed exported to Mozambique; no reports; soc in 1981, was perhaps involved in an accident ?; this is a candidate to be one of two aircraft mentioned in a Press report may13 as derelict at Beira and now surrounded by trees (S19.802383, E34.909696); still visible on GE image oct18
107 09	028	An-26	Mozambique AF	PRY	1986	in camo c/s; wfu 1991; t/t 3,372 hours; sat derelict at MPM (probably the one at S25°55'3.01" E32°34'1.24"), seen may03/aug16
107 10	CCCC-26042(2)	An-26B	AFL/Kirovograd VAU	mfd	jan81	toc 09feb81; rgd 25feb81; see CCCP-26042(1) with unknown c/n
	UR-26042(2)	An-26B	Ukr State Flt Ac	KGO	15jul93	in basic ex Aeroflot c/s, no titles; l/n BUD 30apr99
	UR-26042(2)	An-26B	Ukr Air Alliance	RTM	04sep00	in basic ex Aeroflot c/s, no titles; l/n OST 19jan01; in fleet list feb/dec01
	UR-26042(2)	An-26B	Air Rwenzori	KGO	29may02	in basic ex Aeroflot c/s with titles and tail logo; leased from Ukraine Air Alliance; l/n BUD 01sep02
	UR-26042(2)	An-26B	Ukr Air Alliance	FAO	09sep03	in basic ex Aeroflot c/s, no titles; l/n FAO 09sep05; no longer in fleet list nov07
	UR-26042(2)	An-26B	Ukr State Flt Ac	ret	jun06	in basic ex Aeroflot c/s, no titles; seen KGO 08sep06; canx 01oct08; l/n KGO 31oct08/08apr16
108 01	not known	An-26PS	Soviet Air Force	mfd	03jan81	

	"11" blue	An-26PS	Russian Air Force	Syt	28may05	opb AvGr 6972 AVB at Rostov-na-Donu-Tsentralny; in light grey c/s with Russian flag on fin, no titles; overhaul completed 11feb02; l/n Rostov-na-Donu-Tsentralny 24mar11
	RF-36075	An-26PS	Russian Air Force	Roc	07jun11	opb AvGr 6972 AVB at Rostov-na-Donu-Tsentralny; in light grey c/s with Russian flag on fin, with 'VVVS Rossiil' titles, also carried code "11" blue; l/n Rostov-na-Donu-Tsentralny 2015 as such; seen 2016 now and Russian stars; seen 2018, location withheld, now coded "11" red; seen CKL aug20, now coded "11" blue again, with 'VKS Rossiil' titles; l/n Rostov-na-Donu Tsentralny jun21
108 02	CCCP-26043(2) RA-26043(2)	An-26B An-26B	AFL/Far East Dalavia	mfd trf	feb81 01jun93	on charge as of 01apr81; rgd 17jul81; see CCCP-26043(1) with unknown c/n f/n KHV 12may95, in Aeroflot c/s and titles; soc 14aug99 as further use not economically viable; canx 20nov99
108 03	CCCP-26044 CCCP-26044	An-26B An-26B	AFL/Urals MAP Moscow VPO	mfd trf	05feb81 jan87	toc 02mar81; rgd 26mar81 based on a decree dated 26dec86; rgd 03mar87; f/n BKA 20jul91, in Aeroflot 'polar' c/s and titles; l/n BKA 10sep92
	RA-26044 RA-26044 RA-26044	An-26B An-26B An-26B	Aeroflot c/s, n/t Aeroflot c/s, n/t Krylo	NBO BKA trf	29jun93 24may94 30sep94	in 'polar' c/s with 'Goal Island' sticker in 'polar' c/s in 'polar' c/s, no titles; l/n BKA 25aug95 still in 'polar' c/s with 'Ogonyok' badge; repainted in white c/s with green cheatline and grey undersides, no titles; f/n BKA 15apr97, as such; l/n OST 25jun98
	RA-26044	An-26B	ACS	OST	15aug98	with 'ACS' titles on the tail; operated both Krylo/Pskovavia flight numbers; with blue cheatline since 09feb00; l/n OST 03aug00
	RA-26044	An-26B	Pskovavia, n/t	rgd	11aug00	f/n OST 01sep00; with 'ACS' titles on the tail; l/n OST 21jul03 active; not current on Russian register feb04; l/n PKV 16apr04 with one prop missing, still with 'ACS' titles on the tail; soc 23nov04 as to Bulgaria
	LZ-NHD HK-4389	An-26B-100 An-26B-100	Aviastart, n/t SELVA	YHZ rgd	05apr05 15apr05	all-white c/s without the additional cabin windows, c/n and owner from Bulgarian CAA rgd to Air Nove Inc; reported in SELVA fleet list dec05 as HK-4389X; f/n BOG feb06, named 'Nicolas'; in all-white c/s with green/blue stripe mar06; l/n VVC 20apr07; w/o 22aug07 whilst en route to Villagarzon when the crew attempted to carry out a forced landing at Pasto, departed the runway on landing, went down a drop-off and broke in two; all 50 passengers and 3 crew survived
108 04	CCCP-26045 RA-26045 RA-26045	An-26B An-26B An-26B	AFL/Krasnoyarsk.-HTG Aeroflot Norilsk Avn Ent.	mfd SVO trf	20feb81 03jul95 22dec95	toc 11mar81; rgd 21apr81; f/n jun84; l/n SVO 11sep92, in 'polar' colours in 'polar' colours seen HTG 06aug11 (N71.976806 E102.464532) in Aeroflot 'polar' c/s and titles, derelict; l/n HTG 11oct15
108 05	030	An-26	Mozambique AF	ATH	apr81	on delivery; in camo c/s; wfu in the early 1990s; sat derelict at MPM (probably the one at S25°55'2.30" E32°34'7.05"), seen may03/aug16
108 06	032	An-26	Mozambique AF	mfd	04feb81	f/n ATH apr81 on delivery; in camo c/s; wfu in the early 1990s; sat derelict at MPM (S25°55'8.07" E32°34'2.14"), seen may03/aug16
108 07	CCCP-26046 CCCP-26046 ER-26046 ER-26046	An-26B An-26B An-26B An-26B	AFL/Moldova Air Moldova Air Moldova all-white c/s, n/t	mfd KBP rgd IEV	feb81 07sep92 12apr94 06aug02	toc 04mar81; rgd 24mar81; f/n ATH 01oct90 f/n KIV 20sep94 in rework plant; according to Antonov they regarded the aircraft as no longer airworthy from 27feb01; according to CAA the aircraft is grounded in Chisinau although current on register 20may14; seen stored KIV (N46.935200 E28.924499) may06/21may19; canx between 11mar16 and 30sep16
108 08	D2-EPQ	An-26	Angola	mfd	10feb81	details confirmed by Antonov; major overhaul completed by Factory 410 at IEV 19jul91; airworthiness expired in 1996; preserved on a fairground in Luanda city mar03; l/n on Google Earth image dated 22mar09, but not on subsequent images
108 09	not known	An-26	Angola	mfd	13feb81	confirmed exported to Angola; soc in 1988
108 10	CCCP-26047 YL-LDB YL-LDB	An-26B An-26B An-26B	AFL/Latvia Latavio Carol Air Services	mfd rgd h/o	feb81 14oct92 15nov95	on charge as of 01apr81; rgd 09apr81; f/n LED 05may89 f/n RIX 25may93; sold for \$180,000 to Carol Air Services; canx 21nov95 at Riga in basic ex Latavio/Aeroflot c/s no titles, was given a special permit by the Latvian CAA to operate until 05dec95; dropped a load of weapons over Purulia on 17dec95 in West Bengal, the weapons were supposed to have been for the fundamentalist Hindu cult "Ananda Marg"; was ordered to land at Bombay on a subsequent flight over Indian airspace that had originated from Phuket and impounded at Bombay upon arrival in the early hours of 22dec95; l/n 15jul05, fuselage cut in half with '047' of the old registration still visible; the remains were bought feb10 by Bombay based Camellia Institute of Aviation, for use as a demonstration model for aspiring aircraft maintenance engineers
109 01	CCCP-26048 RA-26048 RA-26048	An-26B An-26B An-26B	AFL/West Siberia Aeroflot Amur	mfd OMS trf	27feb81 12jun94 22apr96	in white c/s with gold cheatline and tail logo, grey undersides and titles; f/n KHV early98; CoFr renewal 17oct14; l/n KHV 12oct23
109 02	CCCP-26049 UR-26049 RA-26049	An-26B An-26B An-26B	AFL/Kirovograd VAVU Ukr State Flt Ac Central Region Al	mfd LED rgd	01feb81 16jun93 27jun94	toc 12mar81; rgd 30mar81 in basic Aeroflot c/s, no titles owned by the Russian Federation and operated by Avialinii tsentralnykh raionov; dbr 04apr95 on the leg from Palana to Pakhachi of a flight from Petropavlovsk-Kamchatski to Pakhachi when the crew tried to take-off with locked parking brakes as they were in a hurry, the aircraft failed to lift off, overran the runway, collided with a snow heap, fell into a ravine and broke up, 3 out of 6 crew injured while all 3 passengers escaped; the aircraft was still current on the Russian register by feb98/aug10 with the remark 'accident' rgd 28oct92; toc 01jan93, probably ex Soviet Air Force or export aircraft; canx 14oct94 as to Zaire; f/n OST 01nov94 in ex Aeroflot c/s, no titles, on delivery
109 03	RA-26230	An-26	Polet	mfd	mar81	l/n mar95/jun96 l/n FIH 04mar08; operator still given as Blue Airlines in DRC 2008 register
	9Q-CZK 9Q-CZK	An-26 An-26	Blue Airlines blue/white, n/t	NLO KGO	23nov94 05may98	opb mil. unit 97978 at Kabul; soc, date unknown
109 04	not known	An-26	Soviet Air Force	mfd	13mar81	opb mil. unit 97978 at Kabul; soc, date unknown
109 05	CCCP-26050 RA-26050 RA-26050 RA-26050 RA-26050 ER-AFE ER-AFE ER-AFE	An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B	AFL/Komi Komiavia Komiavia United Nations Aerocom, n/t Manunggal Air Jet Line, n/t	mfd trf IEV FJR rgd DJJ	27mar81 22feb94 23mar97 21nov99 27jan00 07nov03 28apr05	toc 02apr81; rgd 16apr81; f/n ATH 04aug90, operating for TAAT; l/n SVO 11sep92, in Aeroflot c/s and titles f/n SCW 10jun94, in Aeroflot c/s and titles reported for Komiinteravia; soc 11nov99 and canx 16nov99 as to Canada ! l/n FJR 19jan00; see previous comment f/n FJR 13mar01; l/n 29dec01 named 'Katya'; the accident report of An-72 ES-NOP suggests it was in service with Manunggal Air in apr02 in fleet list this date; reported arrived FJR 28mar06 opb Cordial Tours; last overhaul 28apr05 and service life extended to 20oct10; for sale from 28may07 with t/t 15,559 hours and 10,100 cycles; current on register 11dec07; canx as to Ukraine 23apr08, but seen FJR 14sep08 and reported present on ground FJR 01nov08; l/n FJR 13mar10/28jan11, stored on a remote ramp far side of the airfield
	EK-26050	An-26B	Ecoles Int'l FZE	rgd	16nov10	opb Air Armenia; f/n FJR 06aug11; data from CAA; l/n FJR nov11/sep22 all-white no titles, stored on a remote ramp far side of the airfield; canx from the Armenian register 16dec12
109 06	CCCP-26051 RA-26051 RA-26051 RA-26051 RA-26051	An-26B An-26B An-26B An-26B An-26B-100	AFL/West Siberia Aeroflot Aeroflot c/s, n/t IrAero IrAero	mfd ADD TJM rgd GOJ	02mar81 26jul93 26jul00 09jul02 29sep06	reported for Kemerovo Aviation Enterprise; lsd to C-Air 01jan97/31dec99 l/n SVX 14aug01 in basic Aeroflot c/s; l/n YKS 16apr05; converted to, see next line in white c/s with grey undersides, version painted as An-26-100; l/n IKT 20jun23
109 07	YK-ANG YK-SNG	An-26 An-26	Syrian Air Force Syrian Air Force	mfd ph.	1981 19nov17	in Syrianair c/s; seen DAM 14sep99 at Kuweires; in basic ex Syrianair c/s, with 'Syrian Arab Republic' titles
109 08	CCCP-26052 RA-26052	An-26B An-26B	AFL/Arkhangel.-ARH Arkhangelsk Al	mfd trf	mar81 22feb94	toc 11apr81; rgd 27apr81; f/n LED 19may91 f/n ARH 10jun94, in Aeroflot c/s and titles with Arkhangelsk Al badge; l/n ARH 12jul94; soc and canx 08oct98 as to Ukraine
	UR-26052 ST-NDC ST-NDC ST-NDC	An-26B An-26B An-26B An-26B	primer c/s Ben Air AMIS Ben Air	IEV SHJ KRT IEV	04may99 nov02 21nov07 12mar09	on overhaul; l/n as such IEV 04jul99 current on register jan07; l/n KRT 17mar07 with titles with light green tail; ferried LXR-AYT-IEV 07sep08; l/n IEV 12mar09 light green rudder, white fuselage and tail, small titles; seen KRT 04aug11; has both Ben Air and Bentiu Air Transport titles seen KRT 02sep12; l/n Sudan (Wadi Seidna?) 29aug17
109 09	CCCP-26053 RA-26053 RA-26053	An-26B An-26B An-26B	AFL/East Sib.-HTA Chita Avia IrAero	mfd trf IKT	30mar81 29jul93 05jun01	rgd 14may81; on charge as of 01jul81 photo sep93 at Priargunsk, in Aeroflot c/s and titles; l/n HTA 18apr97 as such, with c/n painted as '17310909' owned by Dauria; leased from Chita Avia 01jul99/31dec03; dbr 27dec02 on a cargo flight from Yakutsk to Ust'-Kuiga (Yakutya) during the polar night when the crew ignored approach pattern and speed and the aircraft touched down very hard, causing the right wing and the nose gear to break off, the aircraft came to rest off the runway, all 5 crew and the sole passenger escaped unhurt; t/t 17,609 hours and 9,649 cycles; canx 20oct03; wreck still at Ust'-Kuiga (N70.007263 E135.63789) aug09/apr17
109 10	CCCP-26054 CCCP-26054	An-26B An-26B	AFL/Kazakhstan Mosrent	mfd ATH	26mar81 18aug89	rgd 28apr81; on charge as of 01jul81; opb Burundaiski OAO; in standard 'blue' c/s Mosrent was a Lytkarino-based joint venture between the Soviet co-operative "Uzor" and the Swiss subsidiary of EXXON (registered with the Soviet Ministry of Finance 02aug88 as "rendering services for leasing and hire of motor transport"); in 'blue' Aeroflot c/s with 'Mosrent-Aeroflot' titles on the lower fuselage and small 'Mosrent' titles on the cheatline in front of the engines (at least on the right side) leased from Aeroflot's Burundaiski OAO in 1991/1992 opb Burundaiski OAO; with 'Aeroflot' titles; l/n PRG 20may93 leased from Kazakhstan Airlines; l/n NZE jun96 based at Burundi with red and blue double cheatline and a white tail, with titles leased from Air Kazakstan; initially in white/light grey c/s, no titles; l/n as such FJR 21feb01; seen FJR 13mar01 without markings being resprayed, registration this date from the tower; f/n in its new c/s with titles NZE 17jun01
	CCCP-26054 CCCP-26054 UN-26054 UN-26054 UN-26054 UN-26054	An-26B An-26B An-26B An-26B An-26B An-26B	Guinée Air Service AFL/Kazakhstan Guinée Air Service Air Kazakstan Liberia Airways Guinée Air Service	NZE LPA MLA trf ATH FJR	1991 feb92 29may94 26sep96 jan97 01jun00	in all-white c/s, no titles, serial crudely painted; in the GST Aero fleet list in early 2003 with white tail, no titles; sat wfu on the cargo ramp at SSG (N3.7557616 E8.7130235), seen nov07/may13; later reportedly moved to an off-apron spot at SSG (N3.7580053 E8.7192308); registration later used on An-72 c/n 36572092858
	UN-26054 3C-CMN	An-26B An-26B	GST Aero ? Gaesa Air Cargo	FJR SSG	28dec01 02jun05	toc 18apr81; rgd 19may81 was not in nov99 fleet list, but l/n CIA 26jun03; for sale early 2008, t/t 12,892 hours and 6,187 cycles
110 01	CCCP-26055 EZ-26055	An-26B An-26B	AFL/Turkmenistan Turkmenistan Al	mfd KRW	30mar81 18may96	opb 7 oao at VVO until 2007; in basic Aeroflot c/s with Red Star and red stripe on fin, no titles; t/t 5,066 hours by 2007; last overhaul completed in 2007
110 02	not known "52" red	An-26B An-26B	KGB/Border Guards FSB	mfd UUS	18jun81 30may07	opb 6 oao at UUS from 2007; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; l/n UUS 2023
	RF-26281	An-26	FSB	UUS	14may08	opb 6 oao at UUS from 2007; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; l/n UUS 2023

110 03	not known	An-26	Vietnam Air Force	mfd	25mar81	
110 04	not known	An-26	Vietnam Air Force	mfd	30mar81	
110 05	CCCP-26056 RA-26056 RA-26056	An-26B An-26B An-26B	AFL/Krasnoyarsk Aeroflot Norilsk Avn Ent.	mfd NSK trf	30apr81 13may95 22dec95	toc 16may81; rgd 04aug81
	RA-26056	An-26B-100	KrasAvia	IEV	24may08	in basic 'polar' (very faded) Aeroflot c/s with small logo on the nose; stored by early 2001 at NSK; flew again 16aug07; converted to An-26B-100 by jan08 CoFR renewal 09sep08; in light blue/dark blue and white c/s, grey undersides and with titles; l/n Svetlogorsk 12oct21 soc in 1984
110 06	not known	An-26	Vietnam Air Force	mfd	21apr81	
110 07	not known	An-26	Vietnam Air Force	mfd	07apr81	
110 08	CCCP-26057 RA-26057 RA-26057 EX-26057 EX-26057 ST-AQD ST-AQD ST-AQD ST-AQD ST-AQD ST-AQD	An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B-100 An-26B-100 An-26B-100 An-26B-100	AFL/Tyumen TyumenAviaTrans ARZ-403 Star Airlines no titles pale blue c/s, n/t Mallia Airlift all-white c/s, n/t all-white c/s, n/t Trans Arabian Al AMIS	mfd mfd mfd IKT rgd SHJ SHJ SHJ SHJ SHJ KRT KRT	apr81 11may95 15may97 26oct99 20nov99 18apr00 15sep01 21may02 27nov04 21mar06 20aug06	toc 21may81; rgd 05jun81; f/n BKA 01jun92; in 'polar' red c/s; l/n BKA 07jul92 to ARZ-403 at Irkutsk; soc and canx 09jun99 as to Kyrgyzstan in basic ex 'polar' Aeroflot c/s with Star Airlines titles; l/n SHJ 17nov99 l/n SHJ 07dec99, in basic ex 'polar' Aeroflot c/s, in the process of being painted white for Trans Attico Sudan; l/n KRT 14mar01 l/n SHJ oct01 l/n SHJ 25mar04; converted to An-26B-100 l/n KRT 17jan06
	ST-AQD ST-AQD	An-26B-100 An-26B-100	ATTICO Alok Air	SHJ KRT	16nov06 01dec06	African Union Mission in Sudan; opb Trans Arabian Airlines; in white c/s with red tail, 'AMIS' titles on fuselage and 'TAA' titles on tail; l/n SHJ 21oct06 African Transport Trading & Investment Co. in white c/s with blue/yellow/green striped fin and 'ALOKAIR' titles; l/n KRT 02dec10, white with dark green undersides rolled out with El Magal Aviation Services titles and badges on tail and nacelles; l/n ELF 30dec10 ferried AQJ-DLM this date; l/n KRT 06nov11
	ST-AQD ST-AQD ST-AQD ST-AQD EK-26008(2)	An-26B-100 An-26B-100 An-26B-100 An-26B-100 An-26B-100	El Magal Aviation Kata Air Transport Mid Airlines South Supreme Al Skiva Air	KRT KRT KRT JUB rgd	03dec10 23may11 12may13 14aug14 13oct14	in red/black and green c/s, 'S' on the tail; l/n JUB 28aug14 opb South Sudan Supreme Airlines; South Supreme ceased operations 11sep15; Certificate of registration expired 13oct15; l/n JUB 31mar17, in red/black and green c/s, 'S' on the tail, no engines; see c/n 9902; repainted in white c/s with a grey fin and revised 'S' logo on the tail; l/n JUB dec21/oct23 engines, stored
110 09	not known	An-26	Vietnam Air Force	mfd	13apr81	
110 10	not known	An-26	Vietnam Air Force	mfd	24apr81	
111 01	CCCP-26058 CCCP-26058 RA-26058 RA-26058	An-26B An-26B An-26B An-26B	AFL/Far East Tr. Arabian A.T. Aeroflot Dalavia	mfd mfd KRT ANC trf	30jun81 08feb89 27aug93 01jun93	photo of lower tail section only with c/n visible SGN jun17 toc 20jul81; rgd 21aug81 f/n KHV 03jul04; in basic ex Aeroflot 'polar' colours with Dalavia titles; seen KHV 25apr07; still in technical inspection document 07jul08; l/n KHV 07aug15; stored; canx 23jun20 f/n IEV 22sep94, in the overhaul compound; c/n in error on Russian register feb98 as 77303504, see An-24 RA-46263; c/n given as such on canx Russian register mar03 and in the MGA document f/n EVN 26oct95, in white c/s with yellow/blue stripes and grey undersides, no titles; in fleet list oct95; soc and canx 12jan99 as to Congo confirmed exported to Angola; soc in 1986 on charge as of 01jul81; rgd 14jul81; f/n LED 23sep87 f/n KIV 20sep94; canx 15feb00 l/n IEV 02jun02 with additional 'Royal Air Cargo' titles; no longer in fleet list 12jan03 l/n KIV 03apr03 current on register 21dec06 as with Air Moldova, but shown on register 11jun07 as having been cancelled to Ukraine 16may06 ! all-white c/s, no titles, seen en route to Clark; c/n confirmed by CAA confirmed exported to Angola; soc in 1986 confirmed exported to Angola mfd date given as 29may81, by Lithuanian CAA; toc 17jun81; rgd 13jul81; f/n MHP 11sep87 rgd 28oct87 Kazan Helicopter factory; f/n KZN 13jun94, in Aeroflot c/s and titles l/n KZN 26nov97; 'operated by IDF' sticker (Iron Dragon Fly), with Tatarstan flag l/n PED 02nov99; soc and canx 01mar00 as leased to Lithuania small 'DHL' titles; CoFA expired 29mar01; l/n KZN 26jun02 c/n not checked; small titles only; l/n SHJ 09nov0; at Kisangani, c/n not checked; w/o 04may05 at Lubutu DRC (NO.772724 E25.171321) whilst trying to return to Kisangani; opb Kisangani Airlift with owner quoted as Aero World 2004; identity confirmed by the owner of Kisangani
111 02	26243 RA-26243	An-26 An-26	no titles Stavropol Avia	mfd trf	18may81 20dec94	toc 16jul81; rgd 03aug81; f/n IKT 04sep89; in 'polar' c/s; l/n IEV 14apr92 last overhaul completed 18dec05; converted jan06 to, see next line rgd 03aug06 to Respublika Sakha; new CoFR issued 25jan11; l/n YKS 28jun12; dbr 21nov12 on a flight from Yakutsk to Deputatski when had difficulty to align with the runway on approach in limited visibility (light snowfall) at dusk, touched down to the left of the runway's centreline (N69.391637 E139.89731), skidded off the runway to the left and crossed rough terrain, suffering significant structural damage, 1 of the 6 crew and 6 of the 23 passengers slightly injured; t/t 22,698 hours and 11,257 cycles; l/n 16apr13 confirmed exported to Angola; soc in 1988 on charge as of jul81; rgd 31aug81 f/n IKT 05sep89 f/n IKT 06jul94, in Aeroflot c/s and titles; seen IKT 11may95 and 04jul04 with c/n painted as '17311110'; CoFA expired 30nov98; stored at IKT, l/n jun01/jul09 in basic Aeroflot c/s, no titles; stored at IKT, seen oct09/jul10; f/f after storage 05may11; in basic Aeroflot c/s, with titles and tail emblem; l/n GDX 11aug22 opb 918th Transport Regiment at Gia Lam; c/n checked 13apr96; l/n active SGN 23jan19; wfu in late 2020 (was the last active Vietnamese An-26) salon version rgd 04aug81; on charge as of 01oct81; opb Vilniuski OAO; l/n LED 05may89 in basic Aeroflot c/s, no titles; f/n VNO 24jul92; l/n VNO 02nov94; CoFA expired 20jan95 had a blister window on the left side at the navigator's station; in grey c/s with 'Lithuanian Air Force' titles; l/n Kbely 16oct98; stored at SQD, seen jun10/mar18; offered for sale by Lietuvos Bankas 18oct18 to Expedition Aviation FCZ of the UAE; initially in grey c/s, no titles; f/n OZH 21may19; repainted in all-white c/s, no titles; f/n as such ATH 21jun20 in full all-white UN c/s, carried code 'UNO-858'; based at EBB; l/n GOM 28mar21 to Expedition Aviation FCZ of the UAE; in all-white c/s, no titles; f/n ATH 08jun21; l/n ATH 21jun21 in white c/s, no titles and without props; rgd 29may23 to Expedition Aviation FCZ of the UAE all white with large UN titles; also carrying UNO-858 on the forward fuselage soc in 1985 toc 14jul81; rgd 13aug81 initially still in full Aeroflot c/s including titles; f/n OMS 12jun94, with the c/n painted as '17311206'; canx 12nov97 as to Latvia and soc 20nov97 in white c/s with grey trim, initially no titles; f/n PRG 20dec97; l/n without titles HAM 05mar98; f/n with titles PRQ 19may98; seen with 'DHL' titles CPH 25oct98 and HAM may00; f/n without 'DHL' titles may01; leased to Atlantic Airlines 20jan03/20jan05; seen with an additional 'ACS' (Air Charter Service) logo BUD 29dec06; f/n without the 'ACS' logo MAN 30oct07; new CoFR issued 07feb14; l/n HEL 11aug18; canx between 04jan19 and 28jul19; seen in natural metal c/s without any markings KGO jun19; see c/n 6210 test-flight at KGO 19sep19; l/n OSR 16aug21, all white no titles; current on register 13aug22 toc 10jul81; rgd 04aug81 with additional Arkhangelsk badge; l/n ARH 12jul94 soc and canx 25mar97 as to Kyrgyzstan seen DIR 27dec04; c/n checked; l/n JUB 18mar18 (no other sightings between this and dec04) code '87' blue assigned, but not painted on; based at Bukhta Provideniya; in standard 'blue' Aeroflot c/s opb 5 oao at PKC; carried a 'Warius with pilot's goggles' badge behind the nose by jun06; t/t 5,267 hours by 2007; l/n UUS 20feb08 opb 5 oao at PKC; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles, carried a 'Walrus with pilot's goggles' badge behind the nose; last overhaul completed in 2009; l/n PKC 2022 laboratory aircraft equipped with ASLK-75 equipment; in Aeroflot c/s and titles; rgd 10aug81; f/n DME 04sep91, used call-sign CCCP-47976; trf to AviaStar 02nov93; l/n DME 21may96; see UN-26088 with c/n 5705 laboratory aircraft equipped with ASLK-75 equipment; received a modernised ASLK-N suite in 2002 and underwent trials with it until 2004; no titles, logo only; soc and canx 25mar04, but restored later; l/n ALA 12may04 laboratory aircraft equipped with ASLK-N; full titles read 'Lyotnyye proverki i sistemy' (Flight checks and systems); stored at GOJ aug05/feb06; c/n confirmed in official documents; reported in technical inspection document 26aug08 as opb Kirov Avia; seen VKT 16sep11; l/n TBW 15aug19 probably one of four aircraft mentioned by Antonov as delivered to Cuba by sea in 1981; l/n 1994 in fleet list 1995/2001 but no reports; reported as having been damaged in a runway excursion at Playa Baracoa in 1993 whilst testing its brakes; not repaired; reported there in 1994 in poor condition and later scrapped; registration later used from mar02 by a VIP operated ATR-42 in Cubana colours probably one of four aircraft mentioned by Antonov as delivered to Cuba by sea in 1981; l/n SCU 14dec93
111 03	not known	An-26	Angola	mfd	27apr81	
111 04	CCCP-26059 ER-26059 UR-26059 UR-26059 ER-26059	An-26B An-26B An-26B An-26B An-26B	AFL/Moldova Air Moldova Kiev ARP 410 Al all-white c/s, n/t	mfd rgd OSR KIV rgd	29may81 29mar94 22feb00 31mar03 19sep03	
	RP-C7207 not known 111 06 111 07	An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B	Mosphil Aero Inc Angola Angola AFL/Belarus MAP Kazan APO Kazan Helicopters Aeroflot c/s, n/t Tulpar Aviavilva, n/t DHL World Aero Airways	mfd mfd mfd trf trf ASB MST CPH SHJ	06jul06 05may81 08may81 01may81 04oct87 16jun93 18may96 11dec98 17apr00 03nov04 19feb05	
111 08	CCCP-26061 RA-26061 RA-26061	An-26B An-26B An-26B-100	AFL/Yakutiya Polyarnyye Avial. Polyarnyye Avial.	mfd trf YKS	29may81 20jul95 04jul06	
111 09	not known	An-26	Angola	mfd	18may81	
111 10	CCCP-26062 CCCP-26062 RA-26062	An-26B An-26B An-26B	AFL/Ukraine AFL/East Siberia Baikalavia	mfd trf trf	29apr81 28apr88 30jun92	
	RA-26062	An-26B	IrAero	rgd	12aug09	
112 01	267	An-26	Vietnam Air Force	Hgl	13apr96	
112 02	not known	An-26	Vietnam Air Force	mfd	27may81	
112 03	CCCP-26063 LY-AAK "05" blue UR-UZG	An-26B An-26B An-26B An-26B	AFL/Lithuania Lithuanian Al Lithuanian AF Constanta	mfd mfd trf rgd	03jun81 05jun81 30jun81 05jun94	
	UR-UZG UR-UZG UR-UZG UR-UZG UR-UZG	An-26B An-26B-100 An-26B-100 An-26B-100 An-26B-100	United Nations Constanta United Nations Constanta United Nations	KGA rgd MBX MBQ ACC	29jul20 28may21 19aug21 26nov22 18nov23	
112 04	not known	An-26	Vietnam Air Force	mfd	03jun81	
112 05	not known	An-26	Vietnam Air Force	mfd	05jun81	
112 06	CCCP-26064 RA-26064	An-26B An-26B	AFL/West Siberia Omskavia	mfd trf	30jun81 05jun94	
	YL-RAA (2)	An-26B	RAF-Avia	rgd	18dec97	
112 07	UR-ESD CCCP-26065 RA-26065 RA-26065 EX-016	An-26B An-26B An-26B An-26B An-26B	Air Urga AFL/Arkhangelsk Aeroflot Arkhangelsk Al Sky Way Air	rgd mfd ARH trf DXB	11sep19 jun81 10jun94 22feb95 09feb04	
112 08	CCCP-26168 RA-26168	An-26B An-26B	KBG/Border Guards FSB/Aeroflot c/s	mfd BKA	21aug81 25feb93	
	RF-26280	An-26	FSB	ROV	18oct09	
112 09	CCCP-26088(1)	An-26	MAP Ulyanovsk PKO	mfd	14jul81	
	RA-26088(1)	An-26	Aviastar	ULY	22oct99	
	RA-26088(1)	An-26	Lyotnyye proverki	ZIA	aug05	
112 10	CU-T1240 CU-T1240	An-26 An-26	Cub AF/Cubana c/s Aerogaviota	HAV	22oct89	
113 01	CU-T1241	An-26	Cub AF/Cubana c/s	VRO	sep86	

	CU-T1241 12-41	An-26 An-26	Aerogaviota Cuban Air Force	SCU HAV	05feb02 31jul05	l/n Playa Baracoa 20Apr02, in old c/s; was already in fleet list by 1995 in all-white c/s with serial painted as 'FAR-1241'; used in Cuban film "Kangamba" oct06 in camouflage markings, no serial visible; reported to have been subsequently stored at Playa Baracoa and scrapped in early 2014
113 02	CCCP-26066 RA-26066 RA-26066	An-26B An-26B An-26B	AFL/Krasnoyarsk Aeroflot Yeniseiski Merid.	mfd IAA trf	29jul81 11jun94 22dec95	l/n Krasnoyarsk-Cheremshanka 03jun01 wfu, in Aeroflot c/s and titles with additional Polyarnyye Avialinii logo; soc 17sep02 as life-time expired; canx 15dec03
113 03	12-53 CU-T1428	An-26 An-26	Cuban Air Force Aerogaviota	HAV	17apr94	probably one of four aircraft mentioned by Antonov as delivered to Cuba by sea in 1981 seen Caya Largo del Sur 21sep01 in revised dark/blue white c/s; l/n HAV 28oct04; Cuban sources confirm scrapped at either Playa Baracoa or Ciudad Libertad
113 04	12-54 CU-T1254	An-26 An-26	Cuban Air Force Cub AF/Cubana c/s			probably one of four aircraft mentioned by Antonov as delivered to Cuba by sea in 1981 seized at Pearis Airport (N12.144038 W61.613841) Grenada, during the US invasion 25oct83 and abandoned, still present sep01/jan19 very derelict
113 05	CCCP-26067 RA-26067	An-26B An-26B	AFL/Central Region Kurskavia	mfd trf	jul81 04mar94	toc 13aug81; rgd 31aug81; opb Kurski OAO; in 'polar' c/s; f/n BKA 06dec89; l/n SVO 09sep92 still in full Aeroflot c/s including titles; f/n GOJ 22aug95; l/n URS 01sep97; soc and canx 27apr99 as to Poland
	SP-FDR SP-FDR SP-FDR UR-UZB	An-26B An-26B An-26B An-26B	EXIN DHL EXIN Constanta	rgd GDN WAW rgd	11may99 26jun01 26jun07 18dec17	f/n KTW 27aug99 opb EXIN; in full DHL c/s with the additional URL 'www.exin.pl'; l/n LEJ 12may07 in full c/s; l/n operational BHX 21mar14; reported nov14 as suspended; stored at KTW in 2017 to Expedition Aviation FZE of the UAE; ferried from KTW to IEV 20dec17; l/n IEV 09jan18, hangared but reported as SP-FDR still; very large nose extension
	UR-UZB	An-26B-100	Constanta	rgd	18jun18	to AP Holdings Ltd. of the UAE; w/o 22apr22 on a flight from Zaporizhzhya to Uzhhorod when flew very low in order to evade the Russian anti-aircraft defence, encountered fog, collided with a mast of a high-voltage power-line near Mykhailivka (NNE of Zaporizhzhya) and crashed in a field, 1 of the 3 crew members was killed and both survivors were seriously injured; canx between 22apr22 and 17jun22
113 06	238	An-26	Afghan Air Force	IEV	11sep87	wreck seen dumped at Kabul IAP mar02/jun06 and a photo of the c/n seems to exist
113 07	239	An-26	Afghan Air Force	mfd	17jul81	c/n not confirmed for this serial, but confirmed exported to Afghanistan; soc in 1982; in UN sanction list dec99; wreck seen dumped at Kandahar jan02
113 08	CCCP-26068 ER-26068 ER-26068 ER-26068	An-26B An-26B An-26B-100 An-26B-100	AFL/Moldova Air Moldova MAP Perm Motors Aeriantur-M	mfd TLV KIV PRG	30jul81 26apr93 jul03 10mar05	rgd 24aug81; on charge as of 01oct81; f/n LED 04sep88 reported for Moldaeroservice; rgd 29mar94; l/n KIV 20sep94 current on register mar04
113 09	240	An-26	Afghan Air Force	mfd	22jul81	contracted for work in Iraq jan07; w/o 09jan07 on a flight from Adana (Turkey) to Balad Air Base (Iraq) when crashed 2.5 km short of the runway, the official version says it missed the approach due to fog, went around and hit the ground on the second attempt, other sources say it was hit on the right-hand side by a shoulder-fired SAM fired by Iraqi rebels, all 5 crew and 29 of the 30 passengers killed
113 10	241	An-26	Afghan Air Force	mfd	28jul81	c/n not confirmed for this serial, but confirmed as exported to Afghanistan; c/n 11309 was soc in 1986 according to Antonov; '240' was w/o dec86 on a flight to Kabul when the left engine was hit by a shoulder-fired SAM while the aircraft was flying at a height of 6,100 metres on approach to Kabul and the aircraft caught fire, the crew managed to extinguish the fire by performing a steep dive and make a forced landing, but the fire erupted again after touch-down and damaged the braking system, the aircraft overran the runway and probably burnt out, but all crew members (pilots: Colonel Tojmuhammad and 1st Lieutenant Bahrom) and 25 passengers escaped; the aircraft was included in a United Nations sanction list as late as dec99 !
114 01	CCCP-26069 CCCP-26069 CCCP-26069 RA-26069	An-26B An-26B An-26B An-26B	AFL/Belarus-MHP AFL/GosNII GA MAP Perm Motors Perm Motors	mfd trf trf SVO	18aug81 24aug87 06oct87 01sep93	c/n not confirmed for this serial, but confirmed exported to Afghanistan; soc, date unknown; no reports; in UN sanction list dec99 toc 10sep81; rgd 18sep81
	UR-26069 UR-CBJ UR-CBJ UR-CBJ	An-26B An-26B An-26B An-26B	bare metal c/s Zavod 410 GA TCS Zavod 410 GA	IEV rgd KHI ISB	04may99 16jan03 23jun05 27jul05	leased from GosNII GA; in Aeroflot c/s and titles; l/n PEE 23aug95; opb Prestavia in Angola 29jan97/29may97; canx feb98 as to Angola seen under overhaul with Zavod 410 GA; l/n IEV 07jul99 Plant 410 of Civil Aviation leased from Zavod 410 GA; in white/red c/s with titles and the inscription 'Star Air' on the nose in white/red c/s with the inscription 'Star Air' on the nose; stored with Zavod 410 GA at IEV, seen oct07; offered for sale by Zavod 410 GA nov09 with t/t 19,161 hours and 10,710 cycles, but could not be sold; not current on register 30jan12/10nov13; seen under overhaul with Zavod 410 GA at IEV mar12/jun12; test-flown IEV 30apr13, still all-metal without markings
	no reg UR-CBJ	An-26B An-26B	Zavod 410 GA Meridian	IEV rgd	05jul13 23dec13	in light grey c/s with light blue undersides and a Mozambique flag on the fin to Zavod 410 GA; in light grey c/s with light blue undersides, no titles or flag; f/n IEV 31jan14; l/n KRT 27mar14, in the same c/s; operator still given as Meridian on register dated 28mar14, but no operator given 28jun14 and later; still current on register 26jul17; canx between 04/10aug17; see next line
114 02	FA314 369	An-26B An-26M	Mozambique AF East German AF	ph. toc	15sep14 10sep81	c/n from russianplanes.net; in light grey c/s with light blue undersides and titles; l/n MPM aug16
	DDR-SBL 52+09	An-26M An-26M	EGAF/Interflug c/s German Air Force	rgd trf	26sep88 03oct90	An-26M was an unofficial German designation; calibration aircraft; opb TS-24 at DRS; initially in light grey c/s, later repainted in dark green/dark brown camo c/s with light grey undersides; f/n as such DRS 25apr85 the registration was reserved, but never worn on the aircraft; canx 03oct90 opb TS 24 at DRS; in dark green/dark brown camo c/s with light grey undersides; trf to 3/LTG 65 at DRS 01apr91; trf to JaboG 32 FIVmAsT at DRS 21dec92; l/n DRS apr93; wfu jun93; preserved in the German Air Force Museum at Berlin-Gatow (N52.476346 E13.144414) from 20Apr94, l/n 13aug22
114 03	D2-MAB	An-26	Angolan Government	LAD	jan89	used T-216 as call sign, seen IEV 08sep92/29aug93; in all-grey c/s, no titles with Angolan flag
114 04	CCCP-26070 CCCP-26070 CCCP-26070 RA-26070	An-26B An-26B An-26B An-26B	AFL/West Siberia AFL/Central Region Kurskavia	mfd trf trf	24aug81 09jun83 04mar94	toc 18sep81; rgd 22oct81; f/n SVO 18jul91
	26070 UR-26070 ER-AWE 4K-AZ20 4L-26020(2)	An-26B An-26B An-26B An-26B An-26B	Aeroflot c/s, n/t ATI Airlines ATI Airlines ATI Airlines Global Georgian Aw	Uzn rgd BAK MLA	27jun99 30may01 11mar02 13jul05	f/n FRA 07aug96; in full Aeroflot c/s and titles; l/n URS 01sep97, as such; soc and canx 02jun99 as to Ukraine in fleet list 13sep00 f/n BAK 30aug01; in basic ex Aeroflot c/s, white tail; canx 25oct01 l/n BAK 14jan04; not on Azerbaijan register 22nov05 ex Sarit Airlines colours with red cheatline and tail; l/n DKR 16jul05; see c/n 10205 and 4L-26020 with unknown c/n
	4L-26020(2)	An-26B	Turbot Air Cargo	LPA	oct05	l/n KHE aug08/jun13, stored; small titles on the nose and rear fuselage, still with red cheatline and tail; offered for sale on the internet mar17 for \$ 45,000, with location given as KHE
	UP-AN611	An-26B	Kaz Air Trans	rgd	21may18	in all-white c/s with red tail, titles and small logo on the tail; f/n KHE 31may18; dbr 20jul18 after running out of fuel due to strong headwinds and force-landed 50km from El Alamein, Egypt, en route from Kiev to Khartoum with a fuel stop at El Alamein, the six crew survived; photos after the accident show bent propellers with the fuselage broken forward of the wings and lying on its belly
114 05	FA-C01	An-26	Cape Verde AF	mfd	11aug81	c/n not confirmed for this serial, but c/n confirmed by Antonov as delivered to Cape Verde; probably it was this aircraft that was delivered via ATH 25nov81, a photo exists in dark brown camouflage c/s, light grey undersides with a badge below the cockpit and titles on the lower fuselage, but the serial cannot be determined; a black and white photo also exists, date unknown with the caption 'this first aircraft delivered by an Angolan crew', is this the same aircraft ?; a subsequent photo shows the serial presentation as such; l/n 1985; soc in 1988 according to Antonov
114 06	YK-ANH	An-26	Syrian Air Force	mfd	1981	in Syrianair c/s; seen nov96
114 07	YK-SNH	An-26	Syrian Air Force	DEZ	19nov17	in basic ex Syrianair c/s, with 'Syrian Arab Republic' titles ?, but difficult to confirm on a poor quality photo
114 08	CCCP-26071 RA-26071	An-26B An-26B	AFL/West Siberia Aerokuznetsk	mfd trf	aug81 31mar94	rgd 25sep81; on charge as of 01oct81; f/n LED oct85 l/n LED 10jun94, in Aeroflot c/s and titles; soc and canx 17jul98 as life-time expired; in dec99 fleet list as scrapped
114 09	242	An-26	Afghan Air Force	mfd	20aug81	c/n not confirmed for this serial, but confirmed exported to Afghanistan; soc in 1988; no reports; in UN sanction list dec99
114 09	CCCP-26072 CCCP-26072 RA-26072 RA-26072 UR-26072	An-26B An-26B An-26B An-26B An-26B-100	AFL/Ukraine AFL/Komi Aeroflot Komiinteravia Kiev ARP 410 Al	mfd trf LED trf Ksv	14sep81 17jan89 20jul93 22feb94 16sep00	opb Syktyvkarski OAO; f/n ATH 22jul89; l/n ATH 06oct89 soc 25may00 and canx 26may00 as sold to Ukraine in non-airworthy condition converted to an An-26B-100 passenger aircraft by Zavod 410 GA; in white c/s with 'Ukrainian flag' trim and additional small 'Kyiv Aircraft Repair Plant' titles; l/n 14jul03
	UR-26072 ER-AVA ER-AVA	An-26B-100 An-26B-100 An-26B-100	Kiev ARP 410 c/s Valian ICC SkyLink	Mod rgd SOF	31aug05 26sep05 14mar08	no titles, stored based at Baghdad from aug05; in Valian fleet list 15oct07 and current on register 11dec07 in all-white c/s with additional 'Valian' titles; ferried KIV-KVD 10nov10; ferried KIV-TBS 27jan14; l/n KIV 15may18; canx between 09nov18 and 21jan19
	UR-ESC	An-26B-100	Air Urga	rgd	05aug19	in all-white c/s, no titles; already f/n KGO 09may19; new CoFR issued 20nov19; seen KGO 07jan20; l/n JUB 20jun20 with large UN titles on the fuselage and tail and wearing the code UNO-508P; still as such JUB 06dec21; current on register 13aug22
114 10	CCCP-26073 RA-26073 RA-26073 UR-26073	An-26B An-26B An-26B An-26B	AFL/West Sib.-KEJ Aeroflot Pilot all-white	mfd UUS trf IEV	17sep81 07jul94 23aug94 04may99	toc 05nov81; rgd 20nov81; f/n IKT 06sep89; l/n OVB 01jul92 c/n painted as '17314109' in error soc 04feb99 and canx 05feb99 as to Ukraine l/n IEV 07jul99 on overhaul; canx 22sep00
115 01	243	An-26	Afghan Air Force	mfd	02sep81	c/n not confirmed for this serial, but confirmed exported to Afghanistan; soc, date unknown; in UN sanction list dec99; f/n KHT apr05, wrecked
115 02	244	An-26	Afghan Air Force	mfd	04sep81	c/n not confirmed for this serial, but confirmed exported to Afghanistan; soc in 1981; no reports; in UN sanction list dec99
115 03	CCCP-26074 LY-AAL "03" yellow "03" blue	An-26B An-26B An-26B An-26B	AFL/Lithuania-VNO Lithuanian Al Lithuanian AF Lithuanian AF	mfd VNO FCO EIN	29sep81 jun92 09sep95 15apr02	rgd 08dec81; on charge as of 01jan82; f/n LED may91 l/n VNO 10sep93, with additional 'Provence Aero Maintenance' titles on rear fuselage; CofA expired 29nov94 l/n FRA 20jun98, camouflage c/s grey c/s; l/n SQQ dec10/20aug20 stored (N55.905558 E23.369142); has a blister window on the port side at navigator's station

115 04	"2" yellow	An-26B	Soviet MVD/VV	mfd	28sep81	code may have also been "02" yellow; version from the technical passport (formulyar); 1 of 2 of a special order for the MVD - had a compartment for 8-10 passengers behind the cockpit, a non-standard blister and some other special features; opb 1 oae at Khabarovsk-Tsentralny
	"02" yellow RF-56310	An-26B An-26B	Russian MVD/VV Russian MVD/VV	trf rgd	1992 15may06	opb 1 oae at Khabarovsk-Tsentralny equipped with a blister on the left side at the navigator's station; opb 1 oae at Khabarovsk-Tsentralny; initially in basic Aeroflot c/s with Russian flag on fin, no titles; f/n VVO 17may09; l/n as such UUS 01dec11; repainted in light grey c/s with dark blue engines and belly and 'Russian flag' cheatline, no titles; f/n as such Yermolino 11aug12; overhauled by 308 ARZ in 2013; l/n DZR 28may15
	RF-56310	An-26B	Rosgvardiya	trf	05apr16	opb 1 oae at Khabarovsk-Tsentralny; in light grey c/s with dark blue engines and belly and 'Russian flag' cheatline, no titles l/n Khabarovsk-Bolsheoy 21jan21
115 05	CCCP-26167 UN-26167 UN-26167 26167 26167	An-26 An-26 An-26 An-26 An-26	Soviet AF/AFL c/s Aeroflot c/s, n/t Kazakhstan MVD/VV all metal Kazakhstan MVD/VV	rgd BXJ ALA IEV ALA	20jul82 14may98 25feb03 28apr11 16jul11	f/n BXJ 23apr93; l/n BXJ oct94; canx 12may91 l/n BXJ 29jun99; l/n ALA 23sep02 reported as Kazakh Government in new blue/white colours; seen BXJ 26may06 with 'Kazakhstan' on rear fuselage; l/n ALA 15jul10 test flying full colours, large 'Kazakhstan' titles; l/n ALA 13jul23
115 06	CCCP-26090 RA-26090	An-26 An-26	MOM Omsk PO MOM Omsk PO	mfd no	30sep81 reports	rgd 17nov81; f/n LED 05may89 in Aeroflot c/s; l/n LED 05sep92 sustained substantial damage after heavy landing at Samara 24jun93 overran the runway and the nose-gear collapsed in 1999 fleet list and current on Russian register feb98/feb04; soc and canx 21apr04 as sold to Congo in a non-airworthy condition
	RA-26090	An-26	Aviaobshchemash	trf	29nov94	c/n painted as '17311506'; in white/grey c/s with titles, blister window on port side; repainted in all-white c/s with blue tail, no titles during mar05; l/n SHJ 15may05
	9Q-CMV 9Q-CMV	An-26 An-26	Global Airways Gloria Airways	rgd SHJ	16aug04 19feb05	in blue/white c/s with 'www.trast-aero.com' titles; l/n SHJ 27may05 f/n ADJ 16dec05; very small titles; seen ADB 17nov06, blue tail with version painted as An-26, with 'www.trast-aero.com' titles, the same aircraft as above/below ?; Antonov regard this aircraft as no longer airworthy from 30nov03 in a list dated 01feb07 which quotes the registration as 9Q-CMV; advertised for sale as an An-26B feb07 by Aquiline International, registration not given, t/t 19,740 hours; officially cancelled by the Kyrgyz CAA 23jul07; l/n PNR 23sep07, with 'www.trast-aero.com' titles and without blister or observation window on port side, no version painted on nose; see also EX-063(2) and EX-063(3) An-26B-100 with unknown c/ns
	9Q-CMV EX-063 (1)	An-26 An-26	Trade Aero Trast Aero	SHJ rgd	22may05 18may05	l/n FJR 17may08; white fuselage with blue tail, no titles, c/n not checked these dates; registration mentioned in official Peruvian registration document, see next line; see c/n 7210 and An-26B-100 with unknown c/n ex registration given as TN-AGB in official Peruvian registration document and type as An-26; f/n FOR 21may08; white fuselage, blue tail and engines, no titles, without blister or observation window on port side, version painted as just An-26
	TN-AGB (2)	An-26		FJR	15nov07	still current on register in 2016 but with an expired CoFA confirmed exported to Laos, but serial not confirmed for this c/n; f/n KHI 12sep87; in white c/s with blue/red cheatline and blue stripe on the fin, no titles; stored by 2002; l/n VTE 04jan04, in fair condition, but fuselage covered in grime
	OB-1876-T	An-26	TA Cielos Andinos	rgd	15feb08	toc 23nov81; rgd 08dec81; f/n OMS 07sep89; l/n BXJ 23apr93 l/n BXJ 27sep00; reported for Burundaiavia
	OB-1876-P OB-1876-P OB-1876-P RDPL-34114	An-26 An-26 An-26 An-26	TA Cielos Andinos Peruvian Air Line TA Cielos Andinos Laos Government	rgd lsd ret mfd	21jul08 28mar11 08nov12 21sep81	f/n VIN 11jul07; c/n confirmed by Kyrgyz CAA white c/s with blue cheatline and blue motif on tail; large titles on forward fuselage; seen KBL 29dec11 CoFA renewed 25dec13; CoFA expired 30apr16, last flight 29apr16; l/n JUB 31mar17; current on register 15jul19; offered for sale jun18 with 14,912 hours, 6,466 cycles by Avialux Marketing of Kiev for \$300,000; still on register dated jan21, see next line reported sold to Gateway Export Aviation, DRC, early jul20; photo exists in all white c/s with brown engines and 'GWE' on the fin; crashed after take off Juba 22aug20; the accident was allegedly caused by it being overloaded, carrying 8 tons instead of 5.5 tons, a fire broke out after impact killing all 3 crew and 4 of the 5 passengers
115 07						c/n not confirmed for this serial, but confirmed exported to Afghanistan; in UN sanction list dec99 c/n not confirmed for this serial, but confirmed exported to Afghanistan; soc in 1984; in UN sanction list dec99
115 08	CCCP-26075 UN-26075 UN-26075 UN-26075 UN-26075 EX-126 EX-126	An-26B An-26B An-26B An-26B An-26B An-26B An-26B	AFL/Kazakhstan Aeroflot c/s, n/t Air Kazakstan Kazakhstan Airlines Burundaiavia all-white c/s Sky Way Air	mfd BXJ trf BXJ BXJ rgd KBL	20oct81 oct94 26sep96 09jun01 01sep02 14aug06 16jun09	rgd 30nov81; f/n LED 13mar90 f/n ARH 12jul94, in Aeroflot c/s and titles with Arkhangelsk AI badge; soc 13jul99 and canx 16jul99 as to Kyrgyzstan confirmed exported to Afghanistan, but serial not confirmed for this c/n; f/n KDH 17oct00, operational; soc, date unknown toc 04nov81; rgd 18nov81; f/n LED 27aug89
	EX-126	An-26B	Gateway Export Av	photo		all-white with titles and Podillia Avia tail logo; l/n POZ 31mar10 l/n IFO 31jul11; seen IFO 16oct11 stored, with additional 'TAC' sticker on fuselage; l/n IFO 27jul12; for sale on web 31aug12 for \$300,000 with t/t 10,307 hours; seen IFO 27sep12/03mar13 with registration removed details from Ukraine register sep13; seen IEV 05jul13 under re-work; seen test flying IEV 24jul13 in bare metal c/s with '27' on the fuselage
115 09	245	An-26	Afghan Air Force	mfd	02oct81	all-grey c/s with Mozambique flag on tail; reportedly purchased may13 rgd changed in register to 31may13 and later to 23dec13 l; f/n 13dec13, all-grey c/s, reg taped on and peeling off; seen IEV 28dec13; l/n IEV 04jan14; ferried IEV-SIP-AQJ 04jan14, reportedly for Mozambique Air Force
115 10	246	An-26	Afghan Air Force	mfd	05oct81	during military display; gap, but no dash in the serial; c/n not confirmed; damaged in forced landing 14feb15 shortly after take-off from Quelimane when it suffered engine failure and landed away from the airport causing the port undercarriage to collapse; seen dumped there (GE S17.855379 E36.871307) no engines end 2015
116 01	CCCP-26076 RA-26076	An-26B An-26B	AFL/Arkhangel.-ARH Arkhangelsk AI	toc trf	12nov81 22feb94	opb mil. unit 19869 at Dobrynskoye; offered for sale as scrap metal 31dec07 f/n Ryazan-Dyagilevo 28jun02 opb 1449 AB at Tambov by 2010; in all-grey c/s; seen Tambov 25jun10 based at Tambov; in all-grey c/s with 'VVS Rossii' titles and Russian stars, also carried code "50" red; l/n CKL sep20
116 02	247 ?	An-26	Afghan Air Force	mfd	14oct81	toc 02dec81; rgd 16dec81; f/n LED 27aug89; l/n LED 17may91 f/n SVO 21aug95, in Aeroflot c/s and titles; soc and canx 17jul98 as life-time expired; in dec99 fleet list as scrapped
116 03	CCCP-26077 RA-26077 RA-26077 UR-26077 UR-26077 UR-26077 UR-26077 UR-26077 UR-26077 UR-26077	An-26B An-26B An-26B An-26B An-26B An-26B-100 An-26B-100 An-26B-100 An-26B-100 An-26B-100 An-26B-100	AFL/Urals-KRO Aeroflot Kurgan Air Avialini. Ukrayiny Podillia Avia AviaExpress Podillia Avia Meridian Liconex Meridian	mfd BKA trf IEV BUD POZ PRG rgd IEV rgd	27oct81 20mar93 30mar94 20mar97 06jun99 20feb07 27jul10 31may13 10sep13 09dec13	relay aircraft; opb 243 osap at LWO; in grey c/s airborne command post; overhauled and modernised at Syvatoshino in 2006; opb 456 BrTRA at Vinnytsya-Havryshivka; in olive drab/medium green camo c/s with light blue belly and the unit badge on the cockpit on the left side; named 'Petro Balabuyev' after the late chief designer of OKB Antonov; l/n KBP 13jul14; contract for prolongation of life-time by 1 year signed 27jul20
	FA312	An-26B-100	Mozambique AF	ph.	sep14	toc 03dec81; rgd 11dec81 l/n MHP nov99/jun08 stored; not in fleet list by 1998 toc 16dec81; rgd 24dec81; f/n ALA 22sep87 in basic 'blue' Aeroflot c/s with Kazakh flag on fin, no titles; l/n MLA 21may94 leased from Kazakhstan Airlines; dbr 26jan95 on a flight from Koundara-Sambailo (Guinea) when the crew tried to take off with deployed brakes, the aircraft failed to accelerate past 97 knots and the decision to abort the take-off run was taken too late so that the aircraft overran the runway and collided with trees, suffering substantial damage, all 5 crew and both passengers escaped basically unhurt
116 04	not known "54" red	An-26	Russian Air Force	no	reports	confirmed exported to Afghanistan, but serial not confirmed for this c/n; soc in 1984; no reports confirmed exported to Afghanistan, but serial not confirmed for this c/n; soc in 1983; no reports
116 05	"50" red RF-92952	An-26 An-26	Russian Air Force Russian Air Force	mfd Tbv ULY	28oct81 24may08 24aug12	in green/dark green/brown camo c/s; l/n KBL 05aug05 as such; underwent major overhaul in Tajikistan in 2005; opb Afghan National Army Air Corps (ANAAC), which was later renamed the Afghan Air Force in jun10; seen KBL 06jan06 in all-grey c/s; l/n KDH 02jun10; later wfu; l/n stored KBL aug14/dec14 rgd 22dec81; on charge as of 01jan82; f/n LED 16may85; see c/n 7202
116 06	CCCP-26078 RA-26078	An-26B An-26B	AFL/West Sib.-NOZ Aerokuznetsk	mfd trf	18nov81 31mar94	on charge as of 01jul89 in basic Aeroflot c/s with 'T.A.A.T.' titles; l/n ATH 08oct89 on charge as of 01jan90 f/n SCW 10jun94, in Aeroflot c/s and titles; l/n GOJ 26aug97; sold to Ukraine 28nov99, soc 17dec99 as to Ukraine; canx 24dec99; converted by ARZ-410 to, see next line with entry door on the port side just forward of the wing; c/n from JP-03; l/n PKV mar07 Transavia-Garantiya; already reported in technical inspection document 13apr07; l/n NNM 04apr08 in full c/s; named 'gorod Sharya-Severnaya stolitsa Kostromskogo kraja'; t/t 18,756 hours and 10,085 cycles by 01jan10; f/n GOJ may10; l/n KMW 19aug23
116 07	not known "22" blue "22" blue	An-26 An-26RT An-26BUS	Soviet Air Force Ukraine Air Force Ukraine Air Force	mfd LWO toc	21nov81 09sep96 29nov06	soc date unknown also given as 08dec81; rgd 18nov81; toc 23dec81; f/n LED 13sep87; l/n RVH 07apr91 in full Aeroflot c/s including titles; l/n as such URS 01sep97; soc 03dec99 and canx 06dec99 as to Moldova in all-white c/s, no titles; already reported in JP-00/01; see rgd date and f/n below
116 08	CCCP-26079 EW-26079	An-26B An-26B	AFL/Belarus-MHP Belavia	mfd MHP	18nov81 08may95	
116 09	CCCP-26080 UN-26080 UN-26080	An-26B An-26B An-26B	AFL/Kazakhstan-BXJ Kazakhstan Airlines Guinée Air Service	mfd MLA CKY	27nov81 04nov93 05jun94	
116 10	248 ?	An-26	Afghan Air Force	mfd	04nov81	
117 01	249 ?	An-26	Afghan Air Force	mfd	11nov81	
117 02	250	An-26	Afghan Air Force	KBL	03jul03	
117 03	CCCP-26081(1) CCCP-26081(1) CCCP-26081(1) CCCP-26081(1) CCCP-26081(1) RA-26081(1)	An-26B An-26B An-26B An-26B An-26B An-26B	AFL/Ukraine-DNK AFL/Komi AFL/Ukraine Tr. Arabian A.T. AFL/Komi Komiavia	mfd trf trf KRT trf trf	27nov81 jan89 unknown aug89 unknown 22feb94	
	UR-BXU RA-26081(1) RA-26081(1)	An-26B-100 An-26B-100 An-26B-100	Gorlitsa Airlines Transavia-Garant. Kostroma Avn Ent.	IST NNM trf	29may02 10jul07 mar10	
117 04	not known	An-26	Vietnam Air Force	mfd	18nov81	
117 05	CCCP-26082 RA-26082 RA-26082	An-26B An-26B An-26B	AFL/Centr.Reg.-URS Kurskavia Aerocom	mfd mfd trf KIV	27nov81 04mar94 03apr03	

	ER-AFL	An-26B	Central Airways	rgd	24dec99	Antonov regard this aircraft as no longer airworthy from 08dec01; f/n SHJ 12oct03; grounded in the UAE according to the Moldovan CAA sep06; l/n SHJ 03may07
	EK-26443	An-26B	Central Airways	rgd	24aug07	in white/light grey c/s with titles; f/n IEV 09oct07; canx 10oct07
	ER-AFL	An-26B	all-white c/s n/t	FJR	13feb08	restored; current on registers 06may08, 19apr13 and 20may14; eventually canx between 15jul14 and 09oct14, but see next lines
	EK-26443	An-26B	not reported	IEV	08aug08	in compound; in an ICAO/BV document jun08 as owned and opb South Airlines; seen in bare metal c/s undergoing heavy maintenance IEV 09aug08/09jan09; canx before 01jan09
	RA-26082	An-26B-100	Amurskiye Avialin.	rgd	23jun09	in full c/s with 'Amurskiye avialinii' titles; f/n IEV 07feb10; l/n IEV 09apr10
	RA-26082	An-26B-100	KAPO Avia	rgd	unknown	no titles, logo only on fin; f/n NSK 25apr11; l/n PKC 16dec14; severely damaged 03jan15 on the leg from Magadan to Mirny of a positioning flight from Petropavlovsk-Kamchatski to Nizhnevartovsk when the crew tried to take off without the clamps on the stabiliser having been removed, the aircraft was not able to lift off, the take-off was aborted too late (when a speed of 255 km/h had been reached), the aircraft veered off the runway into snow-covered terrain and came to rest after 490 metres, the nose gear and the right main gear collapsed, causing damage to the right wing and right engine, all 4 crew and six passengers (4 reserve crew and 2 aircraft mechanics) escaped unhurt; t/t 13,698 hours and 6,810 cycles; l/n derelict 27sep21; canx between 16feb18 and 22mar18
117 06	not known	An-26	Vietnam Air Force	mfd	19nov81	
117 07	CCCP-26083	An-26B	AFL/West Siberia	mfd	dec81	toc 01jan82; rgd 01feb82; opb Barnaulski OAO
	RA-26083	An-26B	Barnaul GAP	trf	04apr94	soc 15jul97 as time between overhauls exceeded; canx 29jul97; see 285 of the Vietnamese Air Force
117 08	not known	An-26	Vietnam Air Force	mfd	01dec81	
117 09	not known	An-26	Vietnam Air Force	mfd	03dec81	salon version
117 10	not known	An-26	Vietnam Air Force	mfd	09dec81	
118 01	8202	An-26	Libyan Air Force	ADD	dec84	c/n not confirmed, was reported as both this c/n and c/n 8208 in the past; in sand/dark brown camouflage c/s with light blue undersides, 'LAAF' on the tail and with titles; l/n in Libya aug85; the Antonov list has this as CCCP-08827, but this is c/n 11807 according to all registers
118 02	CCCP-06199	An-26B	MRP NPO "Vzlyot"	mfd	30dec81	rgd 09mar82; trf to Tatarstan Radio Construction Bureau
	RA-06199	An-26B	Air Stan	rgd	04aug95	in Aeroflot c/s and titles with Tatarstan flag; c/n checked KZN 27aug97; still in fleet list feb02; l/n KZN 26jun02, with prefix faded; soc and canx 13apr04 as sold to Armenia in a non-flying condition
	EK-26199(2)	An-26B	all-white c/s, n/t	QIW	03mar05	c/n confirmed; opb South Airlines in early 2005; l/n KBL 24aug06; see c/n 5806
	EK-26199(2)	An-26B	Kam Air	FJR	15nov07	white fuselage with orange tail with titles; l/n FJR 17may08 mentioned in ICAO/BV document jun08 as owned and opb South Airlines; canx before 01jan09
	YA-KMB	An-26B	Kam Air	KBL	14jun08	orange tail and engine nacelles, with additional 'Cargo' titles; l/n KBL 16jun09; photo KDH 21nov09 all-white with small www.flykamair.com on the forward fuselage; seen as such TII 23nov09; l/n KBL 21nov18
118 03	CCCP-88288	An-26B	MAP Moskovski OAO	mfd	14jan82	rgd 05feb82; in Aeroflot c/s; f/n LED 16may85, but reported as a Yak-40 (probably the spotter had a bad log, did not take down the type and decided later it must have been a Yak-40 as the registration started with 88); dbr 07dec86 on a positioning flight from SVO to BKA when ran out of fuel on finals, both engines stopped, the aircraft came down hard in a field 775 metres before the runway threshold and collided with a shed, the wings separated from the fuselage, 4 of the 5 crew injured; canx 26feb87
118 04	CCCP-88289	An-26B	MAP Rybinsk Motors	mfd	11jan82	rgd 04feb82
	88289	An-26B	Rybinsk Motors	SVO	27apr93	titles not reported; used a Cyrillic D (delta) as prefix !
	RA-88289	An-26B	Rybinsk Motors	BKA	16jun99	rgd 25sep01 to NPO "Saturn" (the holding company of Rybinsk Motors); reported in a technical inspection document 07oct05
	RA-88289	An-26B	UTair Cargo	rgd	03sep08	to UTair Leasing; in all-white c/s with titles in Russian and English; f/n UUS 03oct09; t/t 19,922 and 8,499 cycles by 01jan10; l/n TJM 04sep12
	RA-88289	An-26B	UTair Ekspress	SCW	11aug13	in all-white c/s with titles in Russian; sold to Avialift-DV may14; l/n SCW 29may14, being reflight after storage
	RA-88289	An-26B	Khabarovsk Avia ?	rgd	12aug14	or Avialift-DV ?; in all-white c/s, no titles; f/n PKC 26jul15; l/n PKC 01mar16; new CoFR issued 29sep16
	RA-88289	An-26B	Khabarovsk Avia	KHV	23sep21	with large titles' l/n KHV 04aug23
118 05	8201	An-26	Libyan Air Force	ADD	dec84	in sand/dark brown camouflage c/s with light grey undersides and 'LAAF' on the tail and with titles
	5A-DOX	An-26				c/n confirmed in Libyan register
	7755	An-26	Sudanese Air Force			f/n jan99, probably without serial; canx before jan07; sits derelict at Raga, South Sudan, f/n 15apr07, with serial, painted with the logo of a local insurance company; also carrying registration ST-ALU; l/n (N7.7241359 E27.969612) jan12 according to Google Earth; registration ST-ALU was previously worn by a Y8 c/n 070804 from nov91 and was still current until at least apr95
118 06	CCCP-26084	An-26B	AFL/Kirovograd VAU	mfd	jan82	toc 05feb82; rgd 18feb82
	RA-26084	An-26B	Central Region Al	rgd	27jun94	owned and operated by Avialinii tsentralnykh raionov; manned by a crew from the Ukrainian State Flight Academy, w/o 16mar95 on a cargo flight from Petropavlovsk-Kamchatski to Oссора with the MTOW exceeded by 810 kg when descended too early on approach to Oссора in bad visibility (low clouds and snowfall), deviated from the approach pattern and crashed at a height of 250 metres into the slope of Kholm Primetny hill (376 metres) 8 km from the runway, all 7 crew and 2 of the 3 passengers killed and the sole survivor injured
118 07	CCCP-08827	An-26B	MRP NPO "Vzlyot"	mfd	10dec81	rgd 20jan82; the Antonov list shows this erroneously as c/n 11801 with mfd as 10dec81
	RA-08827	An-26B	Aeroflot c/s, n/t	rgd	15jul92	to Yermolino NPO "Vzlyot"; f/n GRQ aug94; l/n Yermolino 01sep97; soc and canx 22jan98 as to Sudan
	ST-SRA	An-26B	Aeroflot c/s, n/t	SHJ	07dec99	l/n KRT 14mar01; reported for Elisra Airlines
	ST-SRA	An-26B	Elisra Airlines	SHJ	05may03	l/n SHJ 11may03
	ST-SRA	An-26B	Bentiu Air Transp.	SHJ	16dec03	no titles; seen with titles SHJ 20dec03; l/n KRT nov05
	ST-SRA	An-26B	Ben Air	KRT	14mar07	in basic Aeroflot c/s; l/n IEV 05jul07; seen KRT 24jun08, reported as Bentiu Air; seen KRT 31aug09; l/n Sudan (Wadi Seidna?) 24aug17 with both Benair and Bentiu Air Transport titles, starboard propeller missing
118 08	"04"	An-26RT	Soviet Air Force	mfd	20jan82	opb NII VVS (military unit 52526) at Chkalovski; w/o 20apr88 on a training flight from Chkalovski at night when the right engine flamed out on go-around (due to crew error), the aircraft lost speed and height and eventually stalled, collided with a two-storey house at Kudinovo (some 15 km from the airfield) and came to rest in a pond, all 6 crew killed
118 09	8203	An-26	Libyan Air Force	ADD	dec84	c/n not checked; in sand/dark brown and dark green camouflage c/s with light grey undersides and 'LAAF' on the tail, no titles; seen 05dec06 in Factory # 003 at Mitiga with the tail and wing components of An-26 LAAF 8308 c/n 13105 (photo exists as such); also see TZ-359 Mali Air Force c/n 5306 which received the original tail from this c/n 11809 before oct04
	5A-DOW	An-26	Libyan Air Cargo	MJI	31oct07	registration from factory source, confirmed as ex '8203', seen 31oct07 in Factory # 003 without registration, being overhauled and stripped down; seen MJI 07oct09 operational with '8203' below the cockpit and named 'Misratah'; l/n MLA 10jan12; w/o 21feb14 near Grombalia, Tunisia (about 20 miles from Tunis Airport), when it crashed after reporting engine trouble, killing the six crew, three medics and two patients onboard the Ambulance flight; photos of the wreckage show it was in post revolution colours, with red/black/green stripes (colours of the new Libyan flag)
118 10	CCCP-26095(1)	An-26B	AFL/Belarus-GME	mfd	29jan82	toc 08feb82; rgd 18feb82; crashed during night take-off from Saransk airport 06feb86 when the captain mistook red lights on the localizer and inner marker beacon for the anti-collision lights of an oncoming aircraft and took violent evasive action, the aircraft lost altitude and collided with the ground, breaking up on impact, t/t 3,088 hours 23 minutes and 1,301 cycles; soc and canx 27mar86; see c/n 2302
119 01	CCCP-26096	An-26B	AFL/North Kavkaz	mfd	20jan82	rgd 25feb82; on charge as of 01apr82; f/n ATH 08oct89
	RA-26096	An-26B	Aeroflot	TLV	19mar93	
	RA-26096	An-26B	Kuban Airlines	trf	22feb94	f/n IEV 04jul96; not in fleet list jan04, but on Russian register feb04; soc 17mar04 as to Kyrgyzstan
	EX-024	An-26B	Aerovista	SHJ	08oct04	titles not reported; for sale on the Internet jul04 with t/t 12,712 hours and 6,576 cycles
	EX-024	An-26B	white/blue, n/t	SHJ	09nov04	l/n FJR 29jan07; canx from Kyrgyz register in 2007
	EX-024	An-26B	Rainbow Air	PMV	09dec07	seen PMV 09nov09 (N10.915638 W63.964511); l/n Porlamar 22dec12/12mar14, red tail, no titles
119 02	CCCP-26097	An-26B	AFL/Ukraine	mfd	29jan82	toc 05feb82; rgd 24feb82
	UR-26097	An-26B	Dnieproavia	DNK	05jul96	l/n DNK 05may98 but titles not reported
	ER-AFP	An-26B	Tiramavia, a/w n/t	rgd	22oct98	f/n DNK 30oct98; canx 17mar99, fate ?
119 03	CCCP-26098	An-26B	AFL/Central Region	mfd	feb82	on charge as of 01apr82; rgd 08apr82; f/n SVO 03aug90
	RA-26098	An-26B	Aeroflot	VKO	21mar93	
	RA-26098	An-26B	Kurskavia	trf	04mar94	l/n URS 01sep97 in Aeroflot c/s and titles; soc and canx 18mar99 as to Poland
	SP-FDP	An-26B	DHL	rgd	24mar99	to EXIN; in full c/s; f/n SKF 11dec99; l/n LEJ 24may08
	SP-FDP	An-26B	EXIN	ABZ	30jul08	in full c/s; operated for DHL; l/n TLL 23aug10; severely damaged 25aug10 on take-off from Tallinn when the landing gear was retracted by mistake during the take-off run and the aircraft came to rest on its belly, all 4 crew escaped unhurt; put on its wheels again 27aug10; however, canx 24mar11 as dbr; still present TLL 13sep13
119 04	251 ?	An-26	Afghan Air Force	mfd	01feb82	confirmed exported to Afghanistan, but serial not confirmed for this c/n; soc, date unknown; no reports
119 05	CCCP-26099	An-26B	AFL/Magadan-Anadyr	mfd	22feb82	on charge as of 01apr82; rgd 21apr82; f/n BKA 02aug90; l/n LED 16apr92 in 'polar' c/n;
	RA-26099	An-26B	Chukotavia	trf	10mar94	converted to, see next line
	RA-26099	An-26B-100	Chukotavia	rgd	18aug03	in basic 'polar' Aeroflot c/s with 'Chukotavia' titles; f/n DYR 05jun06; still in technical inspection document 07may08; l/n DYR 29aug22
119 06	252	An-26	Afghan Air Force	mfd	01feb82	c/n not confirmed for this serial, but confirmed exported to Afghanistan; f/n KBL sep91; wreck seen dumped at MZR (N36.703660 E67.193807) aug03
119 07	CCCP-26100	An-26B	AFL/Magadan-Anadyr	mfd	24feb82	on charge as of 01apr82; rgd 21apr82
	RA-26100	An-26B	Kolymaavia	trf	11aug94	f/n AER 14may96, in Aeroflot 'polar' c/s and titles; soc and canx 01jan97; leased to Djibouti 17sep97/17sep98; reported JIB apr99 as Air Djibouti; l/n SHJ 03apr99, reported as Aeroflot
	ST-SAL	An-26B	Sarit Airlines	SHJ	22jan00	l/n AYT 13aug05; c/n from Sudanese CAA and checked; l/n KRT 01dec06 titles not reported; converted to An-26B-100
	ST-SAL	An-26B-100	Badr Airlines	KRT	21mar07	in all-white c/s with titles and blue logo on fin; with divided passenger cabin and cargo section, does not have the additional cabin windows as per many other conversions; l/n KRT 29feb12 as such; seen KRT 09jul13 with Cubana type tail c/s; l/n KRT 15may14
	ST-SAL	An-26B-100	Alfa Airlines	KRT	07feb15	with Cubana type tail c/s and small logo behind the cockpit; l/n oct15, as such; seen KRT 03apr16, with modified red/dark green tail c/s, unable to see the logo behind the cockpit
119 08	S9-GRM	An-26B-100	Malek Air	JUB	12feb17	with titles; in white c/s with red/green cheatline and tail; l/n KRT 2018; c/n from russianplanes.net
	CCCP-26101	An-26B	AFL/Urals	mfd	25feb82	on charge as of 01apr82; rgd 12apr82; opb Kirovski OAO; f/n LED 03may89
	RA-26101	An-26B	Aeroflot	LED	12jul94	opb Kirov Aviation Enterprise
	RA-26101	An-26B	Kirov Avn Enterpr.	trf	10apr95	
	RA-26101	An-26B	United Nations	ZAG	18jun96	opb Kirov Aviation Enterprise; in full all-white UN c/s; seen LCA 05oct96 with code 'UN183'

	RA-26101	An-26B	Kirov Avn Enterpr.	AMS	29dec97	in all-white c/s, no titles
	RA-26101	An-26B	United Nations	GIR	15nov98	opb Kirov Aviation Enterprise; in full all-white UN c/s, carried code 'UN965'
	RA-26101	An-26B	Kirov Avn Enterpr.	IST	06nov00	in all-white c/s with a small United Nations flag on the nose, no titles
	RA-26101	An-26B	United Nations	PRG	27jan02	opb Kirov Aviation Enterprise; in full all-white UN c/s, carried code 'UN-960'
	RA-26101	An-26B	Kirov Avn Enterpr.	PRG	17aug02	in all-white c/s, no titles; new CoFR issued 06may05; /l/n KVKX 08feb07; t/t 19,549 hours and 10,676 cycles by 01jul08
	RA-26101	An-26B	Pskovavia	rgd	05oct12	leased from MosAeroTrans; in all-white c/s with a 'Pskovavia' logo below the cockpit; f/n MSE 07nov12; /l/n KHV 26jul14
	RA-26101	An-26B	Khabarovsk Avia	KHV	mar15	operator from russianplanes.net; leased from MosAeroTrans; in all-white c/s, no titles or logo
	RA-26101	An-26B	Pskovavia	HFL	30sep17	in all-white c/s, no titles; operated with 'PSW' call-signs; /l/n operational LED 04apr18; seen with covered cockpit PKV 17oct18, probably stored or wfu; CoFA expired 25feb19; current on register 13jan20 with the rgd 05oct12
119 09	CCCP-26102	An-26B	AFL/West Siberia	mfd	26feb82	on charge as of 01apr82; rgd 14apr82; opb Kemerovski OAO; f/n ADD 08dec92
	RA-26102	An-26B	Aeroflot	ASM	21aug93	opb Kemerovo Aviation Enterprise
	RA-26102	An-26B	Kemerovo Avn Ent.	trf	09sep94	in basic Aeroflot c/s, no titles; leased to C-Air 01jan97/31dec99; f/n TJM 15aug99; /l/n TJM 25aug03, c/n checked as '27311909'
	RA-26102	An-26B	Izhavia Udmurtiya	rgd	05feb04	f/n TJM 09jul04; /l/n Noyabrsk 01nov05
	RA-26102	An-26B	Tyumenspetsavia	TJM	22jun06	still as such in a technical inspection document 18feb08
	RA-26102	An-26B	UTair Cargo	rgd	29apr08	to ZAO MAG; in white c/s with light grey belly; wet-leased to Aviastar-TU 21may08/20aug10; f/n YKS 07jun08; t/t 20,466 hours and 8,792 cycles by 01jan10; /l/n PEE 12feb12
	RA-26102	An-26B	UTair Express	TJM	14may13	in white c/s with light grey belly; /l/n TJM 09aug13
	RA-26102	An-26B	Katekavia	OVS	18jun14	in white c/s with light grey belly and titles on the forward fuselage; /l/n TJM 15jul15
	RA-26102	An-26B	Turukhan	trf	jun15 ?	in white c/s with light grey belly; initially no titles; seen as such TJM aug15; received titles; f/n as such TJM 10aug16; /l/n SVX 03aug18
	RA-26102	An-26B	UTair	NYM	21nov18	in white c/s with light grey belly, with titles; /l/n TJM 02oct21; canx 15feb22
	26102	An-26B	LIATs	KHV	31aug22	Lytovo-issledovatel'ski aerogeofizicheski tsentr (Aerogeophysical Flight Test Centre) at Yermolino; in white c/s with light grey belly, no titles; /l/n KHV 27apr23
119 10	"27" blue	An-26RT	Ukraine Air Force	mfd	29mar82	opb mil. unit A1231 at Vinnytsya; f/n VIN 27sep97, in all grey c/s; /l/n VIN 01may99; seen VIN 17jul07 in dark green/brown camouflage c/s; /l/n VIN 27sep12 as such
120 01	CCCP-26103	An-26B	AFL/Kirovograd VAU	mfd	19feb82	toc 31mar82; rgd 21apr82; f/n jul85
	RA-26103	An-26B	ATsR	rgd	26jun94	f/n KGO 21sep94; in basic ex Aeroflot c/s, logo on tail only; trf 30sep94 to Ukraine Flight State Academy; canx 15feb96 as to Ukraine; /l/n KGO 21mar97/05may98
	UR-26103	An-26B	Ukr Flt State Ac	KGO	24apr99	basic ex Aeroflot c/s, no titles
	ER-AES	An-26B	Tiramavia	rgd	10oct00	f/n BUD 11aug01; /l/n BUD 24sep01; canx 17sep02 as sold to Congo
	9Q-CKT	An-26B	CETRACA	no	reports	details from 2004 official document, CoFA # 621; trf to the DR Congo Ministry of Defence
120 02	CCCP-26104	An-26B	AFL/Arkhangelsk	mfd	23mar82	toc 07apr82; rgd 03may82; opb Arkhangelski OAO; f/n nov85
	RA-26104	An-26BRL	Aeroflot	ARH	10jun94	ice-reconnaissance aircraft (one of five built); opb Arkhangelskiy Avialinii; c/n painted on as '27312002'
	RA-26104	An-26BRL	Arkhangelsk Al	trf	22feb97	in white/light grey c/s with red cheatline and trim, with large 'Arktika' and tiny 'Aeroflot' titles; operated from TOS jul01/aug01; f/n TRD 18jul04; Arkhangelsk Airlines was bought by Aeroflot aug04; c/n still painted on as '27312002'; t/t 10,852 hours and 4,167 cycles by 01jan10
	RA-26104	An-26BRL	Nordavia	rgd	09mar10	to IVV Femida; in white/light grey c/s with red cheatline and trim, initially with large 'Arktika' and tiny 'Aeroflot' titles; /l/n as such PKC 12may10; the 'Aeroflot' titles were removed; f/n as such ARH 17jun11; /l/n ARH 24feb12
	RA-26104	An-26BRL	UTair Express	rgd	14oct13	in white/light grey c/s with red cheatline and trim, with both 'Arktika' and 'UTair' titles; already f/n ARH 06aug13; /l/n as such VKT 22sep14; the 'UTair' titles were removed; f/n as such PKC 11jun16; seen ARH 18jul17/25sep18, reportedly stored
	RA-26104	An-26BRL	Sev-avia	trf	sep18 ?	no new CoFR issued; in white/light grey c/s with red cheatline and trim, with 'Arktika' titles; ferried to OMS 02jun19; /l/n KZN 18aug23
120 03	CCCP-26105	An-26B	AFL/Krasnoyar.-HTG	mfd	22mar82	toc 08apr82; rgd 07may82; f/n jun84
	RA-26105	An-26B	Aeroflot	IAA	11jun94	in 'polar' c/s
	RA-26105	An-26B	Yeniseiski Merid.	trf	22dec95	leased from Yeniseiski Meridian 05jul99/31dec02; in basic 'polar' Aeroflot c/s, no titles
	RA-26105	An-26B	Stela	IKT	16aug03	in full c/s
	RA-26105	An-26B-100	Yakutiya	YKS	01jul04	to Krasnoyarski College; type painted on as 'An-26-100'; in basic Yakutiya c/s with 'IrAero' titles plus logo on fin; f/n GDX 29nov06; t/t 17,175 hours and 7,274 cycles by 01jan10; excluded from the operator's certificate of IrAero 02mar10; ferried from HTA to KHV 10nov12 in connection with the sale to Khabarovsk Avia; /l/n KKK 02apr13
	RA-26105	An-26B-100	IrAero	rgd	25sep06	initially no titles; /l/n as such KKK 12jul13; f/n with 'Khabarovskiy Avialinii' titles OHO 01oct13; /l/n KHV mar14; new CoFR issued 12may16
	RA-26105	An-26B-100	IrAero	KHV	20aug17	all-white c/s with light blue tail, no titles or logo; operator from jetphotos.com
	RA-26105	An-26B-100	Khabarovsk Avia	trf	07jul18	reported to have re-entered service jul18; all-white c/s with light blue tail; f/n KHV 03nov18; /l/n Krasnoyarsk Cheremshanka 19aug23
120 04	CCCP-26106	An-26B	AFL/Krasnoyarsk	mfd	30mar82	toc 08apr82; rgd 07may82; f/n LED 16may85
	RA-26106	An-26B	Aeroflot	Kjc	13jul93	
	RA-26106	An-26B	Yeniseiski Merid.	trf	22dec95	/l/n Krasnoyarsk-Cheremshanka 03jun01 wfu, in Aeroflot c/s and titles with additional Polyarnyye Avialinii logo; soc 17sep02 as life-time expired; canx 15dec03
120 05	not known	An-26	KGb/Border Guards	mfd	13mar82	further fate unknown (not included in a listing of FSB aviation assets dated 2007)
120 06	not known	An-26	KGb/Border Guards	mfd	22mar82	further fate unknown (not included in a listing of FSB aviation assets dated 2007)
120 07	CCCP-26166	An-26	KGb/Aeroflot c/s	mfd	07may82	f/n DYU 19sep87
	RA-26166	An-26	FSB/Aeroflot c/s	SCW	13jul94	opb oap at Vorkuta-Sovjetski; t/t 6,792 hours by 2007; last overhaul completed in 2007
	RF-26259	An-26	FSB	NNM	17may08	opb oap at Vorkuta-Sovjetski; in basic Aeroflot c/s with Russian flag on fin, no red stripe and no titles; /l/n ARH 26aug15
120 08	CCCP-26107	An-26B	AFL/Leningrad	mfd	14apr82	toc 27apr82; rgd 13may82; opb Pskovski OAO; f/n LED 12may91
	RA-26107	An-26B	Pskovavia	trf	30apr93	still in full Aeroflot c/s including titles; /l/n PKV 25oct94
	LY-LVR	An-26B	DHL	CPH	12aug99	operated by Aviavilsa; in all-white c/s with small titles; /l/n CPH 13feb02
	RA-26107	An-26B	Pskovavia	rgd	27may02	f/n LPA 20nov02
	RA-26107	An-26B	all-white c/s, n/t	LPA	30dec02	operated for CTM Compagnie Transport Mauritanienne (or rather Compagnie Mauritanienne de Transports Aerien ?); /l/n WAW 23dec05
	SP-EKA	An-26B	EXIN	rgd	27jun06	in full c/s; f/n KTW 07sep06; CoFA expired 16jun14 and reported nov14 as suspended; /l/n KTW 28jul17, probably stored
	UR-UZC	An-26B	Constanta	rgd	18dec17	to Expedition Aviation FZE of the UAE; ferried KTW-IEV 22dec17; rgd 10jul18 to AP Holdings Ltd. of the UAE; f/n MLA 23may19, all white c/s, no titles; /l/n OST 21jul22
120 09	CCCP-26108	An-26B	AFL/Kirovograd VAU	mfd	13apr82	toc 16apr82; rgd 04may82; f/n jan85; canx but date unknown
	UR-26108	An-26B	Ukr Flt State Ac	KGO	15jul93	in Aeroflot c/s, no titles
	UR-26108	An-26B	Ukr Flt State Ac	KGO	21sep94	in Aeroflot c/s with Air Urga logo
	UR-26108	An-26B	Air Urga	KGO	05jul96	not in dec96 fleet list
	UR-26108	An-26B	Ukr Flt State Ac	KGO	05may98	/l/n KGO 26apr99; in Aeroflot c/s, no titles
	ER-AFD	An-26B	Tiramavia, n/t	rgd	22feb00	crashed near Mona Quimbundo 31oct00, on a flight from Lucapa to Luanda via Dundo and Saurimo; radio contact was lost some 20 minutes after take-off from Saurimo with UNITA rebels claiming to have shot the aircraft down, killing all 44 passengers and 5 crew
	D2-FDI	An-26B	Ancargo	rgd	22feb00	toc 23apr82; rgd 18may82; in Aeroflot c/s with blue tail
120 10	CCCP-26109	An-26B	AFL/Latvia	mfd	14apr82	/l/n RIX mar93; in basic ex Aeroflot c/s with blue tail; /l/n RIX 23sep97; canx 10mar98
	YL-LDC	An-26B	Latavio	rgd	23oct92	f/n RTM 12jun98; /l/n RTM 13nov98; canx 23dec98
	YL-LDC	An-26B	ELK Estonian	rgd	17mar98	to Compagnie de Cargo Intl; c/n confirmed
	UR-BXF	An-26B	ELK Estonian	lsd	29dec98	see date below; titles really carried ?
	UR-BXF	An-26B	Motor Sich	IEV	26jun99	/l/n LTN 04oct01; no titles and still in Elk Estonian c/s
	UR-BXF	An-26B	Ukr Air Alliance	IEV	08jul99	f/n CPH 08aug02; /l/n VNO 13jul12; officially canx between 03nov15 and 03dec15
	LY-APN	An-26B	Aviavilsa	rgd	30may02	f/n IEV 28nov13; still in Aviavilsa colours; /l/n IEV 25jul14 as such
	HA-TCU	An-26B	Cityline	rgd	13nov13	f/n SOF dec14, still with 'www.aviavilsa.lt' titles; seen SOF jan15, same titles; seen GRO 18apr15 with www.bright-flight.eu titles; CoFR renewal 10may18; seen SOF apr19; operator's license suspended 22jul19; /l/n SOF 17feb20/2023, stored; was still current on register 10jun22
	LZ-FLA	An-26B	Bright Flight Ltd	rgd	06nov14	confirmed exported to Mongolia; soc in 1990
121 01	not known	An-26	Mongolia	mfd	06apr82	toc 08may82; rgd 31may82; f/n LED 20jan89
121 02	CCCP-26110	An-26B	AFL/West Sib.-BAX	mfd	23apr82	f/n BAX 24jul00, in Aeroflot c/s and titles; soc and canx 19nov01 as to Poland in a non-airworthy condition
	RA-26110	An-26B	Altai Airlines	trf	04apr94	for ferry flight from Kiev; f/n LGG 28aug02; /l/n KTW 02mar14 c/n double checked with CAA; CoFA expired 24oct13 and reported nov14 as suspended; canx 10feb16 as sold abroad
	SP-FDT	An-26B	EXIN	rgd	21nov01	ferried KTW-ASW-HER 28mar16; /l/n JUB 31mar17, all white c/s, no titles; see c/n 9810; w/o 28aug17 at Maban airstrip near Bunj; opb Coco Travel (South Sudan) on behalf of the UNHCR in South Sudan, after landing it skidded off the runway in wet weather conditions and was destroyed when it caught fire from leaking fuel, the crew escaped; canx 26sep17
	EK-26006(2)	An-26B	Skiva Air	rgd	15mar16	
121 03	not known	An-26	Vietnam Air Force	mfd	29apr82	
121 04	not known	An-26	Vietnam Air Force	mfd	19apr82	
121 05	282	An-26	Vietnam Air Force	Hgl	31oct98	/l/n Hanoi-Gia Lam 25mar08
121 06	not known	An-26	Vietnam Air Force	mfd	26apr82	
121 07	"02" red	An-26	Kazakh Air Force	ALA	04jun97	in all-grey c/s; seen ALA 25jan11 c/n checked; seen ALA 25may12/07may22, stored
121 08	CCCP-26111	An-26B	AFL/Urals	mfd	14may82	toc 08jun82; rgd 19jul82; f/n LED oct85
	CCCP-26111	An-26B	AFL/Kirovograd FS	trf	30apr87	Kirovogradskoye VLU GA
	UR-26111	An-26B	Ukr State Flt Ac	KGO	15jul93	in basic Aeroflot c/s, no titles
	UR-26111	An-26B	United Nations	LCA	28apr94	probably leased from Air Urga; in full all-white UN c/s; /l/n LCA 16may94
	UR-26111	An-26B	Air Urga	KGO	21sep94	in all-white c/s with logo on fin; /l/n KGO 21mar97
	UR-26111	An-26B	United Nations	LCA	13aug97	leased from Air Urga; in full all-white UN c/s; /l/n ZAG 08jan01
	UR-ELE	An-26B	Air Urga	rgd	unknown	in fleet list nov01/mar07; was reported ZAG 08jan01 as Air Urga, but see previous line
	UR-ELE	An-26B	United Nations	TBS	24jul02	leased from Air Urga; in full all-white UN c/s; seen without UN code FKI 02aug07
	UR-ELE	An-26B	Air Urga	BUD	28jul08	in all-white c/s, no titles; /l/n OSR 28nov08

	UR-ELE	An-26B	United Nations	FKI	19apr09	leased from Air Urga; in full all-white UN c/s without UN code; l/n GOM 20aug10
	UR-ELE	An-26B	Air Urga	rgd	06dec10	in all-white c/s, no titles; f/n KGO 11feb11
	UR-ELE	An-26B	United Nations	BUX	27oct11	leased from Air Urga; in full all-white UN c/s without UN code
	UR-ELE	An-26B	Air Urga	CGP	22apr12	in all-white c/s, no titles; l/n as such KGO may15, stored; seen under maintenance at KGO in 2016 and later that year again in all-white c/s without titles
121 09	UR-ELE	An-26B	UII	KGO	02apr17	leased from Air Urga; in white c/s with large 'UII' (incomplete for UN ?) titles on fuselage and fin
	UR-ELE	An-26B	Air Urga	rgd	09jun17	l/n KGO 10apr21; current on register 13aug22
	CCCP-26112(1)	An-26B	AFL/Belarus	mfd	may82	toc 09jun82; rgd 07jul82; f/n MHP 11sep87; l/n FRA 15dec92, in Aeroflot c/s, with titles
	EW-26112(1)	An-26B	Belavia	MHP	08sep93	l/n MHP 13may96
	EW-26112(1)	An-26B	Air Pabson	GOM	30oct97	l/n GOM 06nov97
	EW-26112(1)	An-26B	Belavia	FRA	01jul00	seen MHP 18may05, stored, one prop missing; l/n MHP (N53.868955 E27.541055) may07/jan10 wfu; no longer visible on Google Earth aug11 so likely to have been scrapped; see c/n 12808
121 10	CCCP-26113	An-26B	AFL/Ukraine	mfd	24may82	on charge as of 01jul82; rgd 02aug82; trf to MAP, date not given, see next line
	CCCP-26113	An-26B	MAP Zaporozhye PO	rgd	30sep88	in Aeroflot c/s; f/n BKA 01jun92
	UR-26113	An-26B	Aeroflot c/s, n/t	BKA	02sep93	reported for Motor Sich; converted by ARZ-410 to, see next line
	UR-BXV	An-26B-100	Kievskaya Rus	DOK	20jun99	full titles 'Kievskaya Rus, XXI vek', f/n with additional 'Avia Piva' titles BNK 21jul03; l/n as such IEV 21oct05 in the rework area
	UR-BXV	An-26B-100	Euroline	IEV	14aug06	with additional 'www.avia24.com' titles; l/n FJR 03dec06; later leased to Krunk; seen IEV may07, titles not reported
	RA-26113	An-26B-100	Yamal		nov09	in Russian Register; operator reported as such from technical inspection document jun11; seen stored SCW mar12/20aug16 no registration painted on, no titles and still with a Ukraine flag on the nose; CoFR renewed 07aug17; canx between 13sep17 and 24oct17
122 01	RA-26113	An-26B-100		rgd	04may23	
	CCCP-26114	An-26B	AFL/North Kavkaz	mfd	13may82	toc 04jun82; rgd 16jun82; f/n ODS 16sep87; l/n ATH apr91, in Aeroflot c/s and titles with a blue tail
	RA-26114	An-26B	Kuban Airlines	trf	22feb94	f/n KRR 15jul94, in standard Aeroflot c/s and titles; soc 11apr01 and canx 12apr01 as to Lithuania in a non-airworthy condition
	LY-APK	An-26B	Aviavilsa	rgd	25may01	f/n CPH 27apr02 no titles; still n/t mar05; f/n OST 24jan07 with titles; l/n VNO 13jul12; officially canx between 03nov13 and 03dec13
	HA-TCV	An-26B	Cityline	rgd	13nov13	f/n VNO 20nov13; reported ferried to IEV 20nov13; seen IEV 25jan14 still with Aviavilsa titles; ferried to BUD 31jan14, still with Aviavilsa titles; seen IEV 14jun14, same titles; seen IEV 28aug14; canx 23jan15
	LZ-FLL	An-26B	Bright Flight Ltd	rgd	11nov14	f/n PDV 27nov14, still with Aviavilsa titles; seen DUS 20jan15, all-white c/s with www.bright-flight.eu titles and logo; CoFR renewal 10may18; l/n PAD 05jul18
	LZ-FLL	An-26B	Edwin Air Cargo	LJU	04aug18	lsd from Bright Flight; blue and white colours and large "Edwin" titles; l/n GRO 07dec21/13oct23 parked with flat tyres; was still current on register 10jun22
122 02	"02"	An-26RT	Russian Air Force	no	reports	
	"09" blue	An-26RT	Russian Air Force	Roc	01apr11	based at Rostov-na-Donu-Tsentralny; in basic Aeroflot c/s, no titles; last overhaul completed nov10; l/n CKL feb16; damaged probably beyond repair when it caught fire and lost an engine on take off at Rostov-na-Donu-Tsentralny 29mar16 when the take off was aborted; see c/n 2007
122 03	CCCP-26089(1)	An-26B	MAP Rostov VPO	mfd	27feb82	rgd 12jul82; f/n ALA 22sep87 in Aeroflot c/s and titles; see UN-26089 c/n 5507
	RA-26089(1)	An-26B	MAP Rostov VPO	DME	09jul93	in Aeroflot c/s and titles
	RA-26089(1)	An-26B	Rostvertol	rgd	26apr95	in Aeroflot c/s and titles; l/n ROV 14may96
	UR-26089(1)	An-26B	all primer	IEV	04jul96	probably UR- just for overhaul
	RA-26089(1)	An-26B	Rostvertol	DME	24aug97	in Aeroflot c/s, no titles; l/n ROV 13aug01
	RA-26089(1)	An-26B-100	Transavia-Garant.	rgd	27feb04	Transavia-Garantiya; f/n ARH 01jul05; in basic ex Aeroflot c/s with Transavia-Garantiya titles and with the additional cabin windows; l/n NNM 18sep09
	3X-GFB	An-26B-100	GR Avia	ROV	03mar10	in basic ex Aeroflot c/s, no titles
	HK-4706	An-26B-100	SELVA	rgd	07jul10	provisional CoFR granted this date; permanent CoFR granted 10aug10; f/n EOH 15sep10; owned by Air Nove Inc; in red/white c/s and named 'Nicolas'; seen VVC 31oct14, stored; l/n VVC 07jul15; in register jul15/14nov16 as suspended, date unknown
	UR-UZL	An-26B-100	Constanta	rgd	28jul21	f/n PIK 23aug21 on delivery to Ukraine in ex Selva c/s, no titles; l/n Karlovy Vary 25aug21; current on register 13aug22
	122 04	CCCP-26115	An-26B	Aeroflot/KShVLP	mfd	04jun82
UR-26115		An-26B	Ukr State Flt Ac	KGO	15jul93	in basic Aeroflot c/s, no titles
RA-26115		An-26B	ATsR	rgd	26jun94	in basic Aeroflot c/s, logo on fin only; canx 15feb96 as to Ukraine; f/n KGO 21mar97; l/n KGO 26apr99
UR-ELF		An-26B	Air Urga	BUX	mid2003	already in fleet list nov01
UR-ELF		An-26B	United Nations	KND	01apr04	carried code 'UN807'
UR-ELF		An-26B	Air Boyoma	GOM	jan06	in white c/s with titles and a blue/orange logo on the fin; l/n as such GOM apr06; l/n KGO 08sep06, with the logo on the fin in the process of being removed
UR-ELF		An-26B	Air Urga	KGO	10feb07	in all-white c/s, no titles; l/n KGO 09jul07
UR-ELF		An-26B-100	Air Urga	KGO	25nov07	in all-white c/s, no titles
UR-ELF		An-26B-100	United Nations	NDJ	21feb08	in full all-white UN c/s; seen without UN code AEH 27aug08
UR-ELF		An-26B-100	Air Urga	KGO	16oct09	in all-white c/s, no titles; new CoFR issued 06dec10
UR-ELF		An-26B-100	United Nations	EBB	04may11	in full all-white UN c/s; seen without UN code NLV 29jul11; based at Lubumbashi by 24aug11, was allocated the code 'UNO-815'
UR-ELF		An-26B-100	Air Urga	KGO	22feb12	in all-white c/s, no titles; registration visible, but appeared to have been scrubbed out
UR-ELF		An-26B-100	United Nations	LAP	03mar13	in full all-white UN c/s, carried code 'UNO-968'; l/n as such in the Western Sahara 04jul14; seen with code 'UNO-967' PSC 28apr17
UR-ELF		An-26B-100	Air Urga	rgd	09jun17	in all-white c/s, no titles; seen hangared at KGO in 2016/17; l/n JUB 18mar18
UR-ELF		An-26B-100	United Nations	KGO	03may19	in full all-white UN c/s, carried code 'UNO-508'; l/n as such KGO 09may19; seen in bare metal under maintenance at KGO later in 2019
UR-ELF		An-26B-100	Air Urga	BUD	06may20	in all-white c/s, no titles; l/n KGO 14apr21; current on the register 21jun21; lsd to UN sep21; l/n BGF 16nov21; current on register 13aug22
122 05	CCCP-26116	An-26B	AFL/West Sib.-BAX	mfd	09jun82	toc 01jul92; rgd 19jul82
	RA-26116	An-26B	Altai Airlines	trf	04apr94	f/n BAX 24jul00, in Aeroflot c/s and titles; soc 19nov01 and canx 20nov01 as to Poland in a non-airworthy condition
	SP-FDS	An-26B	EXIN	rgd	21nov01	for ferry flight from Kiev; f/n KTW 11jul02; seen Denmark 28jun12 with 'EEATA' markings; l/n SVG 31jul13; c/n double checked with CAA, CoFA expired 22aug14 and reported nov14 as suspended; canx 22may15
	EK-26005(2)	An-26B	Skiva Air	KTW	20jun15	ferried to Aswan this date; seen JUB 29sep15 and JUB 05may17, all white c/s, no titles; ferried LXR-RHO-KTW 04/05may18 by Planotrading; l/n KTW 06may18; see c/n 9809
	EK-26005(2)	An-26B	Mars Avia	rgd	12jun18	in 2018 register; airworthiness certificate suspended 01feb20, reported in official register dated 24feb20 as "out of operation" in the Central African Republic; features in Via Air website, all white with titles
122 06	TL-VIA	An-26B	Via Air	ATH	08aug20	ferried BGL-LXR-ATH-KTW; seen Niamey 04dec21 still all-white c/s with titles on the dorsal fin; l/n KAT 2023 toc 05jul82; rgd 20aug82;
	CCCP-26117	An-26B	AFL/Magadan	mfd	14jun82	in 'polar' c/s
	RA-26117	An-26B	Aeroflot	DME	09jul93	but remained in 'polar' Aeroflot c/s and titles; seen wfu DYR (N64.712434 E177.74274) jun06/aug14
	RA-26117	An-26B	Chukotavia	trf	10mar94	toc 21jun82; rgd 15sep82; in 'polar' c/s
	CCCP-26118	An-26B	AFL/Krasnoyarsk	mfd	18jun82	
122 07	CCCP-26118	An-26B	AFL/East Siberia	trf	15jul88	
	RA-26118	An-26B	Ulan-Ude Avn Ent.	trf	28dec94	initially still in full 'polar' Aeroflot c/s including titles; seen as such UUD 20apr97; the Ulan-Ude Aviation Enterprise was renamed Buryatskiye Avialinii (Bural) in 1998
	RA-26118	An-26B	Bural	no	reports	not in fleet list jan02
	RA-26118	An-26B-100	Tura Air	rgd	31mar03	f/n KJA 04jul03, with the c/n painted on as '27312207'
	RA-26118	An-26B-100	Evenkiya	Kjc	09jul05	in full c/s; l/n Krasnoyarsk-Cheremshanka 27aug07
	RA-26118	An-26B-100	KrasAvia	rgd	24aug07	to the Krasnoyarsk region; initially still with 'Evenkiya' titles; l/n as such Krasnoyarsk-Cheremshanka 07jul08; received 'KrasAvia' titles; f/n as such KJA mar10; new CoFR issued 14apr11; t/t 20,136 hours and 11,021 cycles by 20jun13; l/n KJA 15jul2
	CCCP-26119	An-26B	AFL/Arkhangelsk	mfd	19jun82	toc 07jul92; rgd 29jul82; f/n jun84; l/n Zerbst 04aug92
	RA-26119	An-26B	Polise Air	ph.	1993	at SVO, in gold and white c/s with titles
RA-26119	An-26B	Arkhangelsk Al	trf	22feb94	in gold and white c/s still with Polise Air titles; l/n HEL 01apr94	
RA-26119	An-26B	Arkhangelsk Al	ARH	10jun94	with gold tail and cheatline ex Polise Air c/s and with Arkhangelsk Airlines sticker behind nose; l/n ARH 12jul94; soc and canx 21apr98 as to Ukraine on overhaul	
122 08	UR-26119	An-26B	primer c/s	IEV	12may98	
	UR-BWZ	An-26B	all-white	CMB	24feb00	
	UR-BWZ	An-26B	Kiev ARP 410 Al	LUX	17sep00	had additional "ACR" badge (Aero Charter) jan01/oct03; canx 07sep09; offered for sale nov09 by ARZ 410
122 09	not known	An-26RT	Soviet Air Force	mfd	29jun82	overhaul plant with 18,280 hours and 9901 cycles, version given as An-26B-100; l/n IEV 18sep10
	"06" blue	An-26RT	Russian Air Force	Roc	25mar10	
	RF-36078	An-26RT	Russian Air Force	Roc	24nov11	in all-grey c/s; overhaul completed 01nov10; l/n Rostov-na-Donu-Tsentralny 30oct11
122 10	8204	An-26	Libyan Air Force	mfd	17jun82	opb AvGr 6972 AvB at Rostov-na-Donu-Tsentralny; in grey c/s; with 'VVS Rossii' titles and Russian stars, also carried code "06" blue; l/n jan21, location withheld
	60204	An-26	Somali Air Force	trf	1990	confirmed as exported to Libya, but serial not confirmed for this c/n; in olive drab/khaki camo c/s with light grey undersides and 'LAAF' titles on the fin; was donated to Somalia as 60-204 in 1990; Antonov confirms soc in 1990
123 01	8205	An-26	Libyan Air Force	ATH	jul83	the registration is '6 Oscar 204'; in olive drab/khaki camo c/s with light grey undersides and 'SAF' titles under the registration on the fin (the former Libyan serial and the 'LAAF' titles were still just visible under the amended paint work; f/n NBO jan91, looked operational; sat wfu at NBO (S1.3219888 E36.919938), seen sep93/jan22, was derelict by 2019, then with visible damage to the right wing; the removal of the aircraft was ordered 14aug20, failing which sale by auction was to proceed; due for auction on 17nov21; see also An-24 MM60204 c/n 67302705
	5A-DNV	An-26	Libyan Air Force	ATH	1990	c/n not confirmed
	5A-DOP	An-26	Libyan Arab	MJI	31oct07	c/n confirmed in Libyan register, but registration was also used previously on an IL-76 c/n 0043454645
123 02	CCCP-26086	An-26B	MAP Kirov MSPO	mfd	29jun82	c/n checked; in full white/gold c/s, with tail emblem and faded titles; registration overpainted on fuselage but visible under wing; wfu in Factory # 003 compound, missing many parts; l/n MII 07oct09, without wings
	RA-26086	An-26B	Avitek	trf	12apr94	rgd 30aug82 leased to Kirov Aviation Enterprise 12aug98/11aug01

	RA-26086	An-26B	United Nations	PRG	30oct01	opb Kirov Aviation Enterprise; in full all-white UN c/s; seen PRG 30oct01 with code 'UN-962'; l/n as such PRG 19aug02; seen LUX 03sep03, code not reported; on an undated photo with code 'UNO961'; slightly damaged when the nose gear collapsed on a dirt strip in Africa, details unknown
	RA-26086	An-26B	Kirov Avn Enterpr.	rgd	24jun05	to OOO "VALAR"; leased via Pskovavia (already from 01jun04); in all-white c/s, no titles; f/n HAM 20feb06; l/n SVX 03dec09; t/t 18,147 hours and 8,169 cycles by 01jan10; excluded from the operator's certificate 12may10
	RA-26086	An-26B	Pskovavia	PEE	04jun10	in all-white c/s with a 'Pskovavia' logo below the cockpit; included into the operator's certificate 12may10; l/n operational HEL 26may17; CoFA expired 29jun17; stored at PKV (without left propeller), seen 17oct18; current on register 13jan20 with the rgd 24jun05
123 03	8206 C9-AUI 8206	An-26 An-26 An-26	Libyan Air Force not known Libyan Air Force	mfd MPM	1982 24sep08	f/n 1990; seen MPM 25may03 as LAF-8206, opf Mozambique Air Force; l/n NBO 23mar05 registration on register 01jul05 as An-2B c/n 12303; probably not taken up, see next line in sand/green/brown camo c/s with light grey underside, 'LAF' titles behind the cockpit and a Libyan flag on the fin; still in good condition by sep08; sat derelict at MPM (S25°55'29.64" E32°33'47.96"), seen dec15/aug16
123 04	CCCP-26120 RA-26120 RA-26120 RA-26120 TR-OVA	An-26B An-26B An-26B An-26B An-26B	AFL/Leningrad-PKV Aeroflot Pskovavia Aeroflot Aeroflot c/s, n/t	mfd KUF trf PRG PKV	13jul82 26apr93 30apr93 27mar99 25aug07	f/n MST 27mar97, in Aeroflot c/s, no titles; l/n PRG 26sep98, as such with additional 'ACS' on the tail since 23feb01; l/n KTW 06dec06 flew PKV-SOF sep07 for Scorpion Air; purchased for operations in Gabon with Solenta Aviation which was part of Scorpion, but did not enter service and was used for spares; l/n SOF 15mar08; broken up there 18/21sep11
123 05	CCCP-26121 OB-1347 CCCP-26121 RA-26121	An-26 An-26 An-26 An-26	AFL/Central Region Zi Cargo HAV Aeroflot	mfd d/d HAV FRA	13jul82 dec89 may92 20mar93	toc 28jul82; rgd 20aug82; f/n 1985; canx 09nov89 as leased to Peru rgd 04jan90; f/n LIM 21jan90; named 'Virgen de Guadalupe'; officially cancelled 27nov95, see next line in Aeroflot c/s with blue tail leased to Tula Air 14jan97/14jan98; soc by jan97 as life-time expired according to MGA document; reported TYZ 01oct02 as Tula Air but confirmation needed; canx 26sep02 as sold to Ukraine in a non-airworthy condition
123 06	UR-BXT UR-BXT RA-26121 RA-26121 8207 5A-DOA	An-26 An-26 An-26B-100 An-26B-100 An-26 An-26	Kiev ARP 410 Al Kievskaya Rus Evenkiya KrasAvia Libyan Air Force Libyan Air Cargo	no IEV IEV Kjc mfd MJI	reports 09jul04 06jul07 07jul08 may82 04nov00	reported in JP-03; not in fleet list jan04 full titles 'Kievskaya Rus, XXI vek'; converted by ARZ-410 to, see next line in ARZ-410, titles not reported; re-named KrasAvia jul07 full c/s; l/n Svetlogorsk 27sep22; CoFR renewal 30jan23 f/n 1990 seen 31oct07 in Factory # 003 at Mitiga, without registration, being overhauled and stripped down; seen MJI 12dec09; l/n MLA 27sep11 in new Libyan, post revolution c/s, named 'Wadi Jaref' after the military camp city of Sirte in eastern Libya and Muammar Gaddafi's birth place; with '8207' below the cockpit; l/n MJI 24feb19
123 07	8208 5A-DOB	An-26 An-26	Libyan Air Force Libyan Air Cargo	ADD	apr85 nov00	in all-white c/s, with small titles; l/n MLA 11may03; c/n checked
123 08	8209 5A-DOC	An-26 An-26	Libyan Air Force Libyan Air Cargo	MJI	1990 04nov00	at MJI 31oct07 with green tail and band around fuselage, with titles and '8209' below cockpit; named 'Waddan'; l/n MJI 02may10
123 09	8210	An-26	Libyan Air Force	ADD	apr85	
123 10	CCCP-26085 RA-26085 RA-26085 RA-26085 RA-26085 RA-26085 RA-26085	An-26B An-26B An-26B An-26B An-26B An-26B An-26B	MAP Perm Motors Perm Motors United Nations Caravanair United Nations Air Mali	mfd trf ph. NKC VIE MLA	30jul82 23jan93 may94 12jan01 11aug01 08apr02	also given as 24may82; rgd 20oct82; in Aeroflot c/s; f/n LED 22sep87 operated by Perm Motors for the UN in Mozambique; in full all-white UN c/s, carried code 'UN489' in all-white c/s with small titles on the lower forward fuselage in full all-white UN c/s leased from Perm Motors; soc 25jun03 and canx 26jun03 as sold to Ukraine in non-airworthy condition; overhaul completed 29jul04; converted by Zavod No. 410 GA in spring 2007 to an An-26B-100 had an entry door on the left side just forward of the wing; offered for sale by 'Kievskaya Rus, XXI vek' 05apr07 with t/t 17,423 hours and 8,868 cycles the registration was assigned, but never painted on the aircraft (just on the engine covers); stored in bare metal without markings at IEV, with part of the old registration RA-26085 still showing, seen 18dec11/05dec12; last overhaul completed 31aug12
	RA-26085	An-26B-100	Kievskaya Rus	no	reports	
	UR-BXP	An-26B-100	Kievskaya Rus	IEV	08aug08	
	no reg RA-26085	An-26B-100 An-26B-100	Petropav.-Kam. AE Petropav.-Kam. AE	IEV IEV	17may13 20nov13	newly painted, no registration applied yet, but carried the code "20" black; l/n as such IEV 05jul13 in white c/s with blue trim and grey belly, with 'GUP Kamchatskoye Aviapredpriyatiye' titles; l/n PKC nov15, see trf date below
	RA-26085	An-26B-100	Kamchatka Avn. AE	trf	24jun15	new CoFR issued 15feb16; in white c/s with blue trim and grey belly, with 'Kamchatskoye Aviatсионное Предприятие' titles; f/n PKC 12jun17; w/o 06jul21 on a flight from Petropavlovsk-Kamchatski to Palana when approached in poor weather (low clouds with patches of fog), deviated from the approach pattern to the left by some 4 km and crashed at a height of some 250 metres into a steep cliff (263 metres) on the coast 3.8 km north-west of Palana airport (at N59°06'19.56" E159°50'30.47"), with most of the wreckage falling into the sea, all 6 crew members and 22 passengers were killed; t/t 21,492 hours 59 minutes and 10,498 cycles
124 01	CCCP-26122 RA-26122 RA-26122 RA-26122 RA-26122	An-26B An-26B An-26B An-26B An-26B	AFL/West Siberia Aeroflot Altai Airlines Petropav.-Kam. AE	mfd SVO trf rgd	16aug82 20apr93 04apr94 08jun99	toc 04sep82; rgd 21sep82 c/n painted as '27312401' leased to Petropavlovsk-Kamchatski Aviation Enterprise 09apr94/09apr97 f/n PKC 25aug02; with 'Petropavlovsk-Kamchatskoye GUAP' titles; l/n PKC 31mar07; converted to, see next line
	RA-26122	An-26B-100	Petropav.-Kam. AE	KHV	11mar08	manual issued 28apr07; painted as just An-26-100 with entry door on the port side just forward of the wing; in white/blue c/s with Petropavlovsk-Kamchatskoye GUAP; l/n PKC nov15, see next line CoFR renewal 15feb16; with 'Kamchatskoye Aviatсионное Предприятие' titles; l/n Ivanovo Severny 10aug21 toc 27aug82; rgd 21sep82; opb Pskovskii OAO; in 'blue' c/s with blue fin; on a photo as such
124 02	RA-26122 CCCP-26123 CCCP-26123 CCCP-26123 RA-26123	An-26B-100 An-26B An-26B An-26B An-26B	Kamchatka Avn. AE AFL/Leningrad AFL/Komi AFL/Leningrad Pskovavia	trf mfd trf trf rgd	24jun15 16aug82 21mar89 02nov89 30apr93	opb Pskovskii OAO; f/n LED 31may90 initially still in full Aeroflot c/s including titles; l/n as such PKV 25oct94; received small own titles on the nose; f/n as such PRG 22jul99; l/n MST 03nov99 in full all-white UN c/s, carried code 'UN960'; l/n NUE 03jun01
	RA-26123 RA-26123 LZ-NHE HK-4388	An-26B An-26B An-26B-100 An-26B-100	United Nations Pskovavia Aviastart Selva	PRG PKV YHZ rgd	14aug00 06aug01 25mar05 15apr05	new CoFR issued 17jul01; in all-white c/s, no titles; l/n OST 08aug04; soc 23nov04 as to Bulgaria without the additional cabin windows; c/n and owner from the Bulgarian CAA; in all-white c/s, no titles to Air Nove Inc.; reported in the Selva fleet list dec05 as HK-4388X; initially in white c/s with green/blue stripe and 'Selva Colombia' titles, named 'Pablo Jose'; f/n as such VVC 09dec07 and l/n as such VVC 10may08; repainted in white c/s with red trim; f/n as such VVC 07mar12; seen stored at VVC 31oct14; l/n VVC 07jul15; in register 14nov16 as suspended
	UR-UZM UR-UZM	An-26B-100 An-26B-100	Constanta Supernova Airlines	rgd rgd	28jul21 20dec22	in basic Selva c/s, no titles; delivered ex VVC 26aug21 via YHZ-KEF-PIK (01sep21)-KLV-OZH to Expedition Aviation FZC of the UAE
124 03	8211	An-26	Libyan Air Force	mfd	03aug82	confirmed exported to Libya, but serial not confirmed for this c/n; no reports; fate unknown
124 04	YN-BYW YN-BYW	An-26 An-26	Aeronica no titles	mfd MGA	1982 22apr02	f/n SNN 18sep88 en route for overhaul in Kiev; returned via SNN 17dec88; l/n MGA 14mar00, operational still in basic Aeronica c/s, with titles still visible under the paint; seen MGA dec03/nov07 (N12.144116 W86.182244) without engines; l/n derelict mar11/jan16
124 05	YN-BYX	An-26	Aeronica	mfd	1982	f/n SNN 03/04feb89 en route for overhaul in Kiev; l/n SJO 11dec89, in slightly revised c/s; dbr 16apr90 in unknown circumstances at Managua
124 06	8212 5A-DOD	An-26 An-26	Libyan Air Force Libyan Air Cargo	MJI	1989 04nov00	in all-white c/s with small titles; seen 31oct07 in Factory # 003 at Mitiga, awaiting overhaul; seen MJI 12dec09 operational and repainted in white c/s with green fin and cheatline, carried '8212' below the cockpit and named 'Waw Alnamoos'; l/n MJI 02may10
124 07	8213	An-26	Libyan Air Force	ADD	apr85	in camo c/s with 'LAAP' titles on the fin; destroyed on the ground at Wadi Doum (northern Chad) when Chadian "Forces Armées Nationales du Tchad" (FANT) troops overran the airfield 21mar87, only the tail remained
124 08	2408	An-26	Czechoslovak AF	i/s	oct82	opb 1st Transport Airborne Regiment; renamed 1st Composite Transport Air Regiment jul86; in dark green/light brown camouflage c/s with light blue undersides; f/n PRG sep86
	2408	An-26	Czech Air Force	trf	01jan93	opb 36th Composite Transport Air Regiment in 1994; trf 61st Transport Squadron 1995/jul03; repainted in dark grey/light grey/green camo c/s with light grey undersides and titles; trf 241st Transport Squadron until oct07 and then trf 242nd Transport and Special Squadron; seen ARN 07nov10; soc 21apr11; l/n Kbely 24may11; still present may13/oct14, with all markings painted out
	ER-AUD	An-26	Aim Air, n/t	Kbe	04sep16	awaiting delivery; still in ex Czech Air Force camouflage c/s; d/d reported as being 30sep16 to Marculesti but still present at Kbely 24dec16/may18; current on register 22mar18; canx between 22mar18 and 03may18; still current on GE sep18
124 09	2409	An-26	Czechoslovak AF	i/s	oct82	opb 1st Transport Airborne soc ment (redesignated 1st Composite Transport Air Regiment jul86); in olive drab/khaki camo c/s with light blue undersides; f/n Ribnitz-Damgarten 15sep87
	2409	An-26	Czech Air Force	trf	01jan93	opb 36th Composite Transport Air Regiment in 1994; opb 61st Transport Squadron 1995/jul03; repainted in dark grey/light grey/olive drab camo c/s with light grey undersides and 'Czech Air Force' titles; f/n as such FFD 16jul07; opb 241st Transport Squadron until oct07 and then trf 242nd Transport and Special Squadron; soc oct09; l/n Kbely 24may11; stored at Kbely with all markings painted out, seen may13/oct14
	ER-AUB	An-26	Aim Air	Kbe	19sep16	awaiting delivery; still in basic Czech Air Force camo c/s, no titles; reported as having been delivered to Marculesti 30sep16, but was still present at Kbely dec16/may18; canx between 22mar18 and 03may18; still visible at Kbely on Google Earth sep18
	UR-CSW	An-26	Eleron	rgd	18jul19	to Bravo Air Ltd. of Georgia; still in basic Czech Air Force camo c/s, no titles; the ferry flight from Kbely to Marculesti was planned for 15aug19; stored at Marculesti, seen 21dec19; canx between 02jan20 and 26jan20 owned by Bravo Air; current on register 13aug22
124 10	UR-CSW not known not known "07" "57" red	An-26 An-26 An-26 An-26 An-26	Malaga Air Soviet Air Force Russian Air Force Russian Air Force Russian Air Force	rgd mfd trf Tbv	22dec21 17sep82 1992 24may08	opb 1 ae 662 uap 43 TsBP i PLS DA at Kansk as of 1996/97 based at Ryazan-Dyagilevo opb 1449 AvB at Tambov as of 2008/11; in light grey c/s with Red Stars and red spinner tips; overhaul completed 02feb10, repainted in light grey c/s with Russian flag on fin and red spinner tips; f/n as such CKL jul10; c/n checked at IKT in 2011; opb 6953 AvB at Byelaya as of 2013; seen Byelaya oct13; f/n with black

						spinner tips OVB 11sep15; seen Byelaya 19aug17; l/n Byelaya 16aug20; see c/n 6106 which looks very similar
125 01	not known	An-26	Soviet Air Force	mfd	09sep82	opb mil. unit 29666 at Kuibyshev; overhaul completed 13dec91
125 02	not known	An-26	Russian Air Force			opb BUATs at Balashov
125 03	"06" red	An-26	Russian Air Force	SVX	2008	in all grey c/s;
	CCCP-26124	An-26B	AFL/Kirovograd VAU	mfd	28sep82	toc 12oct82; rgd 27oct82
	UR-26124	An-26B	Ukr Flt State Ac	ALA	22apr93	in basic ex Aeroflot c/s, no titles and all-white tail
	UR-26124	An-26B	Ukr Flt State Ac	KGO	21sep94	l/n basic ex Aeroflot c/s with Air Urga logo; l/n KGO 21mar97
	UR-26124	An-26B	Ukr Flt State Ac	KGO	05may98	l/n LYS 03may99; in basic ex-Aeroflot c/s, no titles
	ER-AFQ	An-26B	Aerocom, n/t	rgd	14mar00	f/n FJR 19mar00 in basic ex-Aeroflot c/s, white tail; l/n FJR 15sep01 as such; the accident report of An-72 ES-NOP suggests it was operating in Indonesia in apr02 for Manunggal Air; in Jet Line fleet list 28apr05; reported arrived FJR 25mar06 opb Cordial Tours, all-white c/s no titles; offered for sale from 16jun07 with t/t 10,789 hours and 21,586 cycles; current on register 06may08; l/n FJR 13mar10/28jan11, stored on a remote ramp far side of the airfield
	EK-26124	An-26B	Air Armenia	rgd	30dec10	info from CAA; f/n GOJ 23apr11 but had been officially de-registered on 10apr11 as to Russia; was reportedly opb Ecolines International F.Z.E. before de-registration; last flight jun11; seen Ivanovo-Severnny 01aug11/06oct11; photo jan18, in all-white c/s, no titles, plate inside aircraft gives owner as Ecolines Holdings; see next line
	RA-26124	An-26B		rgd	21jun11	remained at Ivanovo-Severnny; no reports as RA-; offered for sale feb18 at Ivanovo as RA-26124; canx between 29jul19 and 06sep19
	EW-557TG	An-26B	Genex Ltd	MSQ	01jul21	all white c/s, no titles; l/n MSQ 04sep23
125 04	8214	An-26	Libyan Air Force	no	reports	
	5A-DOZ	An-26	Libyan Air Cargo	MJI	28oct07	in white c/s with green fin and band around fuselage, English titles; carried also serial '8214' below the cockpit; landed, or crashed, wheels up at Atoqah 31oct07 and a video of this mishap shows the c/n
125 05	8215 ?	An-26	Libyan Air Force	mfd	24sep82	confirmed exported to Libya, no reports; soc in 1986, according to Antonov
125 06	2506	An-26	Czechoslovak AF	mfd	29sep82	opb 1st Transport Airborne Regiment; renamed 1st Composite Transport Air Regiment jul86; in dark green/light brown camouflage c/s with light blue undersides; photo jan86
	2506	An-26	Slovak Air Force	trf	01jan93	opb 2nd Composite Air Regiment until oct95; in dark green/light brown camouflage c/s with light blue undersides; trf 32nd Transport Wing until oct01; seen as 25-06 HRK 28jun96, in bare metal/primer c/s with Slovak AF roundels; l/n Koksijde 07jul96 as such; repainted in grey/sand/dark brown camouflage c/s with light grey undersides and titles; trf 2nd Air Wing until oct03 and renamed 2nd Transport Squadron; repainted again by nov01, in green/sand camouflage c/s with light blue undersides and titles; seen Malacky-Kuchyna apr05/oct06 stored; l/n KRK 21nov15; ferried from Malacky-Kuchyna to Piestany 04mar16 for preservation there in a museum; l/n 02jul22
125 07	2507	An-26	Czechoslovak AF	i/s	nov82	opb 1st Transport Airborne Regiment; renamed 1st Composite Transport Air Regiment jul86; in dark green/light brown camouflage c/s with light blue undersides; f/n Ribnitz-Damgarten 29sep87
	2507	An-26	Czech Air Force	trf	01jan93	opb 36th Composite Transport Air Regiment in 1994; trf 61st Transport Squadron 1995/jul03; repainted in dark grey/light grey/green camo c/s with light grey undersides and titles; trf 241st Transport Squadron until oct07; seen ARN 18oct07; trf 242nd Transport and Special Squadron
	125-07	An-26	Czech Air Force	IEV	29feb08	with special markings '90 Years of Prague-Kbely 1918-2008' to celebrate the airport's 90th anniversary, on the right side and 10 years in NATO service on the left side
	2507	An-26	Czech Air Force	PRG	13mar08	l/n active TLS 11feb11 still with the special marks; soc 28apr11; seen preserved Kbely (N50.125981 E14.537845) sep12/06aug23 still in these special marks
125 08	253 ?	An-26	Afghan Air Force	mfd	01oct82	confirmed exported to Afghanistan, but serial not confirmed for this c/n; soc in 1987; f/n KBL feb04
125 09	254 ?	An-26	Afghan Air Force	mfd	14oct82	confirmed exported to Afghanistan, but serial not confirmed for this c/n; seen Herat 15sep06, in reasonable condition, parked on rough ground
125 10	255 ?	An-26	Afghan Air Force	mfd	20oct82	confirmed exported to Afghanistan, but serial not confirmed for this c/n; no reports
126 01	CCCP-26087	An-26B	MAP Tbilisi APO	rgd	03mar83	f/n BKA 18aug92 in Aeroflot c/s; l/n BKA 27apr93
	GR-26087	An-26B	Aeroflot	BKA	09jul93	l/n BKA 25aug95; Georgian flag
	4L-26087	An-26B	not reported	DME	13mar96	reported for Tbilisi AGO
	4L-26087	An-26B	TAM	ph.	nov03	in all-white c/s with titles and small blue tail logo
	4L-26087	An-26B	Air Zena	DXB	01dec03	reported for Tbilisiamsheni jan04; in their fleet list 13oct06 as sold
	UN-26087	An-26B	GST Aero	KBL	jan06	c/n confirmed; l/n KBL 05apr06
	UN-26087	An-26B	all-white c/s, n/t	FJR	06jun07	l/n FJR 14sep08
	UP-AN604	An-26B	East Wing	NDJ	31oct08	c/n from CAA; seen NDJ 18jun11, aug11/nov13 with titles, wfu; scrapped NDJ dec14
126 02	CCCP-26093	An-26B	MAP Ulyanovsk APO	mfd	29oct82	f/n HEL 24nov89, in Aeroflot c/s and titles
	RA-26093	An-26B	MAP Ulyanovsk APO	rgd	10dec92	f/n DME 01sep93, in Aeroflot c/s and titles
	RA-26093	An-26B	Aviastar	trf	02nov93	in Aeroflot c/s and titles; l/n RKT 17dec98; soc 18jan99 and canx 18mar99 as to the United Arab Emirates in a non-airworthy condition
	TL-ACZ	An-26B	Centrafrican	no	reports	illegal TL- registration !; also mentioned in Moldovan register
	ER-AFN	An-26B	Aerocom, n/t	rgd	29dec99	flight planned RWN-SVO 09mar00; f/n MLA 04aug01; all-white c/s, no titles; c/n checked CVT 14jun03; l/n PRG 02jul03
	ER-AFN	An-26B	Jet Line Internat.	PRG	02dec03	l/n IST 13aug04 all-white c/s, no titles; seen IST 29aug04 with large 'Pan' titles; l/n as such IST 28aug05; seen BUD 23dec05 all white with three shades of blue stripes across fuselage, tail and engines with blue undersides, no titles; d/d for BAsE 20jan06 and l/n BUD 13may06 awaiting HA- reg; canx 22may06
	HA-TCW	An-26B	Budapest A/c Serv	BUD	26may06	all white with three shades of blue stripes across fuselage, tail and engines with blue undersides, no titles l/n LJU 14oct07; offered for sale aug08 for \$ 850,000; remained stored RWN nov08/jan10 and trf to FleetAir (on paper)
	EK-26093	An-26B	Air Highnesses	rgd	25may10	all white c/s with three shades of blue stripes across fuselage, tail and engines with blue undersides, no titles; c/n confirmed by CAA; f/n BGO 10jun10, on delivery to Aer Caribe
	HK-4729	An-26B	Aer Caribe	rgd	29sep10	owned by Latinamericano de Aviacion SA and opb Aer Caribe; shown on register 09aug10 as "suspendido"; f/n BOG 09jan11; advertised for sale oct12 with t/t 11,839 hours; l/n MDE 13jun14; shown on the register as airworthy on 28may15
	HK-4729	An-26B	Amazon Air		sep22	transferred from parent company Aer Caribe; f/n MDE 13jul23, full c/s and titles
126 03	CCCP-26125	An-26B	AFL/GosNII GA	mfd	14jan83	toc 14feb83; rgd 25apr83
	CCCP-26125	An-26B	AFL/Central Region	trf	22sep83	canx 09nov89 as leased to Peru; f/n LIM 23dec89 on delivery
	OB-1348	An-26B	Zi Cargo	d/d	dec89	registered 04jan90; f/n Lima 15jan90; named 'Don Bosco'; officially cancelled 27nov95, see next line
	CCCP-26125	An-26B	Aeroflot	HAV	may92	
	RA-26125	An-26B	Aeroflot	SVO	17may93	
	RA-26125	An-26B	Aeroflot c/s, n/t	HEL	02oct93	l/n SXF 02oct95; leased to Tula Air 14jan97/14jan98; soc 02oct00 and canx 04oct00 and sold to Ukraine in a non-airworthy condition
	ER-AFU	An-26B	Aerocom	rgd	30oct00	see An-24 c/n 27308010
	ER-AFU	An-26B	Best Aviation	rgd	09nov04	at Cox's Bazar, Bangladesh (N21.449862 E91.966649); canx 07oct05 as for sale; according to Antonov they regard the aircraft as no longer airworthy from 20dec01; l/n 10apr12; moved to (N24.947998 E91.971022); no longer visible on GE 12jan14; photographed in all-white c/s with no titles, in poor condition at Jalalabad Cantonment, Sylhet 25oct15
126 04	14-01	An-26	Cuban Air Force	d/d	1982	military use not confirmed
	CU-T1401	An-26	Cubana	SCU	29apr88	registration painted on as 'CUT-1401'
	CU-T1401	An-26	Cub AF/Cubana c/s	VRA	12dec93	registration now painted on as 'CU-T1401'
	CU-T1401	An-26	Aerogaviota	CYO	27apr96	repainted in revised dark blue/white c/s; f/n as such Playa Baracoa 20apr02
	CU-T1228 (2)	An-26	Cubana	r/r	2002	modified as a weather control aircraft by Aerogaviota at Havana 01/14aug07; used for weather control experiments 17aug07/04oct07 (23 flights); f/n HAV 31mar08; l/n operational CYO 27jul13; stored at Playa Baracoa from 2014; abandoned at Baracoa and derelict with only the basic airframe remains in 2020 (N23.034005, W82.590433); see c/n 6710 0
126 05	14-02	An-26	Cuban Air Force	d/d	1982	military use not confirmed
	CU-T1402	An-26	Cub AF/Cubana c/s	HAV	29mar88	painted as CUT-1402
	CU-T1402	An-26	Cub AF/Cubana c/s	SNN	23aug88	now painted as CU-T1402; l/n SCU 25oct89
	CU-T1402	An-26	Aerogaviota	HAV	16jul94	seen CYO 21dec03 in revised dark blue/white c/s; l/n CYO 24apr04 wfu for many years at Playa Baracoa (N23.040088, W82.574831) and scrapped 2020
126 06	YR-ADG	An-26	Rom AF/TAROM c/s	mfd	29nov82	rgd 11jun83; f/n BOH 31jul85
	YR-ADG	An-26	Rom AF/LAR c/s	OST	16oct90	l/n LTN 24nov90
	YR-ADG	An-26	Rom Gvt/Romavia	rgd	17apr91	without titles; canx 20sep91 as to the military
	606	An-26	Romanian Air Force	OTP	12feb95	last overhaul completed 27apr99; stored at OTP for a long time; seen BBU jun04/sep04, on overhaul ?; for sale oct05 with t/t 3,214 hours, l/n OTP 28jul06 active and opb Romavia; in white c/s with grey undersides and dark blue cheatline above the windows/across the tail, light blue cheatline below the window, no titles; purchased by Asterias Commercial S.A. 15sep06 and ferried to IEV between 19apr07/21jun07 according to UN document
	UR-CFY	An-26	all-white c/s, n/t	IEV	06jul07	c/n confirmed by Ukrainian CAA; flew IEV-KRT 05jan10; seen KRT 24aug10 parked with other Sudanese Air Force Antonovs; canx 03mar11; l/n KRT 16feb12; seen KRT 06sep12 without markings
	7717	An-26	Sudanese Air Force	UYL	11jul13	all white c/s, no titles; l/n KRT 25nov15; photo 20jul22, in all-grey c/s with titles in Arabic on the starboard side; another photo KRT 2022, shows it also wears ST-KNE on the rear fuselage
126 07	not known	An-26	Madagascar AF	mfd	29nov82	confirmed exported to Madagascar
126 08	CCCP-26091	An-26B	MAP Ufa Motors	mfd	26nov82	rgd 06jan83
	RA-26091	An-26B	MAP Ufa Motors	BKA	02sep93	in Aeroflot c/s and titles; soc 30oct00 and canx 01nov00 as to Slovenia
	ER-AEY	An-26B	Aeroflot c/s, n/t	rgd	21nov00	f/n HLA 23dec00; l/n HLA 17jan01 impounded; canx 03mar01 as sold to South Africa
126 09	CCCP-26197	An-26B	MAP NPO Elekt.Kiev	mfd	30oct82	rgd 20dec82; f/n BKA 18aug92 in Aeroflot c/s; l/n IEV 08sep92
	UR-26197	An-26B	Aeroflot c/s, n/t	IEV	16jul93	
	UR-26197	An-26B	Air Nacoia	ATH	10jan94	reported Luton 01apr94 to a Khors Air flight
	UR-26197	An-26B	Aeroflot c/s, n/t	FRA	17aug94	on a Khors Air flight; l/n FRA nov94
	UR-26197	An-26B	Air Nacoia	ATH	09may95	on 24jun96, whilst operating a cargo flight from Luanda to Cafunfo, the aircraft performed a missed approach with a minor engine problem; whilst flying a tight circuit the pilot lost control and the aircraft belly landed near the runway and was destroyed by fire; f of the 8 crew were killed
126 10	CCCP-26126	An-26B	AFL/North Kavkaz	mfd	07dec82	rgd 19jan83; f/n ATH 04jun84
	RA-26126	An-26B	Kuban Airlines	trf	22feb94	f/n KRR 15jul94, in Aeroflot c/s, no titles; not in 2000 fleet list
	UN-26126	An-26B	all-white c/s, n/t	IKT	06jun01	in rework; Ist Angara Airlines 05jun01/29jun03; converted to An-26B-100 by apr02

	RA-26126	An-26B-100	all-white c/s, n/t	SHJ	05may03	l/n SHJ 11may03; already soc 09apr03 as to United Arab Emirates, but canx 11apr03 as sold to Sudan, see below
	EX-021 JY-TWB	An-26B-100 An-26B-100	all-white c/s, n/t Transworld Airfr.	BZV rgd	11aug04 11dec06	in Trans Air fleet list oct04; offered for sale by Aquiline International feb06 Transworld Airfreighters; flew ADA-BGW 23jul07; f/n FJR 08jan08; with web address 'www.trast-aero.com', blue tail, white fuselage with blue cheatlines, Jordanian flag on the tail and named 'Alla-Aamin'; l/n TII 20may08
	ET-AMP	An-26B-100	Suhura Airways-571	FJR	04may09	c/n confirmed by Ethiopian CAA; named 'Alla-Aamin' with additional web address 'www.trast-aero.com' on the cargo ramp; repainted in white/light blue and red c/s with only Suhura Airways titles and 'SA 571' on the tail; f/n DIR 10apr10; seen DIR 31oct14, had been parked for a while; seen FJR 27feb15; l/n DIR 12nov17 rgt 19jan83; f/n MHP 10sep87
127 01	CCCP-26127 EW-26127 EW-26127	An-26B An-26B An-26B	AFL/Belarus-MHP Belavia Malift	mfd MHP NLO	08dec82 10jul94 12jun96	l/n MHP 13may96 leased from Belavia; in basic ex Belavia c/s with Malift titles and tail logo; photo 1999, exact location in DRC not known, stored
	9Q-CIB (2)	An-26B	Comp. Afriq. d'Avn	rgd	24oct04	details from United Nations Security Council report dec08, which detailed DRC registered aircraft; seen FIH 19jul07, c/n not checked; registration re-allocated to a MD-80 22apr08; see c/n 1701 toc 30dec82; rgt 02feb83; f/n KHV 30aug89
127 02	CCCP-26128 RA-26128 RA-26128	An-26B An-26B An-26B-100	AFL/Magadan-Anadyr Chukotavia Chukotavia	mfd rgd rgd	13dec82 10mar94 24jul03	in basic 'polar' Aeroflot c/s with 'Chukotavia' titles plus badge on the fin; f/n DYR 05jul06; l/n DYR 29aug22 toc 29dec82; rgt 02feb83; f/n BKA 18aug92
127 03	CCCP-26129 UR-26129 UR-26129 UR-26129 UR-26129 UR-26129 UR-26129 HA-TCP UR-KVI	An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B	AFL/Ukraine Dnieproavia all-white c/s, n/t Dnieproavia Atlantic Al Cargo Kroonk Airlines Cityline Europe Kroonk Airlines	mfd IST IEV BTS LIS OST BUD BUD	16dec82 sep95 12may98 22sep98 28jan99 01may00 11jun04 22dec07	l/n IEV 25may98 l/n BUD 13mar00; named 'Anne' l/n BUD 10jun04; c/n painted as '17303' in error registration removed at BUD 22dec07 in white/grey c/s with blue/red cheatline; registration applied at BUD 22dec07, ferried to Ukraine 23dec07; l/n IEV 19aug08; reported arrived FJR 28oct08 opb Aquiline International; l/n FJR 25nov08, titles not reported
	4L-IFE	An-26B	Georgian Star Int.	no	reports	listed in fleet list, Georgian Government website dec09; issued with Georgian Certificate of Registration number 430 valid until 01dec10; owned by Aquiline International
	4L-IFE	An-26B	BULOG		28jan10	dark blue cheatline and tail, white fuselage; with BULOG titles 'Indonesia's National Logistics Agency', and also with www.trast-aero.com titles; leased from Aquiline International to Georgian Star International who sub leased it via Ukraine Air Alliance to PT Manunggal Air Service; overran the runway on arrival at Wamena from Jayapura, ran down a bank and damaged the starboard wingtip, propeller, nosewheel undercarriage and lower fuselage; t/t 16,795 hours; repaired; see next line
	4L-IFE	An-26B	Trast Aero	FJR	16sep11	dark blue cheatline and tail, white fuselage; l/n FJR 18nov11; c/n confirmed on Georgian CAA website, with a valid CoFA on 31jan12
127 04	CCCP-26130 RA-26130 RA-26130 RA-26130 RA-26130 RA-26130	An-26B An-26B An-26B An-26B An-26B-100 An-26B-100	AFL/West Siberia Aeroflot Altai Airlines IrAero TsSKB Progress Lyotnyye proverki	mfd KJA rgd rgd rgd rgd	20dec82 13jul93 04apr94 22dec00 20jun08 17sep19	toc 07jan83; rgt 02feb83 with c/n painted as '27312704' f/n IKT 16aug03; still current nov04 reported in technical inspection document as Aeroklub "TsSKB Progress"; f/n GOJ nov09; l/n GOJ 27apr18 full titles read 'Lyotnyye proverki i sistemy' (Flight checks and systems); f/n ULY 30nov20; l/n IWA 29nov23
127 05	CCCP-26092 26092	An-26 An-26	NIIS im. Sedakova NIIS im. Sedakova	BKA rgd	13sep93 2012	Nauchno-issledovatel'ski institut izmeritelnykh sistem im. Yu.Ye. Sedakova (Measurement Systems Scientific Research Institute named after Yu.Ye. Sedakov) of Gorki (later Nizhni Novgorod); flying laboratory (sometimes used in support of rocket and missile launches), with a blister at the navigator's station; rgt 30mar84; probably the second of two uses of this registration, see Vietnam Air Force An-26 serial '240' with unknown c/n
	RA-26092	An-26	NIIS im. Sedakova	BKA	13sep93	in basic 'blue' Aeroflot c/s with grey fin, 'NIIS' titles; soc and canx 13feb02, but restored later; last overhaul completed in 2010; l/n GOJ 20aug12
127 06	CCCP-12706	An-26B		mfd	30dec82	on the Russian experimental aviation register; in basic 'blue' Aeroflot c/s with grey fin, 'NIIS' titles; f/n GOJ dec12; l/n ZIA feb21
	CCCP-26094 UR-26094 UR-26094 UR-26094 UR-26094 UR-26094 UR-26094 UR-26094 EW-2597G	An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B	MAP "Artyom" Kiev MAP "Artyom" Kiev TTM Ivan Air Cargo all-white c/s, n/t Artem Avia all-white c/s, n/t Genex Ltd	rgd IEV IEV SPU NBO IEV IEV HEL	01feb83 16jun93 25jun97 08dec97 01aug98 28aug01 09jul04 13apr07	rgd 01feb83; reported on Russian register feb98; canx but date unknown; paper reg or in error ?, see rgt next line same rgt as previous line; f/n LED 11sep87 in Aeroflot c/s; l/n IEV 08sep92 in ex Aeroflot c/s, no titles; reported for Artem Avia in ex Aeroflot c/s; l/n OSR 05mar98; leased from Artem Avia l/n IEV 04jul99 opb Artem-Avia; l/n BUD 02sep05 c/n from Belarus CAA; hit a light pole after landing at Timisoara 17oct16 and stopped when it hit a second light pole which fell over, repaired; seen BEG 16aug19; was due to be auctioned by Artem 10mar20 with an initial asking price of 5.95 million UAH; seen MSQ 01jul21, still as Genex; l/n POL 25mar23
127 07	CCCP-26131 CCCP-26131 RA-26131 RA-26131 RA-26131	An-26B An-26B An-26B An-26B An-26B	AFL/Kyrgyzstan AFL/Far East Sakhal. AviaTrassy Sakhal. AviaTrassy IrAero	mfd trf rgd UUS	19jan83 23nov87 25may94 jun99 13dec05	f/n UUS 07jul94, in Aeroflot c/s and titles l/n IKT aug03/jul04 in rework plant; in mar07 fleet list reported in technical inspection document; f/n GDX 04jul08, all white c/s with tail logo; photo exists taken 04jul09 c/n painted as '27312707'; l/n OHO 26oct23
127 08	CCCP-26132 RA-26132	An-26B An-26B	AFL/Magadan-Anadyr Sakhal. AviaTrassy	mfd rgd	21jan83 10mar93	toc 18feb83; rgt 09mar83; f/n SVO 14aug92 to Chukotavia; f/n UUS jun99; stored at UUS in faded Aeroflot 'polar' c/s, l/n jun06/21may13; c/n checked as '37312708'; moved off airport and located behind a car service station, about 300 m from the terminal building; photo 19apr16, with outer wings and tail removed; cut up into sections in aug17; photo as such 17sep17; remains still present 16aug18
127 09	CCCP-26133(1) RA-26133(1) RA-26133(1) RA-26133(1) RA-26133(1)	An-26B An-26B An-26B An-26B-100 An-26B-100	AFL/Krasnoyarsk-KJA Aeroflot KrasAir Yamal Kostroma Avn Ent.	mfd KJA trf TJM GOJ	27jan83 13jul93 04may94 25aug03 22jun16	toc 20feb83; rgt 10mar83; l/n KJA 01jul92; see c/n 13306 f/n JSR 10may00; l/n KJA 03jun01; current in fleet list jan03 rgd 05sep03; seen TJM 28aug05 with c/n painted as '37312709'; seen TJM 31aug12; CofR renewal 09feb16 (see next line); l/n GOJ 05jun16 with propellers and still with Yamal badge and logo ex Yamal colours, no titles, Yamal badge and logo removed; with a badge and 'Kostroma' titles behind the cockpit since aug16; l/n LED 25jan23
127 10	YR-ADH YR-ADH 710 ER-AZU	An-26 An-26 An-26 An-26B-100	Rom AF/TAROM c/s Rom Gvt/Romavia Romanian Air Force Aerom	mfd rgd OTP rgd	30jan83 31oct90 12feb95 16feb05	rgd 11jun83; f/n BOH feb85 in basic TAROM c/s; seen OST 21jan91; canx 20sep91 as to the military in basic TAROM c/s; l/n OTP 26nov04, already stored for a long time Aeroportul International Marcelesti; still with a blister window and without the four extra windows; in all-white c/s with red spinner tips, no titles; f/n KIV 17may06; l/n Marcelesti 18sep09; canx 01mar13
	EK-26710	An-26B-100	South Sudan Supr.	rgd	05apr13	South Sudan Supreme Airlines; f/n JUB aug13; l/n JUB 14aug14; the certificate of registration expired 06aug15; South Sudan Supreme Airlines ceased operations 11sep15, but later resumed operations; the aircraft was considered by Antonov as no longer airworthy after 14dec16; adopted an illegal São Tomé registration by early 2017
	S9-TLZ	An-26B-100	South Sudan Supr.	JUB	17mar17	exact version and c/n not confirmed; an illegal registration (not contained in the São Tomé register as published on the INAC website 06feb17); probably owned by Transil Aviation of Sharjah; in full c/s; w/o 20mar17 on a flight from Juba to Wau when touched down beside the runway in poor visibility, collided with a fire truck, burst into flames and burnt out, reportedly 1 of the 5 crew members and 17 of the 45 passengers were injured; available photo evidence and other data suggests it was this airframe involved in the accident, rather than c/n 13310 as widely reported elsewhere
128 01	CCCP-26144 RA-26144 036	An-26 An-26 An-26	MRP Sointsevo Aeroflot c/s, n/t Mozambique AF	mfd Erm f/f	jan83 16apr97 20jan83	rgd 14apr83; f/n SVO 03aug90, in Aeroflot c/s and titles soc by 01jan01 as life-time expired; still given with the original rgt in Russian canx register mar03
128 02	not known	An-26	Mozambique AF	mfd	19jan83	in green/light grey camo c/s with light grey undersides; f/n MPM 19jun85; l/n operational Wonderboom 26jul92; wfu 1993; t/t 3,992 hours; sat derelict at MPM, seen may03/aug16
128 03	not known	An-26	Mozambique AF	mfd	29jan83	confirmed exported to Mozambique, c/n 12803/12804 and 12807 probably became 038/040 and 042, but exact order not known
128 04	not known	An-26	Mozambique AF	mfd	29jan83	confirmed exported to Mozambique, salon version; soc in 1986; c/n 12803/12804 and 12807 probably became 038/040 and 042, but exact order not known
128 05	CCCP-26134 OB-1441 RA-26134 OB-1505	An-26B An-26B An-26B An-26B	AFL/Leningrad-PKV Trans Amazon COPROSA Tours	mfd rgd no no	17feb83 03jun91 reports reports	toc 11mar83; rgt 30mar83; f/n LED 12sep89 f/n LIM 29jun91; canx 09apr92 and became, see next line rgd 17sep92 to Comercial Proveedora del Oriente S.A. but ntu; CofA expired 24dec93 and reportedly left Peru dec93, but see next line; officially canx 28nov94
	RA-26134 RA-26134 RA-26134 RA-26134 RA-26134 RA-26134 RA-26134 RA-26134	An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B	Pskovavia Pskovavia Mauritanienne TA Pskovavia Mauritanienne TA United Nations ex UN c/s, n/t Pskovavia	trf MST LIS PRG LPA PRG PRG MST	30apr93 03apr96 12jul96 31oct97 26aug98 09nov98 28mar99 21sep00	f/n IEV 16jun93, in Aeroflot c/s and titles Mauritanienne de Transport Aerienne, leased from Pskovavia; l/n aug97 l/n PRG 07apr98, basic Aeroflot c/s, no titles Mauritanienne de Transport Aerienne, leased from Pskovavia leased from Pskovavia l/n LPA 17jan00
128 06	CCCP-26135 RA-26135	An-26B An-26B	AFL/Arkhangel.-ARH Arkhangelsk Al	mfd trf	18feb83 22feb94	had additional 'ACS' titles and tail logo sep00/jun01; seen LED 20aug12; l/n PKV 12feb20/07nov21, wfu engineless and very dirty toc 15mar83; rgt 29mar83; f/n LED 01jun90 f/n ARH 10jun94, in Aeroflot c/s and titles with Arkhangelsk Al badge (bought by Aeroflot aug04); not seen between 1994 and 2005; opb Aeroflot-Nord; stored at ARH from 2009, l/n 03jun10, still in full old Aeroflot c/s; ferried to Minsk 10nov11 for repainting by ARZ-407; for eventual delivery to Genex; l/n MHP 07may13
	EW-328TG EW-328TG	An-26B An-26B	Genex Ltd Bu Shames	MHP FRU	sep13 10oct22	l/n MSQ 15jul19 in full Genex c/s with Bu Shames titles

128 07	EX-26003 (3) not known	An-26B An-26	Sapsan Mozambique AF	rgd mfd	15dec22 11feb83	f/n FRU 22feb23 still with Bu Shames titles; see c/ns 9707 and 10406 confirmed exported to Mozambique, c/n 12803/12804 and 12807 probably became 038/040 and 042, but exact order not known
128 08	CCCP-26136 CCCP-26136 RA-26136 XU-325 XU-325 XU-325 XU-325 XU-325	An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B	AFL/Urals MOM Omsk MSZ Aviaobshchemash Yana Airlines President Airlines Air Mark all-white c/s, n/t Imtrec Aviation	mfd trf rgd BKK DMK JHB BKK PNH	28feb83 12feb88 12nov93 28jun99 05dec99 12apr02 16nov02 09jan04	on charge as of 01apr83; rgd 11apr83 rgd 11apr88; in Aeroflot c/s and titles; f/n OMS 07sep89; last overhaul completed 01nov91 in Aeroflot c/s and titles; f/n OMS 12jun94; canx 23feb99 as to Thailand l/n BKK 04oct99 no titles; l/n PNH 01mar01
	EK-26112(2)	An-26B	Air Armenia	PNH	02jan13	for sale oct05 with t/t 14,689 hours and 7,010 cycles but presumably not sold; in all-white c/s with Imtrec Aviation and small Cambodia titles; l/n PNH 03apr08; de-registered by Cambodian CAA 14aug08 for sale by Imtrec 01feb12 with 16,177 hours, 8,485 cycles for \$450,000; l/n PNH mar13/dec14 stored, all-white c/s, n/t; see c/n 12109
128 09	S9-TMP UP-AN610 UP-AN610 CCCP-26137 RA-26137 RA-26137 RA-26137 ER-AFK	An-26B An-26B An-26B An-26B An-26B An-26B An-26B	Kaz Air Trans Jenis Air AFL/West Sib.-OVV Aeroflot Sibir all-white c/s all-white c/s	rgd JUB JUB mfd OVV rgd SHJ rgd	15jul15 18aug17 10dec19 05mar83 21apr93 29dec94 02feb00 27jan00	c/n from CofA; f/n PNH 08jan17 all-white c/s with blue titles; c/n from Kazakh CAA; l/n JUB 18mar18 all-white c/s with blue titles; sale reported jun20 on charge as of 01apr83; rgd 03may83; f/n OVB 30jun92; l/n OVB 01jul92 soc 15nov99 and canx 19nov99 as to United Arab Emirates f/n SHJ 08feb00, registration applied this date; l/n SHJ 17dec00; canx 27nov00; for sale on the internet oct05, t/t 14,689 hours, 7,010 cycles; a slide exists, date unknown probably taken in the UAE, all-white c/s but wearing 'Star Airlines' titles
128 10	CCCP-26138 CCCP-26138 RA-26138 RA-26138 RA-26138 RA-26138	An-26B An-26B An-26B An-26B An-26B An-26B	AFL/Kyrgyzstan AFL/Far East Sakhal. AviaTrassy Sakhal. AviaTrassy IrAero AFL/Krasnoyarsk	mfd trf trf UUS YKS	19mar83 21nov87 26may93 jun99 24jul06	toc 29mar83; rgd 14apr83 f/n IKT 05jul92 f/n UUS 28may93, in Aeroflot c/s and titles l/n IKT 04jul04 in rework plant in white c/s; l/n YKS 29jun07; seen IKT 22may09 with c/n painted as '37312810'; l/n GDZ 16oct23
129 01	CCCP-26139 RA-26139 RA-26139	An-26B An-26B An-26B	AFL/Krasnoyarsk Aeroflot KrasAir	mfd KJA trf	22mar83 13jul93 05apr94	toc 31mar83; rgd 04may83 c/n painted as '12601', i.e. '9' painted upside down ! soc 27feb01 and canx 01mar01 as sold to Ukraine in a non-airworthy condition; sold to Meton Trade 01apr01; f/n KJA apr01
	9Q-CFD	An-26B	Air Kasai	rgd	18jul03	f/n FIH 11sep03; l/n FIH 21feb04; w/o 09sep05 on a flight from Boende to Kinshasa when crashed in bad weather 45 km north of Brazzaville while on approach to Kinshasa, all 3 crew and 11 passengers killed
129 02	CCCP-26140 UR-26140 UR-26140 UR-26140 UR-ELG	An-26B An-26B An-26B An-26B An-26B	AFL/Kirovograd FS Ukr Flt State Ac United Nations all-white c/s, n/t United Nations	mfd KGO GVA KGO ADD	25mar83 15jul93 16jul96 21mar97 23mar02	toc 07apr83; rgd 14apr83 in basic Aeroflot c/s, no titles carried code 'UN922' l/n KGO 24jun99 in Air Urga fleet lists nov01/mar07; l/n as such KGO 29may02; seen LPA 28jan06 with code 'UNO-968'; l/n as such KGO 13nov10
129 03	UR-ELG CCCP-26141 CCCP-26141 CCCP-26141 RA-26141	An-26B An-26B An-26B An-26B An-26B	all-white c/s, n/t AFL/North Kavkaz AFL/Far East AFL/North Kavkaz Kuban Airlines	CXB mfd trf trf no	23feb11 mar83 15dec83 16may84 reports	l/n KGO 2016, no port propeller; canx between 04/10aug17; l/n 2019, no tail, reg scrubbed out toc 14apr83; rgd 03may83; f/n ADE 16nov85 w/o 26dec93 on a cargo flight from Krasnodar to Gyumri (Armenia) with undeclared passengers and excess weight when the crew hesitated to go around in below-minima weather conditions (fog) at night, the decision was taken too late, the aircraft lost speed, stalled at a height of 95 metres, crashed left of the runway 2,990 metres behind the runway threshold and burnt out, all 5 crew and 30 of the 31 passengers killed and the sole survivor seriously injured; soc 17feb94; canx 03mar94
129 04	CCCP-26142 OB-1442 RA-26142 OB-1506	An-26B An-26B An-26B An-26B	AFL/Leningrad Russia Amazon COPROSA Tours	mfd rgd no rgd	30mar83 03jun91 reports 17sep92	toc 14apr83; rgd 04may83; f/n LED 30may90 f/n LIM 22jun91; canx to Tussa 09apr92 rgd to Comercial Proveedora del Oriente S.A.; ntu; CofA expired 28dec93 and reported as left Peru dec93, but see next line; officially canx 28nov94
	RA-26142 RA-26142 RA-26142	An-26B An-26B An-26B	Pskovavia Mauritanienne TA Pskovavia	trf LIS PRG	30apr93 sep97 02dec97	f/n PKV 01aug13, in Aeroflot c/s and titles; l/n HEL 08jun94 Mauritanienne de Transport Aerienne, 'MTA' and tail logo only; l/n LIS 15nov97 l/n LED 16jan18; CofR renewal 13dec22
129 05	14-03 CU-T1403 CU-T1403	An-26 An-26 An-26	Cuban Air Force Cub AF/Cubana c/s Aerogaviota	d/d SNN SCU	1984 22nov88 jul94	military use not confirmed
129 06	14-04 CU-T1404 CU-T1404 CU-T1404 CU-T1235	An-26 An-26 An-26 An-26 An-26	Cuban Air Force Cub AF/Cubana c/s Cub AF/Cubana c/s Aerogaviota Cub AF/Cubana c/s	d/d SCU SNN IEV	1984 29mar88 22oct88 20mar97 2002	still in old c/s Playa Baracoa 20apr02; l/n CYO 25nov03 in revised dark blue/white c/s; in use as a restaurant in the sports area of the Parque El Lago at Camagüey (N21.356636 W77.890343) military use not confirmed painted as CUT-1404 now painted as CU-T1404; l/n SXF 09dec96 and Playa Baracoa 14nov98; l/n SCU mar99, active, still in old c/s photo SCU 14aug03, in revised Cubana c/s without cheatline; seen CYO 16aug05, opf Aerogaviota; fitted with rain-making equipment by Russian specialists and flew 15 weather control missions in Camagüey province from 21jul10 to 11oct10; reported later stored at Ciudad Libertad
129 07	not known	An-26	Angola	mfd	19apr83	confirmed exported to Angola; soc in 1984
129 08	CCCP-26143 CCCP-26143 UR-26143 UR-26143 UR-26143 UR-ELH UR-ELH UR-ELH UR-ELH UR-ELH UR-ELH UR-ELH	An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B-100 An-26B-100 An-26B-100 An-26B-100	AFL/Urals AFL/Kirovograd VAVU Ukr Flt State Ac United Nations all-white c/s, n/t Air Boyoma Air Urga United Nations Air Urga United Nations Air Urga United Nations Air Urga	mfd mfd trf KGO AMS MUZ GOM KGO KGO KGO KGO KGO KGO	19apr83 26apr83 15may87 15jul93 26feb94 aug97 01apr04 08sep06 21apr08 25mar11 23jun11 21dec12	in Aeroflot c/s, no titles leased from Air Urga; l/n LCA 02oct96 opb Air Urga, with tail logo; l/n KGO 24apr99 in Air Urga fleet list jan04 all-white c/s, no titles; in Air Urga mar07 fleet list; l/n 13oct07 leased from Air Urga; without UN code; l/n NDJ 14aug09; converted to An-26B-100 all-white c/s, no titles; l/n KGO 27mar11 leased from Air Urga; seen LPA 06jul12, with code 'UNO-967' all-white c/s, no titles; seen KGO 2017, without port propeller; seen KGO 16mar21, 4 vertical lines on forward fuselage and tail, two short and two long; active; l/n PZY 18oct22 on overhaul
129 09	CCCP-26577 RA-26577 RA-26577 9Q-CFB 9Q-CFB 9Q-CFB	An-26B An-26B An-26B An-26B An-26B An-26B	AFL/West Siberia Aeroflot Sibir Filair STAG	mfd OVV trf rgd FIH	27apr83 21apr93 29dec94 24apr01 jan07	toc 19may83; rgd 08jun83; f/n OVB 30jun92 with c/n painted as '37312909' soc 09dec00 and canx 14dec00 as to Congo f/n FIH may05 l/n FIH 20jul07; l/n FIH 16may08 titles not reported
129 10	not known	An-26	Angola	mfd	22apr83	confirmed exported to Angola; soc in 1983
130 01	not known	An-26	Angola	mfd	29apr83	confirmed exported to Angola
130 02	not known	An-26	Angola	mfd	06may83	confirmed exported to Angola
130 03	8301 ?	An-26	Libyan Air Force	no	reports	c/n confirmed; in white c/s with green fin and cheatline, with titles; c/n checked MJI 31oct07; l/n MJI 12dec09 c/n checked; with a blister for the navigator on the left side; in full Aeroflot c/s including titles; f/n AAQ 03aug86
130 04	5A-DOE CCCP-26164 RA-26164	An-26 An-26 An-26	Libyan Air Cargo KGB/Border Guards FSB	MJI mfd UUS	05dec06 31aug83 19jun06	opb 2 oao at Mikhailovsk-Shpakovskoye (but also reported as having been based at Magadan and later at PKC and at Petrozavodsk); in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; t/t 7,563 hours by 2007
	RF-26265	An-26	FSB	AER	18dec10	opb 2 oao at Mikhailovsk-Shpakovskoye; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; last overhaul completed in 2011; l/n SIP 2018
130 05	CCCP-26188 RA-26188 RF-26273	An-26 An-26 An-26	KGB/Border Guards FSB/Border Guards FSB	mfd ph. IKT	31aug83 08apr08 25mar09	f/n ALA 03may89, in Aeroflot c/s and titles; registration had been used previously on a Ka-26 c/n 7101909 at Chita-Cheryomushki, in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles opb 9 oao at Chita-Cheryomushki; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; last overhaul completed 06dec02; t/t 6,529 hours by 2007; on charge by oct11; l/n SIP 2022
130 06	not known "14" blue	An-26 An-26	KGB/Border Guards Ukr Border Guards	mfd ODS	09sep83 02apr06	based at Odesa-Tsentralny; in white/light grey c/s with blue/yellow/white/green cheatline and trim, red stripe on fin, no titles, but carried a Border Guards badge; c/n checked ODS 06oct10 (painted on the steering column); l/n ODS 26sep12
	ST-KNF	An-26	Kush Aviation	d/d	18jul13	c/n from Ukrainian customs data base; sold by Chornomorski avialiniyi (Black Sea Airlines); f/n ODS 21jul13; ferried ODS-DLM-DOG 21jul13
130 07	8302 5A-DOF	An-26 An-26	Libyan Air Force Libyan Air Cargo	no MLA	reports 03apr03	see next line in all-white c/s with small titles; used call-sign 'LAAF8302' MLA 07jul03; c/n checked MLA 02jun04; used call-sign '8208'; seen 31oct07 in Factory # 003 at Mitiga, awaiting overhaul; l/n MJI 12dec09, repainted in white c/s with green fin and cheatline, carried '8302' below the cockpit and named 'Ben Weleed'
130 08	8303 5A-DOG 5A-DOG	An-26 An-26-100 An-26-100	Libyan Air Force Sin Sad Airlines Libyan Air Cargo	no MJI MJI	reports 05dec06 31oct07	see lines below c/n confirmed; titles as such (not 'Cen Sad') in Factory # 003, being overhauled and stripped down, without registration; c/n checked; seen MJI 07oct09, named 'Albayda'; seen Misurata 19jul11 in new style post revolution colours, no titles, still named 'Albayda'; carried '8303' below the cockpit on a later photo; seen El Beira AFB 23nov15; head-on photo 08nov18, location unknown, with only '8303' visible below the cockpit
130 09	8304 5A-DON	An-26 An-26	Libyan Air Force Libyan Air Cargo	no MJI	reports 07dec06	see next line in white c/s with green fin and band around fuselage, no titles; carried serial '8304' below the cockpit; l/n MJI 01nov07, active
130 10	"53" RF-26278	An-26 An-26	KGB/Border Guards FSB	mfd UUS	30dec83 30may07	initially opb 8 oao at Khabarovsk-Tsentralny; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; t/t 4,536 hours by 2007; tender for avionics and equipment upgrade published 14feb08; trf to 7 oao

131 01	not known RF-26260	An-26 An-26	KGB/Border Guards FSB	mfd NNM	30sep83 04apr08	at VVO in 2012; seen VVO 09dec12; tender for overhaul published 21jun13; with additional 'Walrus with pilot's goggles' badge behind the nose since 2016; l/n PKC jan23
131 02	8305	An-26	Libyan Air Force	ATH	nov83	opb oap at Vorkuta-Sovjetski; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; overhaul completed 30aug05; t/t 6,365 hours by 2007; l/n NNM 21may15; received a 'Polymarnaya Aviatsiya RF' badge depicting a Polar Bear and globe behind the cockpit during overhaul by RZGA No. 412 at ROV in 2016; l/n VKO 05aug20
131 03	8306	An-26	Libyan Air Force	ATH	nov83	
131 04	5A-DOI 8307	An-26 An-26	Libyan Air Force	KRT	sep88	c/n not confirmed; seen 05dec06/31oct07 on dump at Mitiga, although in fair condition; l/n MJI 07oct09 without outer wings and tail
	5A-DOJ	An-26	Libyan Air Cargo	BEN	19jan06	c/n confirmed on Libyan register
131 05	8308	An-26	Libyan Air Force	mfd	19jul83	in sand/dark brown camouflage c/s with light grey undersides and 'LAAF' on the tail, with titles; l/n MLA apr89, using call-signs 'Libyan 1441' and 5A-DOJ
131 06	8309 5A-DOK	An-26 An-26	Libyan Air Force Sin Sad Airlines	BEN w/o	198. <oct08	in white c/s with green fin and band around fuselage, no titles; l/n MJI (N32.904166 E13.281332) 31oct07, in good condition, but possibly wfu
131 07	8310	An-26	Libyan Air Force		1990	confirmed exported to Libya, but serial not confirmed for this c/n; no reports; soc in 1987; wing components and tail used in the rebuild of c/n 11809
131 08	8311	An-26	Libyan Air Force		1990	confirmed exported to Libya, but serial not confirmed for this c/n
	5A-DOL	An-26	Libyan Air Force	no	reports	c/n confirmed in Libyan register; photos on the web shows it force landed at the desert airstrip of Wadi Bu al Hashm, Libya (N27.557919 E18.499562), the port side under-carriage had collapsed with the port engine, end of the wing and nose badly damaged; the photos were uploaded 06oct08 to the website, so the accident was prior to this and was already covered in graffiti by this time; still visible on GE image may14
131 09	8312 ? 5A-DOV	An-26 An-26	Libyan Air Force Libyan Air Cargo ?	no ROV	reports 13aug01	c/n not confirmed for this serial
	5A-DOV	An-26-100	Libyan Air Cargo	MJI	13oct07	c/n confirmed; in ARZ-412, in military camo c/s with serial scrubbed out, Arabic titles; converted to, see next line
131 10	8313	An-26	Libyan Air Force			in white c/s with green cheatline and fin and light blue undersides, English titles; c/n painted as 13109T; l/n MJI 02nov08
	TT-LAP	An-26	Chad Air Force	NDJ	24aug08	c/n not confirmed for this serial; l/n Russia, location and date not reported; photo exists NDJ jul08 of an unmarked ex Libyan Air Force aircraft with white fuselage, grey undersides and green tail / engine nacelles
132 01	8314 ? 5A-DOU	An-26 An-26	Libyan Air Force Libyan Air Cargo ?	no ROV	reports 13aug01	c/n confirmed; operational, in all-white c/s with cheatline as per the flag of Chad (blue/yellow/red) and light blue undersides; l/n NDJ 03sep18, operational
	5A-DOU	An-26-100	Libyan Air Cargo	MJI	05dec06	c/n not confirmed
132 02	8315 5A-DOH	An-26 An-26	Libyan Air Force Libyan Air Cargo	KRT MLA	aug88 20apr03	c/n confirmed; in ARZ-412, in military camo c/s with serial scrubbed out, Arabic titles; converted to, see next line
	5A-DOQ	An-26	South Yemen AF	mfd	1983	in white c/s with green cheatline and fin and light blue undersides, registration and titles overpainted; c/n painted as 13201T; seen MJI 31oct07; l/n MJI 07oct09 still unmarked
132 03	617 617	An-26 An-26	South Yemen AF Yemen Air Force	mfd trf	1983 22may90	l/n Russia, location and date not reported; previously reported as c/n 13205, but see below
132 04	256	An-26	Afghan Air Force		1989	l/n as such TIP 24apr05; seen MJI 28jan06 in white/grey c/s with green fin and band around fuselage, no titles; carried serial '8315' below cockpit; seen MJI 31oct07, active; c/n confirmed by Libyan FAA; l/n MJI 02nov08, see next line !
132 05	8316	An-26	Libyan Air Force	MJI	31oct07	c/n confirmed on Libyan register !
132 06	616 616	An-26 An-26	South Yemen AF Yemen Air Force	ADE trf	16nov85 22may90	also carried the registration '70-ABN'; f/n ADE jan85; see 615/70-ABN with unknown c/n
132 07	not known	An-26	South Yemen AF	mfd	26sep83	c/n from CAPC (was reported before as c/n 12302, see that c/n); seen ADE 07aug93 also carrying the registration 70-ABN; seen without registration IEV 10sep96; in white c/s with blue cheatline, red fin, blue rudder and 'YAF' titles; seen as such dec09/jan10; repainted in white c/s with blue cheatline and 'YAF' titles; the fuselage was damaged behind the wings by an explosion in the cargo bay while the aircraft was parked at SAH 04mar12 (certainly an act of sabotage), no casualties; stored in damaged condition at SAH, seen 27mar13; was probably destroyed during the civil war which started in spring 2015
132 08	3208	An-26	Czechoslovak AF	i/s	nov83	c/n not confirmed, this c/n was previously reported as '8315', see c/n 13202; opb 1226 Sqn; in white c/s with green fin and band around fuselage and with 'Libyan Air Cargo' titles, serial below the cockpit and Arabic titles on the starboard side only; l/n MJI 17may10
	3208	An-26	Slovak Air Force	trf	01jan93	coded '70-ABM'
132 09	3209	An-26	Czechoslovak AF	i/s	nov83	f/n JIB 19jun91 coded '70-ABM'; photo proof of 70-ABM also as an An-12 during 1992/1993; l/n SAH 25mar13 in dark green/green camo c/s, wrecked and cut into several sections following an emergency landing after running out of fuel, date unknown; c/n from russianplanes.net
	3209	An-26Z-1	Czech Air Force	trf	01jan93	confirmed exported to South Yemen
	3209	An-26B-100	Czech Air Force	WAW	26oct05	opb 1st Transport Airborne Regiment; renamed 1st Composite Transport Air Regiment jul86; in dark green/light brown camouflage c/s with light blue undersides; f/n Ribnitz-Damgarten 14sep87
	ER-AUC	An-26B-100	Aim Air, n/t	Kbe	04sep16	opb 2nd Composite Air Regiment until oct95; trf 32nd Transport Wing until oct01; in dark green/sand camouflage c/s with light blue undersides and titles; trf 2nd Air Wing until oct03 and renamed 2nd Transport Squadron; soc 04mar16; preserved; l/n Malacky-Kuchyna 05sep21
132 10	UR-CAX	An-26B-100	Malaga Air	rgd	23dec21	opb 1st Transport Airborne Regiment; renamed 1st Composite Transport Air Regiment jul86; f/n PRG may86; in dark green/light brown camouflage c/s with light blue undersides; converted in 1987/88 at Kbely to An-26Z-1 Elint version with two large dielectric fairings on the centre fuselage and a smaller fairing aft of the main nose gear; opb 47th Reconnaissance Air Regiment from 1989 at Moscow
133 01	257	An-26	Afghan Air Force	rgd	1990	opb Transport Air Group at Moscow; trf 36th Composite Transport Air Regiment in 1994; trf 61st Transport Squadron 1994/2002 at Pardubice; in dark grey/light grey/green camo c/s with light grey undersides and titles; re-converted at Kbely in nov02 back to a standard transport, which was completed jul03; trf 241st Transport Squadron from jul03
133 02	258	An-26	Afghan Air Force	mfd	03nov83	converted to An-26B-100 (completed jul05); in dark grey/light grey/green camo c/s with light grey undersides and titles; trf 242nd Transport and Special Squadron from oct07; soc jan10; l/n Kbely 11jun11; still present may13/oct14, with all markings painted out
133 03	259	An-26	Afghan Air Force	mfd	03nov83	awaiting delivery; still in ex Czech Air Force camouflage c/s; l/n Kbely 14jul17/may18; current on register 22mar18, version given as just An-26; canx between 22mar18 and 03may18; still current on GE sep18
	260	An-26	Afghan Air Force	mfd	03nov83	owned by Bravo Air; testflown 22feb22 and left for Marculesti 13aug22; current on register 13aug22
	UR-26178	An-26B	Avialini. Ukrayiny	no	reports	f/n KBL feb04 c/n not checked !
	260	An-26	Afghan Air Force	mfd	19sep83	confirmed exported to Afghanistan, but serial not confirmed for this c/n; soc in 1986
133 04	261	An-26	Afghan Air Force	mfd	19sep83	c/n not confirmed
133 05	not known "29" red	An-26M An-26M	Soviet Air Force Russian Air Force	mfd Khb	29jun84 12aug01	reported in 1994 fleet list; registration perhaps used during overhaul ?
	RF-36111	An-26M	Russian Air Force	Khb	sep17	c/n not confirmed; wreck seen dumped at Kabul IAP 21mar02/jun06
133 06	YR-ADI YR-ADI ST-AWC ER-AZV	An-26 An-26 An-26	Rom AF/TAROM c/s Rom Gvt/Romavia Air West Express	mfd rgd	30nov83 1990 1994 16feb05	c/n quoted in ORD as 11304 but this is obviously wrong, regarding the mfd !
	HA-TCZ	An-26	Budapest A/c Serv	rgd	02feb06	"Spasatel" ambulance aircraft; overhaul completed 04may93
	EW-278TG	An-26B	Genex Ltd	PRG	01dec08	"Spasatel" ambulance aircraft; opb 257 osap (renamed 265 AvB in 2009 and 6 AvGr 6983 AvB in 2011) at Khabarovsk-Tsentralny; in grey c/s with Red Crosses on wings and fuselage, initially with Red Star on fin; seen 29feb12 with Russian stars; l/n Khabarovsk-Tsentralny 12aug12
	EW-278TG	An-26B	Vulkan Air	JNB	17nov12	"Spasatel" ambulance aircraft; in all-grey c/s with Red Crosses on wings and fuselage and 'VVV Rossi' titles on the fin, also carried additional code "29" red; l/n Khabarovsk-Tsentralny 26apr19
	EK-26133(2)	An-26B	Skiva Air	rgd	19jan17	f/n OTP 06jun87
	UR-CQV	An-26B	Vulkan Air	rgd	28sep17	l/n FRA 28may93; canx 08aug94
133 07	YR-ADJ YR-ADJ YR-ADJ	An-26 An-26 An-26	Rom AF/TAROM c/s Rom Gvt/LAR c/s United Nations	mfd BSL LPA	12dec83 11jun90 23dec92	leased from Romavia; stored at OTP, seen sep95/oct02
	YR-ADJ	An-26	Romanian Air Force	BUD	13apr94	in register as just An-26; in white c/s with three blue stripes across fuselage, engines and tail and dark blue belly, no titles; f/n IEV sep05; l/n BUD 06jan06 on delivery; canx 06jan06
	YR-ADJ	An-26	Romanian Air Force	BUD	21oct94	in white c/s with three blue stripes across fuselage, engines and tail and dark blue belly, no titles; already f/n BUD 11jan06; l/n RWN 04jul07; offered for sale on the internet by aug08, for \$ 850.000; was reported for FleetAir (on paper) and remained stored at RWN; canx 20oct08 as to Belarus
	307	An-26	Romanian Air Force	BUD OTP	15feb97	now without blister window and version painted on as 'An-26B'; in white/dark blue c/s with titles; l/n WAW 25sep12; sold in autumn 2012
	UR-CFZ	An-26	all-white c/s	IEV	06jul07	initially in white/dark blue c/s with small titles and the URL 'vulkanair.co.za'; ferried via ASW and LAC to IEV 18/19may13; underwent heavy maintenance with UATTS at IEV and repainted in white c/s with dark and light blue trim; seen without markings IEV 07jul13; received registration, the URL 'www.vulkanair.co.za' and a 'Vulkan Air' logo and ferried as such from IEV to OTP 17aug13; l/n ATH 16mar16
						in white c/s with dark and light blue trim, the URL 'www.vulkanair.co.za' and a 'Vulkan Air' logo; f/n JUB 23mar17; canx 29may17; l/n RWN jun17; see c/n 12709
						to Vulkan Air (PTY) LTD of the Seychelles; in white c/s with dark and light blue trim, the URL 'vulkanair.com' and a 'Vulkan Air' logo; f/n BHX 28jul18; new CoFR issued 25jun20; rgd 05oct22 to Eurus Air FZCO of the UAE; l/n LUX 28sep23
						rgd 15jun84 to Romavia; f/n OTP 09nov84; l/n LHR 14sep88
						last overhaul completed 07mar90; l/n FAB sep92 with titles
						carried UN code 'UN988' (the same as YR-ADK, see c/n 13405, photo evidence both wearing same code same day); seen LPA 13jan93 with UN code 'UN989'; l/n 16jan94
						all-white c/s, no titles
						large titles and additional 'DHL' titles, l/n OTP 10jul96; canx 14aug96 as to military
						CoFA expired 07mar97; l/n OTP 27aug01/28jul06, stored on the grass for a long time; in white c/s with grey undersides, the blister window was replaced having been damaged; offered for sale oct05 with t/t 4,041 hours; purchased by Asterias Commercial S.A. 15sep06 and ferried to IEV between 19apr07/21jun07 according to UN document
						no tail or wings; seen IEV 08aug08, bare metal and again 25may09 and 23jun09 marked '13307', but reported as being UR-CFZ; seen IEV 28aug09 again all-white c/s and painted as UR-CFZ, type painted as An-26B; l/n IEV 10sep09; flew IEV-KRT 12/13nov09

	7715	An-26B	Sudanese Air Force	UYL	10dec10	c/n checked; seen KRT 05oct15, in all white c/s with a blister window and cheatlines in the colours of the Sudanese flag; l/n KRT nov16
	SP-401 (1)	An-26B	South Sudanese AF	JUB	16jun17	in all white c/s with a blister window, type painted as An-26B; overran the runway on landing at Yambio 16oct19 from an unknown origin; no casualties; c/n from ATDB as damaged oct19; see SP-401 (2) with unknown c/n
133 08	"93" ? RF-36027	An-26M An-26M	Soviet Air Force Russian Air Force	mfd SVX	29jun84 23jul11	"Spasatel" ambulance aircraft; overhaul completed 18sep94 "Spasatel" ambulance aircraft; initially based at Chita; trf to AvGr 6980 AvB at SVX in 2010; initially in light grey c/s with Red Stars and Red Crosses, no titles; l/n as such SVX 23jul11; received black spinner tips; f/n as such SVX 06mar12; l/n in its old colours SVX 15jul14; underwent overhaul with 308 ARZ in 2016; repainted in light grey c/s with 'VVS Rossi' titles, Russian stars and Red Crosses; f/n as such SVX 21feb17; l/n without coloured spinner tips SVX 18jul19; received red spinner tips; f/n as such SVX 02aug19; l/n SVX 01oct21
133 09	not known	An-26M	Soviet Air Force	mfd	03may84	"Spasatel" ambulance aircraft; opb mil. unit 97978 at Kabul; Antonov confirm as 'rescue' version; see "07" and "09" at end of file
133 10	CCCP-26597(2) RA-26597(2)	An-26B An-26B	MAP Kazan APO KAPO im. Gorbunova	mfd SVO	01dec83 27apr93	rgd 21feb84; in Aeroflot c/s; f/n SVO 25sep87; l/n SVO dec89; see c/n 8905 initially in Aeroflot c/s; l/n as such ZIA 03sep93; repainted in full c/s; f/n as such ZIA 17aug05; in KAPO fleet list 19oct06, but no longer by 28nov07
	UR-CFX	An-26B	Asterias	IEV	06jul07	Asterias Commercial S.A. of Greece; in basic KAPO c/s (still with the logo on the fin), no titles; l/n Gostomel 03oct10; canx 08oct10
	UR-CFX	An-26B	South Supreme AI	rgd	29jan13	in white c/s with grey belly, blue engines and the fin in the colours of the South Sudanese flag (albeit in wrong order), with titles plus the inscription 'The Spirit of a Young Nation'; photo at Gostomel in 2013; canx between 26apr13 and 18jun13
	EK-26310	An-26B	South Supreme AI	JUB	31may14	c/n confirmed by the CAA; in white c/s with the fin in the colours of the South Sudanese flag (albeit in wrong order); l/n JUB jun14; the certificate of registration expired 06aug15; canx 07aug15; South Supreme Airlines ceased operations 11sep15, but later resumed operations; the aircraft was considered by Antonov as no longer airworthy after 16dec16; adopted an illegal São Tomé registration by early 2017
	S9-TLK	An-26B	South Sudan Supr.	JUB	31mar17	South Sudan Supreme Airlines; c/n not confirmed; in full c/s; l/n JUB 18aug17; an illegal registration (not contained in the São Tomé register as published on the INAC website 06feb17)
	TR-KNG	An-26B	South Sudan Supr.	JUB	28sep17	in full c/s; c/n not confirmed; an illegal registration; l/n JUB 18mar18; mentioned in an official South Sudanese document as permitted to fly a humanitarian flight 27apr20 Bor-Ulang-Riang-Bor for the WFP, with the version given as such; available photo evidence suggests this was the aircraft damaged 05jun20 on a cargo flight from Juba to Renk (South Sudan), when a tyre burst on landing due to the poor runway condition, the aircraft veered off the runway and suffered damage to the left wing (it probably hit a pole)
	HK-4...	An-26B	South Sudan Supr.	JUB	06dec21	in full c/s; c/n not confirmed; the registration was applied on a sticker with the end part already missing when seen, hence showing as 'HK-4NG' the product of a new illegal Colombian and end part of the old illegal Gabonese registration; not present JUB apr22
134 01	CCCP-26595 RA-26595 RA-26595 RA-26595 RA-26595	An-26B An-26B An-26B An-26B An-26B	MAP Moskovski OAO Aviatrans Aviatrans Atran Kostroma Avn Ent.	mfd trf DME DME GOJ	10jan84 24may94 23apr97 07jul98 26feb07	rgd 06feb84; f/n DME 14sep87, in Aeroflot c/s and titles f/n UUS 07jul94, in Aeroflot c/s, no titles; l/n Myachkovo 28aug95 l/n DME 25aug97 l/n DME 28jul06 in white/light grey c/s with dark blue/light blue cheatline, 'Kostromskoye aviapredpriyatiye' titles; named 'Yuri Smirnov' after a Sergeant of the Soviet Army born in the Kostroma region, f/n as such GOJ 26feb07; l/n KMW 20apr18
134 02	CCCP-26596 UR-26596 9Q-CZO	An-26B An-26B An-26B	MAP Kharkov APO KhGAPP Blue Airlines	rgd Krn rgd	21feb84 12sep96 29apr00	in Aeroflot c/s and titles; photo HRK 1988 in Aeroflot c/s, no titles; l/n Kharkiv-Sokolniki 21jun99; not in KhGAPP fleet list by jan02 f/n FIH 11sep03 c/n checked; in white c/s with blue/yellow/red stripes along the fuselage and tail, grey undersides, no titles; seen jun09 in white c/s with green/blue/red stripes on rear fuselage, no titles; l/n KRT 07oct12, active; seen FIH 18oct17 in all blue c/s, no titles; l/n FIH 31mar18
	9S-AZO 9S-AGB	An-26B An-26B	Blue Airlines Gomair	no reports photo		in all-white c/s with large titles in blue, blue stripe and tail logo; w/o 20dec18 whilst en route from Tshikapa to Kinshasa-N'Djili when crashed whilst in the descent 37km from N'Djili, killing all 7 onboard toc 07feb84; rgd 21feb84 l/n MLA 13nov92 l/n DNK 05may98 but titles not reported
134 03	CCCP-26578 26578 UR-26578 ER-AFT	An-26B An-26B An-26B An-26B	AFU/Ukraine Unitair Cameroon Dnieproavia Tiramavia, n/t	mfd MLA IST rgd	21jan84 09nov92 aug95 27jul98	f/n SLD 28jul98; l/n LIS aug98; canx 15mar00, fate ? toc 10feb84; rgd 05mar84; f/n LED 16may85
134 04	CCCP-26579 UN-26579 UN-26579 UN-26579 UN-26579 UN-26579 UN-26579 UN-26579	An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B	AFU/Kazakhstan Kazakhstan AI Guinée Air Service not reported Air Kazakhstan Kazakhstan Airlines Air Kazakhstan	mfd Gos CKY BXJ trf ALA KGF	28jan84 28aug93 05jun94 oct94 26sep96 23nov02 01oct08	seen ATH oct93 and LPA 30oct93 in basic ex Aeroflot c/s with small Kazakhstan Airlines titles l/n ATH jul94, in Aeroflot c/s with Guinée Air Service titles reported Burundavia based at Burundi, see next lines
	UP-AN603 YR-ADK YR-ADK YR-ADK YR-ADK	An-26B An-26 An-26 An-26 An-26	Rom AF/TAROM c/s Rom Gvt/Romavia United Nations United Nations	no mfd rgd ph. LPA	reports 21jan84 14mar91 nov91 23dec92	photo proof wearing these titles; was in Tulpar Air Service fleet list 16oct07; l/n KGF 08may10/15may17; reported wfu (N49.678072 E73.341996) from 28oct06 and offered for sale dec09, 12,032 hours, 6,339 cycles c/n from CAA; reg presumably not taken up, see previous line c/n in papers as 9705 1; f/n BOH 15nov85; last overhaul completed 10may90 f/n ZRH 24apr91, basic TAROM c/s without titles; l/n TXL 20sep91 carried UN code 'UN989' carried UN code 'UN988' (the same as YR-ADJ, see c/n 13307, photo evidence both wearing the same code the same day); photo exists, date unknown without a code l/n HAM 11may94; all-white c/s, no titles CoFA expired 10may96; canx 22jan03; offered for sale oct05 with t/t 3,458 hours; stored at OTP f/n sep98, l/n 02nov06; purchased by Asterias Commercial S.A. 15sep06 and ferried to IEV between 19apr07/21jun07 according to UN document
	UR-CGA	An-26	ex DHL c/s	IEV	05jul07	c/n confirmed by Ukrainian CAA; seen IEV 05dec09 complete and test flying in bare metal as 134-05; l/n IEV 19jan10/23feb10 all-white c/s; flew IEV-KRT 23feb10; officially canx 03mar11
	7716	An-26	Sudanese Air Force	KRT	31mar10	also carrying ex reg UR-CGA; all-white c/s; seen UYL 05may10, no longer wearing UR-CGA, no titles and Sudan government colour scheme; l/n KRT 21oct14 confirmed exported to Afghanistan; soc in 1987
134 06	274 ?	An-26	Afghan Air Force	mfd	22jan84	confirmed exported to Afghanistan; soc in 1987
134 07	275	An-26	Afghan Air Force		1990	
134 08	CCCP-26580 UR-26580 UR-26580 UR-26580 TC-GZT UR-26580 UR-26580 UR-26580 UR-ELP UR-ELP	An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B	AFU/Kirovograd FS Ukr Flt State Ac Ukr Flt State Ac Global Air Cargo Air Urga United Nations MNG Kargo Air Urga United Nations	mfd KGO KGO rgd LPA IST AYT EBB	15feb84 15jul93 21sep94 may95 21nov97 24may04 13aug05 29mar08	toc 25feb84; rgd 11mar84 in Aeroflot c/s, no titles, in Aeroflot c/s with Air Urga logo f/n IST 15jun95, named 'Gaziantep'; leased from Air Urga; l/n IST nov95 date of return unknown but in dec96/oct04 fleet list l/n ZAG 28jun99 coded "UN962"; l/n ASM 01jun03 coded "UN626" titles being applied; "UN-626" painted out on dorsal fin in all-white c/s, no titles; l/n KGO 08sep06; seen FKI 04mar08 (already UN by then ? see next line) in all-white c/s with 'UN' titles; l/n KGO 08may09; seen EBB mar11 titles not reported and 07jul11 with titles; seen EBB 17jul11 active; stationed Entebbe 24aug11, allocated code UNO-808 l/n KGO 14nov13 with titles; lsd from Air Urga; canx from the Ukrainian register 01jul14 rgd 17jul14; flew TZX-KWG-KGO 04oct14; l/n KGO 16oct14 flew Odessa-Trabiz (Iran) this date for short term lease for cloud fertilization programme and returned after a few days; again flew Korovograd-Trabiz (Iran) 15jan15 for short term lease for cloud fertilization programme and returned after a few days
	S2-AGZ	An-26B	True Aviation		jan15	still lsd from Air Urga; w/o Bay of Bengal 09mar16; crashed shortly after take-off from Cox's Bazar bound for Jessore; 3 crew killed, one critically injured; t/t 16379.32 hours, 17299 cycles
134 09	276 '278'	An-26 An-26	Afghan Air Force Afghan Air Force	mfd	15feb84	no reports, but see next line in dark olive drab/medium green camo c/s with light blue undersides and the serial on a green patch (clearly painted over a different serial); probably the aircraft which defected from Kabul to Pakistan 20may88 (pilot: Captain Abdul Malik); f/n in Pakistan in late 1990; seen ISB 01jan00, carried also the small serial '276' on the fuselage; preserved with Pakistani roundels on the fuselage in the Pakistan Air Force museum at Karachi-Faisal, seen apr02/jan14; see c/n 13902
	no serial	An-26	Afghan Air Force	ph.	21oct17	repainted in dark greyish green/medium green camo c/s with light blue undersides and 1980s Afghan roundels, without serial now; preserved in the Pakistan Air Force museum at Karachi-Faisal (N24.869663 E67.095138), seen oct17/03jun21 (Antonov confirmed that this c/n is preserved in the Pakistan Air Force museum)
134 10	262 CCCP-79170 UR-79170 UR-79170	An-26 An-26 An-26 An-26	Afghan Air Force Zavod 410 GA Avialini. Ukrayiny Kiev ARP 410 AI	mfd rgd IEV IEV	feb84 12may92 16jul93 28jun95	f/n 1989; c/n reported as such in CAPC c/n checked seen IEV 04may99; l/n CMB 01mar00; crashed 30mar00, 14.5 km South of Anuradhapura on a Sri Lanka Air Force passenger flight from Jaffna-Palaly AB to Anuradhapura; unconfirmed reports said the pilot reported engine trouble 10 minutes before the crash but in 2012 further investigations were instigated after Tamil Tigers confessed to firing missiles in the area and bringing the aircraft down, all 4 crew and 36 passengers were killed
135 01	14-05 CU-T1405 CU-T1405 CU-T1229 CU-T1459 CU-T1459 FAR-1459	An-26 An-26 An-26 An-26 An-26 An-26 An-26	Cuban Air Force Cub AF/Cubana c/s Aerogaviota Cub AF/Cubana c/s Aerogaviota Aerogaviota Cuban Air Force	d/d SNN Bar Bar CYO Bar ANU	1985 24feb88 14nov98 20apr02 05feb14 2015 07dec17	military use not confirmed and SNN 07may88 after overhaul; l/n SXF 09jan97 in old c/s; seen CYO 11jan11 in new c/s; l/n CYO 27jul13 no titles, Cubana tail colours; c/n from ADB; l/n HOG nov14 in full blue and white c/s with titles, active; later reported stored at Playa Baracoa partial ex Aerogaviota c/s with blue tail and white fuselage, no titles, was the support aircraft for the visit of Raul Castro; l/n NAS aug22
135 02	14-06 CU-T1406	An-26 An-26	Cuban Air Force Cub AF/Cubana c/s	d/d SCU	1985 29mar88	military use not confirmed painted as CUT-1406; l/n RKV 12jun88 and SNN 13jun88

	CU-T1406 CU-T1406	An-26 An-26	Cub AF/Cubana c/s Aerogaviota	RKV VRA	nov92 13apr95	now painted as CU-T1406 seen HAV 24feb01 in revised dark blue/white c/s; l/n CCC 28jan16; w/o 29apr17 whilst en route from Playa Baracoa operating for the Cuban Air Force, crashed in mountainous country near Candelaria in Artemiso province; 8 killed; unconfirmed reports from Cuba say it may have been re-painted as FAR 14-36 (2) shortly before the accident but it was still in Aerogaviota colours toc 01apr84; rgd 28apr84
135 03	CCCP-26581 RA-26581 RA-26581 26581 UR-26581 UR-26581 UR-26581	An-26B An-26B An-26B An-26B An-26B An-26B An-26B	AFL/West Siberia Aeroflot Kemerovo Avn. Ent. primer c/s Kiev ARP 410 Al Med-Air Kiev ARP 410 Al	mfd BKA trf IEV IEV OPF OPF	19mar84 05jul93 19apr94 04may99 07jul99 01jan01 04may01	had a Honduran flag and additional 'Lineas Aereas Nacionales de Honduras' titles whilst based at Opa Locka; l/n SHJ 11nov03 l/n IEV aug07/sep10, stored; additional 'Star Air' on the nose; offered for sale nov09 by ARZ 410 overhaul plant with 16,476 hours, 8,470 cycles; seen IEV 18dec11/30sep12 completely stripped, just the hull remains toc 03apr84; rgd 16apr84; f/n LED 25aug91 based at Petropavlovsk; in basic Aeroflot c/s, no titles; l/n SHJ 26may01 with 16,959 hours left; seen SHJ 13mar01, with c/n painted as '57313504' leased from Burundiavia; in basic Aeroflot c/s, no titles; already in fleet list oct99
135 04	CCCP-26582 UN-26582 UN-26582 UN-26582 UN-26582 UN-26582 UP-AN608	An-26B An-26B An-26B An-26B An-26B An-26B An-26B	AFL/Kazakhstan Kazakstan Airlines Euro-Asia Air El Magal Aviation Royal Airlines Burundiavia, n/t	mfd DUS trf SHJ SHJ SHJ	24mar84 22apr95 09jul97 15aug01 20aug01 15sep01	initially in basic Aeroflot c/s; seen in all-white c/s ALA sep02/mar03; damaged 04apr04 when lost a propeller blade in flight and made a successful emergency landing at Kyzyl f/n ALA 14nov08, white fuselage, thin blue line on lower fuselage and grey belly; c/n from CAA; seen ALA 27feb11/14sep14, stored; l/n MGQ 10dec14, departed for EBB and reported to be operated by African Skies Ltd. in support of UN operations; w/o 12dec14 when it overran on landing at Obo, Central African Republic and came to rest among some trees; local reports say it was assisting the US Government in seeking out the head of the Ugandan Lord's Resistance Army organisation toc 06apr84; rgd 28apr84; f/n LED 22jul88; canx but date unknown in Aeroflot c/s, no titles leased from Air Urga; reported for Antanik Avia l/n KGO 21mar97 but titles not reported in Aeroflot c/s, no titles already in nov01 fleet list; additional 'Air Boyoma' titles; still in Air Urga fleet list oct04/dec05; see below l/n ASM 01jun03 coded "UN625"; seen LPA 10sep04 coded "UNO969"; l/n as such LPA 12feb05; seen KGO 04may06 all-white c/s, no titles l/n BUD 04sep06, all-white c/s, no titles no titles; still shown in Air Urga fleet list 19oct06; l/n MLA 20dec10 in all-white c/s, no titles; l/n KGO 23sep12; canx 01jul14 in white c/s with large TRUE titles and an orange bird motif on the tail; l/n KGO 21oct14 flew KGO-KWG-TZX-TBZ this date on short term lease for cloud fertilization programme returned from lease flew ODS-KWG-TZX-TBZ this date on short term lease for cloud fertilization programme; in full TRUE c/s; seen KGO 09jan17; seen TBZ 11jan17; l/n KGO 2018 in white c/s with large TRUE titles and an orange bird motif on the tail f/n FRU 14dec23, in all-white c/s with a gold tail logo and bird motif on the fuselage, no titles; see c/ns 9104, 9706 and 14107
135 05	CCCP-26583 UR-26583 UR-26583 UR-26583 UR-26583 UR-ELA UR-ELA UR-ELA HA-TCT UR-ELA S2-AGA S2-AGA S2-AGA S2-AGA S2-AGA S2-AGA EX-26002 (4)	An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B	AFL/Kirovograd VAU Ukr Flt State Ac United Nations Vostsibir Ukr Flt State Ac Air Urga United Nations Air Urga CityLine Hungary Air Urga True Aviation Safat Airlines True Aviation Safat Airlines True Aviation Fly Sky Airlines	mfd KGO NBO AMS KGO ADD LEJ BUD KGO DAC lsd lsd CXB rgd	30mar84 30aug93 25nov94 08jul96 05may98 29may02 feb03 13jun06 05sep06 25mar11 16aug14 15jan15 2015 06jan16 14oct20 29dec22	in Aeroflot c/s, no titles leased from Air Urga; reported for Antanik Avia l/n KGO 21mar97 but titles not reported in Aeroflot c/s, no titles already in nov01 fleet list; additional 'Air Boyoma' titles; still in Air Urga fleet list oct04/dec05; see below l/n ASM 01jun03 coded "UN625"; seen LPA 10sep04 coded "UNO969"; l/n as such LPA 12feb05; seen KGO 04may06 all-white c/s, no titles l/n BUD 04sep06, all-white c/s, no titles no titles; still shown in Air Urga fleet list 19oct06; l/n MLA 20dec10 in all-white c/s, no titles; l/n KGO 23sep12; canx 01jul14 in white c/s with large TRUE titles and an orange bird motif on the tail; l/n KGO 21oct14 flew KGO-KWG-TZX-TBZ this date on short term lease for cloud fertilization programme returned from lease flew ODS-KWG-TZX-TBZ this date on short term lease for cloud fertilization programme; in full TRUE c/s; seen KGO 09jan17; seen TBZ 11jan17; l/n KGO 2018 in white c/s with large TRUE titles and an orange bird motif on the tail f/n FRU 14dec23, in all-white c/s with a gold tail logo and bird motif on the fuselage, no titles; see c/ns 9104, 9706 and 14107
135 06	not known RF-26274	An-26 An-26	FSB FSB	mfd OVb	19jul84 19sep09	opb 9 oao at Chita-Cheryomushki; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; last overhaul completed 20aug04; t/t 6,447 hours by 2007; l/n UUS jan22 probably opb Central Asian Border District; f/n DYU 29apr89, c/n not checked c/n not checked; probably opb Turkmenistan Border Guards prefix painted out; in white/grey c/s with green cheatline, no titles, red stripe on fin; c/n checked Gostomel 26dec08; l/n as such IEV 29jul09; seen in bare metal IEV 02aug09, test flying; f/n after repainting IEV 07aug09; l/n KRW 28mar19
135 07	CCCP-26155 26155 26155	An-26 An-26 An-26	KGB/Aeroflot c/s Aeroflot c/s Turkm Bord Guards	mfd ASB Gos	20jul84 18may96 25dec08	confirmed exported to Afghanistan; soc in 1988 c/n reported by CAPC; l/n aug99 confirmed exported to Afghanistan, but serial not confirmed for this c/n; soc in 1984; wreck seen dumped at Ghor Province 13sep09 (N34.525022 E65.263979) with another Antonov
135 08	263 ?	An-26	Afghan Air Force	mfd	03apr84	confirmed exported to Afghanistan; soc, date unknown
135 09	264	An-26	Afghan Air Force	mfd	1990	confirmed exported to Afghanistan; soc in 1986
135 10	265	An-26	Afghan Air Force	mfd	17apr84	confirmed exported to Afghanistan, but serial not confirmed for this c/n; f/n KBL 1995 confirmed exported to Afghanistan in 1987 but c/n not confirmed for this serial; the Antonov list also gives as 26584, but this registration was worn by c/n 13609
136 01	266 ?	An-26	Afghan Air Force	mfd	23apr84	confirmed exported to Afghanistan; soc in 1988
136 02	267 ?	An-26	Afghan Air Force	mfd	21apr84	confirmed exported to Afghanistan; soc in 1986
136 03	268	An-26	Afghan Air Force	mfd	05may84	confirmed exported to Afghanistan; soc in 1987 but c/n not confirmed for this serial; the Antonov list also gives as 26584, but this registration was worn by c/n 13609
136 04	269 ?	An-26	Afghan Air Force	mfd	17may84	confirmed exported to Afghanistan; soc in 1988
136 05	270 ?	An-26	Afghan Air Force	mfd	22may84	confirmed exported to Afghanistan; soc in 1988
136 06	not known	An-26	Angola	mfd	24apr84	confirmed exported to Angola
136 07	D2-MOP	An-26	Angolan Government	mfd	feb89	l/n LAD 27apr98
136 08	not known	An-26	Angola	mfd	06jun84	confirmed exported to Angola; soc in 1988
136 09	CCCP-26584	An-26B	AFL/Azerbaijan-BAK	mfd	15jun84	mfd from Antonov; mfd given as 28jun84 in other documents; toc 19jul84; rgd 13aug84; reported Krasnovodsk 25sep87 in an incident report; f/n LED 24aug91 with Aeroflot titles and additional Azerbaijanskiye Avialinii titles, Azeri flag on the tail l/n MST 20aug99; still on Azerbaijan register 22nov05
136 10	CCCP-26584 26584 4K-26584 not known RA-26157	An-26B An-26B An-26B An-26 An-26	AFL/Azerbaijan AFL/Azerbaijan Azerbaijan Al KGB/Border Guards FSB	VIE BAK BAK mfd TBS	aug92 07dec92 nov93 28sep84 16may96	possibly carried registration CCCP-26157 opb 2 oao at Mikhailovsk-Shpakovskoye; in basic Aeroflot c/s with Russian flag on fin, but no red stripe and no titles opb 2 oao at Mikhailovsk-Shpakovskoye; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; t/t 7,432 hours by 2007; last overhaul completed aug10; l/n SVO 01jun15
137 01	RF-26266	An-26	FSB	AAQ	08sep06	t/t 6,126 hours by 2007
137 01	not known "17" red RF-26261	An-26 An-26 An-26	KGB/Border Guards FSB FSB	mfd SVO Vkm	28sep84 05sep93 04nov10	opb oap at Vorkuta-Sovjetski; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; l/n as such Vorkuta-Sovjetski 24apr12; received a 'Polymaya Aviatsiya RF' badge depicting a Polar Bear and globe behind the cockpit during overhaul by RZGA No. 412 at ROV nov13, f/n as such ROV 10nov13; l/n LED 07sep23 confirmed exported to Angola; soc in 1987 confirmed exported to Angola; soc in 1985 l/n feb89, used T-223 as call-sign confirmed exported to Afghanistan, but c/n not confirmed for this serial; soc in 1987 confirmed exported to Afghanistan, but c/n not confirmed for this serial; soc in 1985
137 02	not known	An-26	Angola	mfd	30jun84	confirmed exported to Angola; soc in 1987
137 03	not known	An-26	Angola	mfd	02jul84	confirmed exported to Angola; soc in 1985
137 04	D2-MPQ	An-26	Angolan Government	LAD	jan89	l/n feb89, used T-223 as call-sign
137 05	271	An-26	Afghan Air Force	mfd	19jul84	confirmed exported to Afghanistan, but c/n not confirmed for this serial; soc in 1987
137 06	272	An-26	Afghan Air Force	mfd	19jul84	confirmed exported to Afghanistan, but c/n not confirmed for this serial; soc in 1985
137 07	273	An-26	Afghan Air Force	mfd	1990	
137 08	070	An-26	Bulgarian AF	d/d	1984	f/n SXF 26may87; in white c/s with blue cheatline and trim, grey undersides, no titles; c/n initially painted incorrectly as 17308; seen EIN 16oct05 in two tone grey camouflage c/s with Bulgarian Air Force titles; seen SOF apr10, stored; l/n SOF 25apr13/26oct22 as such f/n SXF 20feb87; in white c/s with blue cheatline and trim, grey undersides, no titles; already stored at SOF by jul06; seen again SOF apr10 as such; l/n SOF 12may14, stored on the grass; soc nov14 in light grey c/s; offered for sale nov14 for \$1 million by METALIKA-AB Ltd and was earmarked for the Mali Air Force, but the sale had fallen through by early 2015, l/n SOF 29apr18 in light grey c/s with roundels; delivered 19jul18 ex Sofia; seen ABJ 03jan19, with additional large flag on the rear fuselage; seen ABJ 03mar20; arrived SOF 03aug20 for overhaul and departed back to ABJ via Djerba 13sep20; l/n ABJ 16may22
137 09	075	An-26	Bulgarian AF	mfd	21aug84	f/n SXF 26may87; in white c/s with blue cheatline and trim, grey undersides, no titles; seen SOF aug08/apr10 stored with additional Bulgarian Air Force titles; soc nov14, purchased by Bright Flight LTD, presumably for spares; l/n SOF 13jun17 in white c/s with blue cheatline and trim, grey undersides with titles and roundels painted over, in poor condition and starboard engine missing; l/n SOF 29apr18/08apr21 overhaul completed 20nov92 seen ZIA 18aug01; opb BUATS at Balashov; l/n aug11 location unknown also carried "39" red, all grey c/s with "VVS Rossii" titles; l/n Krasnoyarsk-Cheremshanka 03sep16 toc 01oct84; rgd 23oct84; see c/n 8502 with Azeri flag in basic Aeroflot c/s, no titles with Azeri flag; l/n BAK 14apr01/23sep01 derelict; was reported for Azerbaijan Cargo Airlines; still on Azerbaijan register 22nov05
137 10	080	An-26	Bulgarian AF	d/d	1984	opb 2 oao at Mikhailovsk-Shpakovskoye; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; t/t 5,767 hours by 2007; l/n STW 01mar13; tender for overhaul published 21jun13 in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; opb 2 oao at Mikhailovsk-Shpakovskoye; l/n SIP 16apr18
138 01	not known "07" blue RF-36076	An-26PS An-26PS An-26PS	Soviet Air Force Russian Air Force Russian Air Force	mfd GDZ CKL	14sep84 09sep00 may14	overhaul completed 20nov92 seen ZIA 18aug01; opb BUATS at Balashov; l/n aug11 location unknown also carried "39" red, all grey c/s with "VVS Rossii" titles; l/n Krasnoyarsk-Cheremshanka 03sep16 toc 01oct84; rgd 23oct84; see c/n 8502 with Azeri flag in basic Aeroflot c/s, no titles with Azeri flag; l/n BAK 14apr01/23sep01 derelict; was reported for Azerbaijan Cargo Airlines; still on Azerbaijan register 22nov05
138 02	CCCP-26585(2) 26585(2) 4K-26585(2)	An-26B An-26B An-26B	AFL/Azerbaijan AFL/Azerbaijan Azerbaijan Al	mfd BAK BAK	sep84 07dec92 nov93	opb 2 oao at Mikhailovsk-Shpakovskoye; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; t/t 5,767 hours by 2007; l/n Vorkuta-Sovjetski oct15; under overhaul with RZGA No. 412 by dec15 opb oap at Vorkuta-Sovjetski; in basic 'blue' Aeroflot c/s with Russian flag and red stripe on fin, with a 'Polymaya Aviatsiya RF' badge depicting a Polar Bear and globe behind the cockpit; l/n ARH oct20 toc 13nov84; rgd 07dec84; see c/n 8504
138 03	not known "03" blue RF-26267	An-26 An-26 An-26	KGB/Border Guards FSB FSB	mfd AAQ ROV	28dec84 20mar07 09feb15	opb 2 oao at Mikhailovsk-Shpakovskoye; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; t/t 5,767 hours by 2007; l/n STW 01mar13; tender for overhaul published 21jun13 in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; opb 2 oao at Mikhailovsk-Shpakovskoye; l/n SIP 16apr18
138 04	not known RA-26150 RA-26150 RF-26262	An-26 An-26 An-26 An-26	KGB/Border Guards FSB/Aeroflot c/s FSB FSB	mfd SVO VKT ROV	28dec84 13jun06 14nov10 15aug16	opb oap at Vorkuta-Sovjetski; no red stripe on fin opb oap at Vorkuta-Sovjetski; in basic 'blue' Aeroflot c/s with Russian flag and red stripe on fin, no titles; overhaul completed 19dec05; t/t 5,726 hours by 2007; l/n Vorkuta-Sovjetski oct15; under overhaul with RZGA No. 412 by dec15 opb oap at Vorkuta-Sovjetski; in basic 'blue' Aeroflot c/s with Russian flag and red stripe on fin, with a 'Polymaya Aviatsiya RF' badge depicting a Polar Bear and globe behind the cockpit; l/n ARH oct20 toc 13nov84; rgd 07dec84; see c/n 8504
138 05	CCCP-26586(2) CCCP-26586(2)	An-26B An-26B	AFL/Ulyanovsk HFS AFL/Kirovograd VAU	mfd trf	oct84 30jul85	

	CCCP-26586(2) UR-26586(2)	An-26B An-26B	Kirovograd FS United Nations	trf LCA	29aug85 mar96	l/n LCA 12aug98; leased from Air Urga; w/o 19mar00; on approach to Goma, the pilot encountered windshear and elected to go around but the descent could not be stopped and the aircraft belly-landed on the runway, no casualties
138 06	not known "21" red "21" yellow	An-26 An-26 An-26D	Soviet Air Force Russian Air Force Russian Air Force	mfd ZIA CKL	19nov84 29aug93 aug96	l/n ZIA 27aug95, in all grey c/s; overhaul completed 30jun94 converted to an An-26D (D for dalni, long range) by Aviant, handed over to GLTIs in 1996 and underwent trials; seen with external fuel tanks on the centre of the lower fuselage CKL aug96; l/n ZIA 24aug97 based at SVX; in all grey c/s, with external fuel tanks on the centre of the lower fuselage in all grey c/s, with external fuel tanks on the centre of the lower fuselage at Ivanovo-Severnny; also carried code "20" blue ("21" blue also visible underneath) in all grey c/s, with external fuel tanks on the centre of the lower fuselage; still under rework with 308 ARZ at Ivanovo-Severnny jul12; seen SVX dec12, in white c/s with blue cheatline and grey undersides, Russian flag on tail and code "21" red; seen SVX 04sep13 as such; l/n SVX oct21 rgd 13apr00; f/n BUD 22jan01, has the window layout as per an An-26B-100, but not mentioned as such in any documents; in official document jul01 as an asset of the Moldovan National Army; l/n KIV jul03; current on register mar04 with ex reg given as ER-26807 which seems to be derived from the c/n and version given as such; canx 24may07 as to Republic of Moldova
138 07	ER-AFV	An-26B	Vichi Air Company	mfd	27oct84	l/n Marculesti 09dec07
	"12" black ER-AFV	An-26B An-26B	Moldovan AF Aerop. Marculesti	Mrc	14sep07 may10	Aeroportul International Marculesti; mentioned in document this date as for sale; f/n Marculesti 18sep10 in all-white c/s, grey undersides with small 'operated by Aeroportul International Marculesti titles' and web address on starboard side only, small emblem on tail; crashed at Kabul in 2012 according to a Moldovan insurance document, exact date and details not given; canx between 08may13 and 02jul13 f/n SXF 09may89; l/n LHR 05sep90; canx 30oct90 f/n OST 17nov90 on 'RLA' call-sign; seen again OST 21dec90; small Romavia badge under cockpit; canx 20sep91, restored 18mar92 carried code 'UN989'; canx 08aug94 to military repainted in all-grey c/s by aug01 with titles; l/n OTP 19feb13 rgd unknown; l/n Marculesti feb15/mar20, all white; see next line current on register 22mar18; canx between 22mar18 and 03may18 registered to Expedition Aviation of the UAE; d/d 26dec20 from Marculesti to OZH with large UN titles and also carrying code UNO-691P; l/n PZY 21oct23, UN marks removed f/n LGW 28nov88; l/n BSL 02oct89 in basic Tarom c/s, no titles; seen OTP sep90; canx 20sep91 as to Romavia ! repainted in grey c/s with titles; f/n as such jun98; l/n OTP 19feb13 current on register 19apr13 flight from OTP to Marculesti planned 27may13; in all-white c/s, no titles; f/n Marculesti 28feb15; l/n Marculesti mar20; canx between 22mar18 and 03may18 to Expedition Aviation FZC of the UAE; ferried from Marculesti to OZH 26nov20 to Expedition Aviation FZC of the UAE; test-flown at OZH 30apr21; l/n ATH 26aug21 coded UNO-691P; current on register 13aug22; l/n MBX 30jul23 f/n FRA 30may87 canx 20sep91 to Romavia ! at Taszar, Hungary in basic ex TAROM c/s, no titles; repainted into all-grey c/s with titles by oct98; seen FFD 13jul23 with additional special markings (Shark's mouth and eye) by the nose; l/n EVN 14oct23, the last operational An-26 of the Romanian Air Force and due to be retired by the end of 2023 confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
138 08	YR-ADL YR-ADL	An-26 An-26	Rom AF/TAROM c/s Rom Gvt/Romavia	rgd rgd	09apr85 31oct90	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
	YR-ADL 808 ER-AVK ER-AVK UR-UZK UR-UZK YR-ADM YR-ADM 809 ER-AVL ER-AVL	An-26 An-26 An-26 An-26 An-26-100 An-26-100 An-26 An-26 An-26 An-26	United Nations Romanian Air Force Aerop. Marculesti Aim Air Constanta United Nations Rom AF/TAROM c/s Rom Gvt/Romavia Romanian Air Force Aerop. Marculesti Aim Air	LPA FRA OTP no reports rgd MGQ rgd rgd AMS rgd trf	may93 26oct94 31may13 no reports 22dec20 26jun23 09apr85 06jul90 24dec93 unknown unknown	carried code 'UN989'; canx 08aug94 to military repainted in all-grey c/s by aug01 with titles; l/n OTP 19feb13 rgd unknown; l/n Marculesti feb15/mar20, all white; see next line current on register 22mar18; canx between 22mar18 and 03may18 registered to Expedition Aviation of the UAE; d/d 26dec20 from Marculesti to OZH with large UN titles and also carrying code UNO-691P; l/n PZY 21oct23, UN marks removed f/n LGW 28nov88; l/n BSL 02oct89 in basic Tarom c/s, no titles; seen OTP sep90; canx 20sep91 as to Romavia ! repainted in grey c/s with titles; f/n as such jun98; l/n OTP 19feb13 current on register 19apr13 flight from OTP to Marculesti planned 27may13; in all-white c/s, no titles; f/n Marculesti 28feb15; l/n Marculesti mar20; canx between 22mar18 and 03may18 to Expedition Aviation FZC of the UAE; ferried from Marculesti to OZH 26nov20 to Expedition Aviation FZC of the UAE; test-flown at OZH 30apr21; l/n ATH 26aug21 coded UNO-691P; current on register 13aug22; l/n MBX 30jul23 f/n FRA 30may87 canx 20sep91 to Romavia ! at Taszar, Hungary in basic ex TAROM c/s, no titles; repainted into all-grey c/s with titles by oct98; seen FFD 13jul23 with additional special markings (Shark's mouth and eye) by the nose; l/n EVN 14oct23, the last operational An-26 of the Romanian Air Force and due to be retired by the end of 2023 confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
138 09	UR-UZJ UR-UZJ UR-UZJ YR-ADN YR-ADN 810	An-26 An-26-100 An-26-100 An-26 An-26	Constanta Constanta United Nations Rom AF/TAROM c/s Rom Gvt/Romavia Romanian Air Force	rgd rgd MGQ rgd rgd	24nov20 27apr21 01mar22 09apr85 10dec90 may92	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
139 01	277 ?	An-26	Afghan Air Force	mfd	20nov84	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
139 02	278	An-26	Afghan Air Force	KBL	13mar02	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
139 03	279 ?	An-26	Afghan Air Force	mfd	09dec84	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
139 04	71386 71386 71386	An-26 An-26 An-26	Yugoslav Air Force Serb. & Monteneg.AF Serbian Air Force	mfd mfd BJY ROV	05dec84 15jun03 14jan08	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
139 05	CCCP-26598 UR-26598 UR-26598 UR-DWA UR-DWA UR-DWA HA-TCS	An-26B An-26B An-26B An-26B An-26B An-26B An-26B	MAP Zaporozhye PO Avialini. Ukrainy Motor Sich Aero Charter Al Emerald Airways Aero Charter Al Cityline Europe	mfd rgd KZN AMS LPL LUX BUD	28dec84 17may93 27aug97 18dec02 17jan05 01mar05 17apr06	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
	no reg UR-DWA YL-RAJ LZ-ABR	An-26B An-26B An-26B An-26B	no titles Aero Charter Al RAF-Avia Air Bright	BUD LUX rgd RIX	06sep09 08oct09 12aug11 10may13	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
	LZ-ABR	An-26B	Rose Air	LEJ	19may15	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
	UR-CSK	An-26B	Eleron	rgd	19dec18	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
139 06	CCCP-26172 RA-26172 EL-ANZ EL-ANZ EL-ANZ EL-ANZ	An-26B An-26B An-26B An-26B An-26B An-26B	MRP PO "Temp" Special Cargo Al Special Cargo Al Santa Cruz Imp. Air Angol	mfd trf SHJ SHJ	28dec84 late92 19jan98 31mar98	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
139 07	CCCP-26587(2) 26587(2) 4K-26587(2) 4K-26587(2)	An-26B An-26B An-26B An-26B	AFL/Azerbaijan-BAK AFL/Azerbaijan AFL/Azerbaijan Azerbaijan Al	mfd BAK BAK BAK	19jan85 08dec92 09jul93 nov93	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
139 08	CCCP-26588(2) RA-26588(2) RA-26588(2) RA-26588(2)	An-26B An-26B An-26B An-26B	AFL/Krasnoyarsk-KJA Aeroflot KrasAir LIATs	mfd KJA trf slid	24jan85 13jul93 05apr94 04nov00	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
	26588(2)	An-26B	LIATs	BAK	11jul05	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
139 09	CCCP-26589(2) RA-26589(2) YL-RAD	An-26B An-26B An-26B	AFL/West Siberia Tomsk Avia RAF-Avia	mfd trf rgd	30jan85 30mar94 12nov98	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
	YL-RAD	An-26B	Silver Air	PRG	22apr01	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
	YL-RAD	An-26B	RAF-Avia	LGG	05may02	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
	UR-CTH	An-26B	Eleron	rgd	26jun20	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
139 10	CCCP-26590(2) RA-26590(2)	An-26B An-26B	AFL/Magadan-Anadyr Chukotavia	mfd trf	01feb85 11aug94	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
140 01	CCCP-26591 RA-26591 EP-SAK	An-26B An-26B An-26B	AFL/Magadan Chukotavia Saffat Av. Serv.	mfd trf SHJ	22feb85 11aug94 17oct09	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
	EP-THK EP-SAK	An-26B An-26B	Tehran Airlines Atlas Air	AZD THR	15aug20 03nov22	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409
140 02	CCCP-26592(2) RA-26592(2) RA-26592(2) EP-SAJ	An-26B An-26B An-26B An-26B	AFL/West Siberia Aeroflot Sibir Saffat Av. Serv.	mfd OVB trf FJR	06mar85 21apr93 29dec94 17oct09	confirmed exported to Afghanistan; soc in 1987 in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAAC), seen in all-grey c/s KBL 23mar06; seen KBL 14jun08; later wfu; l/n KBL 23oct13; see c/n 13409

	EP-THJ EP-SAJ	An-26B An-26B	Tehran Airlines Atlas Air	AZD THR	15aug20 23feb23	Tabriz 23dec08; possibly after overhaul; l/n IEV 18nov11; seen Yazd mar13/oct14, stored and declared by the ADB as non-airworthy due to structure fatigue; underwent overhaul and service life extended until jun18, offered for sale on the internet
140 03	CCCP-26593(2) RA-26593(2) RA-26593(2) 26593(2)	An-26B An-26B An-26B An-26B	AFL/Krasnoyar.-KJA Aeroflot KrasAir United Nations	mfd KJA trf IST	06mar85 13jul93 05apr94 26mar99	all white c/s with blue motif on tail, good condition; l/n AZD 14jun21 all black c/s with silver titles on forward fuselage; seen PYK 20aug23 with sticker of picture of Russian poet Rasul Gamzatov on fuselage; l/n PYK 28oct23/15dec23, stored ? toc 06apr85; rgd 24apr85; f/n DME 15mar90; seen KJA may91, in 'polar' c/s; l/n KJA 01jul92, as such; see c/n 8710
	9Q-CFL	An-26B	Air Kasai	rgd	07feb04	leased from KrasAir; soc 27feb01 as to Ukraine; canx 01mar01; sold to Meton Trade 10apr01 and re-sold to Ukraine in a non-airworthy condition
	9Q-CFL 9S-AFL	An-26B An-26B	Serve Air Cargo Serve Air Cargo	NLO rgd	25may10 2017	in white c/s with red/yellow/blue line on fin and lower fuselage; f/n FIH may05; l/n as such FIH 13jul06; seen FIH 10sep06 in white c/s with dark blue belly and stripes on fin, no titles; seen GOM 13apr10; l/n Beni 08feb11, same c/s, no titles, large blue 'S' on tail photo in full c/s; l/n GOM 04sep12 re-registered on re-certification by the DRC CAA; w/o Goma 10sep17 when it returned to the airport with engine failure shortly after taking off for Kisangani, landed long and overran the runway coming to rest in a lava field, fracturing the starboard wing with the main and starboard undercarriage collapsing, the crew were uninjured; the previous registration was still carried on the upper starboard wing toc 15apr85; rgd 06may85; f/n LED 02sep88; l/n LED 17may91 in full c/s; f/n RIX 07oct03; l/n IEV 07nov13; no longer on register by 2014 c/n confirmed by Antonov; in white c/s with blue/white tail, no titles leased from Grodno for periods of time for operations in South Africa and returned in between; in white c/s with blue/white tail, small titles on the rear fuselage plus the URL 'www.vulkanair.co.za' on the lower fuselage; l/n SVG 08aug16
140 04	CCCP-26200 YL-RAE EW-378TG EW-378TG	An-26B An-26B An-26B An-26B	AFL/Kazakhstan RAF-Avia Grodno Vulkan Air	mfd rgd IEV HHN	26feb85 01jul03 29mar14 02jun14	to Vulkan Air (PTY) LTD of the Seychelles; in white c/s with blue/white tail, small titles on the rear fuselage plus the URL 'www.vulkanair.co.za' on the lower fuselage; f/n RWN jun17; seen PZN 21sep22; rgd 17oct22 to Eurus Air FZCO of the UAE; l/n LPA 13aug23 toc 09apr85; rgd 19apr85 in Aeroflot c/s, no titles; l/n SVO 31aug93 leased from Air Urga
140 05	CCCP-26201 UR-26201 UR-26201 UR-26201 UR-26201 UR-ELB UR-ELB UR-ELB UR-ELB UR-ELB UR-ELB	An-26B An-26B An-26B An-26B An-26B An-26B An-26B-100 An-26B-100 An-26B-100 An-26B-100	AFL/Kirovograd FS Ukr Flt State Ac Air Guinée Air Urga United Nations United Nations Air Urga n/t Air Urga n/t United Nations	mfd KGO CKY OSR LPA FIH KGO NLV DLA	29mar85 15jul93 07jan94 19nov95 27feb98 15mar01 06jul07 11oct09 14feb10	leased from Air Urga; with code 'UN963'; l/n KGO 26apr99 leased from Air Urga; based at Kindu in 2006; overhauled at Kirovograd may06 all-white c/s; l/n KGO 09jul07; converted to An-26B-100 all-white c/s leased from Air Urga; with code UN0687; l/n Oum Drega, Western Sahara 29jun10; photo Laayoune, Western Sahara aug12 with code UNO-967 all-white c/s; l/n IEV 04oct13 leased from Air Urga; with large UN titles, no UN code; photo Morocco sep15, with code UNO-962 or UNO-963 ? (last two digits difficult to read); seen KGO 30oct15; no reg or code visible; seen LPA 20mar16 with large UN titles and carrying code UNO-967; seen JUB 03mar17, large UN titles and carrying code UNO-508P; seen JUB 16jun17; seen PSR 31jul17; seen EUN 2018; seen KGO 20jul21 all white, no titles; current on register 13aug22; l/n TRC 01sep23 probably stored based at Dushanbe overhaul completed 29mar06; c/n checked SVX 23jun06 in light grey c/s with red stripe on fin, no titles; t/t 5,273 hours by 2007 opb military unit 9809 at OVB; initially in light grey c/s with Russian stars and red stripe on fin, no titles; l/n as such RVI 07jul16; overhauled by RZGA No. 412 in 2016 and repainted in basic 'blue' Aeroflot c/s with Russian flag and red stripe on fin, no titles; f/n as such OVB 02aug17; l/n NOZ 26oct22
140 06	not known "55" yellow "55" red RF-26269	An-26 An-26 An-26 An-26	KGB/Border Guards FSB FSB FSB	mfd FRU Uue OVB	26jun85 09nov04 25nov06 08jul10	canx 14aug02 as sold to Mali, but still seen FJR 10nov03, no titles opb 2 oao at Mikhailovsk-Shpakovskoye; in basic Aeroflot c/s with Russian flag and red stripe on fin; last overhaul completed 27dec04; t/t 4,375 hours by 2007; c/n from russianplanes.net; l/n 26oct12 opb 2 oao at Mikhailovsk-Shpakovskoye; in basic Aeroflot c/s with Russian flag and red stripe on fin; l/n STW 09jun16 Kirovogradskoye VLU GA; toc 30apr85; rgd 20may85 reported for Air Urga; in basic Aeroflot c/s, no titles leased from Air Urga; in full all-white UN c/s; seen ZAG 18jun96 with code 'UN183' and ZAG 12may98 as UNO182 and 08jun99 with code 'UN182'
140 07	"10"	An-26	KGB/Border Guards	mfd	21jun85	leased from Air Urga; in full all-white UN c/s; seen with code 'UN182' FRA 26nov01; seen without UN code RTM 31jan02; seen with code 'UNO-967' GVA 16sep03; l/n as such LPA 26oct03 in full c/s with titles (photo proof) in all-white c/s, no titles; l/n BUD 04sep06 leased from Air Urga; in all-white c/s, no titles; l/n LUX 10dec10; see c/n 4407 in all-white c/s, no titles; f/n KGO 12apr11 in full all-white UN c/s; seen without UN code EBB 10may14 in all-white c/s, no titles; new CoFR was issued 09jun17 coded 'UNO-858'; seen EBB 07nov18; l/n KGO 22feb20, all white, no titles; current on register 13aug22 toc 30apr85; rgd 20may85
140 08	ER-AWG not known "07" blue	An-26 An-26 An-26	Aerocom KGB/Border Guards FSB	mfd STW	28jun85 08sep11	
	RF-26268	An-26	FSB	ROV	20mar15	
140 09	CCCP-26202 UR-26202 UR-26202	An-26B An-26B An-26B	AFL/Kirovograd FS Ukr State Flt Ac United Nations	mfd SVO ZAG	15apr85 20apr93 18jun96	
	UR-ELI UR-ELI	An-26B An-26B	Air Urga United Nations	rgd FRA	unknown 26nov01	
	UR-ELI UR-ELI HA-TCM (2) UR-ELI UR-ELI UR-ELI UR-ELI UR-ELI	An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B	MNG Kargo Air Urga CityLine Hungary Air Urga United Nations Air Urga United Nations	ph. BUD BUD rgd FKI KGO MDK	jul04 30aug06 05sep06 08feb11 02dec12 2015 25jun18	
140 10	CCCP-26203 UR-26203 UR-26203 UR-26203 UR-26203 UR-ELD UR-ELD UR-ELD UR-ELD	An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B An-26B	AFL/Kirovograd VAU Ukr Flt State Ac Air Urga United Nations Air Urga United Nations MNG Cargo Air Urga	mfd IEV IST GVA KWG ADD ph. ESB	20apr85 16jun93 07dec95 23jul96 26apr99 10mar01 jul04 nov04	
	UR-ELD	An-26B-100	United Nations	KGO	26sep12	leased from Air Urga; with code 'UN962'; l/n LPA mar98 opb Air Urga, in all white ex UN c/s leased from Air Urga; with code 'UN0620'; seen LPA 23nov02 with code 'UN-968'; l/n TBS 23oct03 in full c/s with titles, photo proof in all-white c/s, no titles; still in Air Urga fleet list oct04/mar07; l/n KGO 05jun11; converted to An-26B-100 by jan12 leased from Air Urga; seen FAO 02feb13 with code 'UNO-967'; seen KGO 17jul13, still as such; seen KGO 01nov13, unable to see titles; seen Morocco 19mar14 and 04aug14 with UN titles and code 'UNO-968'; seen KGO 2015 with UN titles but no code; seen Morocco nov15 with large UN titles and code 'UNO-968' once again; seen LPA 20mar16, with the same code; l/n KGO 30jun20 with UN titles but no code; current on register 13aug22 in all-white c/s, no titles; l/n NIM 29jun23 l/n PEK nov91 l/n 09may97 already allocated by early 1995 JU- prefix reported allocated by mar98; converted to An-26B-100 by jul03; last twin Antonov in fleet list 31oct05; for sale jul08, 21,450 hours, 15,335 cycles; l/n ULN 15sep08, stored to Brise Air; photo, date unknown, without tail emblem; already offered for sale/lease may09, by Tehnoer FZC, location given as Fujairah registration later used on An-12 c/n 5342703; owners reported to be Oleg Baranov and Gennady Ganeev and opb Supreme Group (USA); canx 29mar10; reportedly re-registered, see next line to Brise Air; f/n UET 23sep10; late registration date; canx 07jun11, in all white c/s with blue tail, no titles; l/n MLA 26sep11, c/n checked this date reportedly flew LXR-MLA 15dec11; in all white c/s with blue tail, no titles, c/n checked this date; seen MLA 18dec11, reportedly opb South Airlines; l/n FJR 28nov12 opb by TransSom(alla) in basic South Airlines colour scheme; overran on landing at Guri'el Airstrip (N5.318431 E45.983661) on arrival from Mogadishu on 26aug13; landed long on the unpaved strip and hit a rock; the nose-gear penetrated the fuselage causing substantial damage; w/o confirmed by Somali CAA who were told by the Armenian CAA that the CoFA had expired on 31may12 and the aircraft had been removed from the register on 26oct12 seen SXF 23jan91; w/o 23apr93 on a flight from Ulanbataar to Ölgii when crashed during the descent into Mount Marz (74 km south of Tosontsengel) on the border between the Zavkhan and Arkhangai provinces, all 6 crew members and 28 passengers were killed; the wreck was found only 07may93 toc 07jun85; rgd 02jul85; f/n SVO 21mar91 f/n KIV 20sep94; l/n IEV 07jul99; canx 30sep99 l/n NKC 12jan01: not in 2001 fleet list with titles as well as Kiev ARP 410 titles
141 01	UR-ELD BNMAU-14101 MT-14101 MT-1014 JU-1014	An-26B-100 An-26B An-26B An-26B An-26B	Air Urga MIAT Mongolia MIAT Mongolia MIAT Mongolia MIAT Mongolia	NIM SXF PEK PEK	23apr23 08dec90 25oct94 11dec97	
	3X-GEV	An-26B-100	ex MIAT c/s n/t	rgd	04jun09	
	3X-GEV	An-26B-100	all-white c/s, n/t	FJR	01jul09	
	3X-GFD	An-26B-100	Galex Guinée	rgd	06may11	
	EK-26818	An-26B-100	white/blue c/s n/t	MLA	16dec11	
	EK-26818	An-26B-100	South Airlines	MGQ	04jun13	
141 02	BNMAU-14102	An-26	MIAT Mongolia	ULN	19sep86	
141 03	CCCP-26204 ER-26204 UR-26204 UR-26204 UR-26204 ER-26204	An-26B An-26B An-26B An-26B An-26B An-26B	AFL/Moldova Air Moldova Kiev ARP 410 Al Royal Air Cargo Pioneer Cargo Al	mfd rgd OSR ISB KHI rgd	31may85 12apr94 07jan00 17jan02 10feb02 19sep03	
	RP-C7206	An-26B	Mosphil Aero Inc		jul06	current on Moldovan register 21dec06, but shown on register dated 11jun07 as having been cancelled to Ukraine 16may06 !
	ER-26204	An-26	all-white	KIV	17sep10	all-white c/s, no titles, seen en route to Clark; c/n confirmed by CAA; l/n BKI 17sep07/17dec08 with tail logo but still no titles, reportedly opb Layang Layang Aerospace; c/n offered for sale oct08 by Air Moldova, with t/t 8,512 hours and 4,718 cycles small Mosphil Aero logo on forward fuselage and tail; current on register 20may14; l/n stored KIV feb15/21may19; canx between 11mar16 and 30sep16
141 04	YA-BAK YA-BAK	An-26 An-26	Bakhtar Afghan Al Ariana	no trf	reports 1988	crashed near a mine at Zabol, Iran 18jun89 on a flight from Kabul to Zaranj, after a fight between the co-pilot and an armed security guard resulted in the loss of control of the aircraft, 6 passengers killed of the 33 passengers and 6 crew on board; a newspaper photo shows wings broken off and severely wrecked fuselage

141 05	YA-BAL	An-26	Bakhtar Afghan AI	no reports		shot down near Khost 11jun87 by Mujahideen with all 53 on board killed, was on a flight from Kandahar to Kabul
141 06	YA-BAM	An-26	Bakhtar Afghan ai	no reports		w/o 04sep85 on a flight from Kandahar to Farakh, shot down by Mujahideen loyal to warlord Yunus Khalis with a 'Blowpipe' SAM while climbing through 3,800 feet msl, the aircraft caught fire and crashed 18 km west of Kandahar, all 5 crew and 47 passengers killed
141 07	CCCP-26205(1)	An-26B	AFL/Tajikistan	mfd	jun85	to 09jul85; rgd 26jul85; f/n LED 23sep87; to Tajik Air in 1993 which was renamed Tajikistan Airlines; see c/n 8205
	EY-26205(1)	An-26B	Tajikistan AI	SHJ	04mar97	in basic ex Aeroflot c/s with Tajikistan titles and additional Daallo Airlines sticker; l/n SHJ 01apr97 as such; seen SHJ oct98 and 27oct99; still in fleet list 01nov04; in fleet list 02oct07 as "out of operation"; seen RKT 04mar08; converted to, see next line
	EY-26205(1) RT-26002 (3)	An-26B-100 An-26B-100	Tajikistan AI Tajikistan Govt.	DYU LBD	28jan09 26aug16	in full c/s with Tajik AI titles; JSC Tajik Air was formed 30dec09; l/n LBD 13aug15 in the same c/s and titles as before with the previous third and fifth digit clearly visible under the new digits; see c/ns 9104, 9706 and 13505
141 08	not known	An-26	KGB/Border Guards	mfd	30aug85	further fate unknown (not included in a listing of FSB aviation assets dated 2007)
141 09	"86" blue "86" blue	An-26 An-26	KGB/Border Guards FSB	mfd mfd DYZ	26sep85 27jul06	based at Bukhta Provideniya; in grey c/s
	RF-26279	An-26	FSB	ROV	13feb16	opb 5 oao at PKC; initially in light grey c/s with Russian flag and red stripe on fin, no titles; l/n as such PKC 29sep04; last overhaul completed 02aug05; repainted in medium grey c/s with Russian flag but no red stripe on fin, no titles; f/n as such DYZ 04sep07; t/t 3,875 hours by 2007; seen Zaliv Kresta 24jun08; l/n OVB 21jul15
141 10	not known "56" red RF-26282	An-26 An-26 An-26	KGB/Border Guards FSB FSB	mfd VVO VVO	02oct85 19apr97 04nov08	opb 5 oao at PKC; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles with additional 'Walrus with pilot's goggles' badge behind the nose; l/n PKC 2023
						c/n not confirmed, but believed became, see next line; see also "56" red with unknown c/n
142 01	CCCP-26206 UN-26206 UN-26206 UN-26206 4201	An-26B An-26B An-26B An-26B An-26B-100	AFL/Kazakhstan Aeroflot titles Aeroflot c/s, n/t Aeroservice Kazakh Czech Air Force	mfd PPK DUS DUS d/d	16jul85 11jul93 23jul94 08dec94 12jun98	opb 7 oao at VVO; last overhaul completed 03aug05; t/t 4,239 hours by 2007; in basic Aeroflot c/s, no titles, Russian flag on fin but initially with the red tail stripe overpainted; l/n VVO 04nov08, as such; f/n with red tail stripe on fin VVO 27apr11; seen ROV 22jan16 with an additional 'Tiger' badge behind the nose; l/n UUS may19, as such; seen VVO jul21, without the badge; l/n ITU 2023
						toc 05aug85; rgd 21aug85; f/n ALA 22apr93 with Kazakhstan flag
						Aeroservice Kazakhstan
						c/n painted as '4201'; in dark grey/light grey/green camo c/s with light grey undersides and titles; opb 61st Transport Squadron; l/n FAO 26may00; trf 241st Transport Squadron from jul03; converted to, see next line
						c/n now painted correctly; in white c/s with light grey undersides and white/red/blue cheatline and titles; opb 242nd Transport and Special Squadron from oct07; soc apr09; l/n Kbelly 09sep12; still present oct14, with all markings painted out
						awaiting delivery; still in ex Czech Air Force white c/s with light grey undersides and white/red/blue cheatline; l/n Kbelly 14jul17/may18; current on register 22mar18; canx between 22mar18 and 03may18; still current on GE sep18
142 02	CCCP-26207 CCCP-26207 CCCP-26207 UR-26207	An-26B An-26B An-26B An-26B	AFL/Urals AFL/GosNII GA AFL/Ukraine Avialini. Ukrayiny	mfd trf trf HRK	jul85 10sep87 15feb89 30aug93	opb 5 oao at PKC; initially in light grey c/s with Russian flag and red stripe on fin, no titles; l/n as such PKC 29sep04; last overhaul completed 02aug05; repainted in medium grey c/s with Russian flag but no red stripe on fin, no titles; f/n as such DYZ 04sep07; t/t 3,875 hours by 2007; seen Zaliv Kresta 24jun08; l/n OVB 21jul15
						toc 15aug85; rgd 29aug85
						f/n SVO 19jul88
						a photo exists in 'polar' c/s with titles and tail logo; shot down near Saborsko, Croatia, 31jul94 when operated by the United Nations killing 6 crew and 1 passenger
142 03	150 YN-CEB FAN 150	An-26 An-26 An-26	Nicaraguan AF Nicaraguan AF Nicaraguan AF	mfd MGA IEV	1985 nov92 26may06	f/n MGA aug90
	FA 150	An-26	Nicaraguan AF	MGA	15dec15	probably opb Aeronica; l/n MGA 22dec03, on overhaul
						c/n checked; seen MGA 07mar08 in white c/s with blue/white/blue cheatline and 'Fuerza Aérea Ejército de Nicaragua' titles; l/n CUN 25apr10
142 04	YN-CEA 151	An-26 An-26	Nicaraguan AF Nicaraguan AF	mfd MGA	1985 20aug97	in white c/s with blue/white/blue cheatline and 'Fuerza Aérea Ejército de Nicaragua' titles, 'Nicaragua FA 150' on the fin; l/n MGA 20oct16
						f/n MGA nov92, c/n not confirmed; probably opb Aeronica
						c/n confirmed; 'Aeronica' titles still visible under the paint; seen dec03/nov07, without engines and faded paintwork; l/n MGA 04feb16, as such; an undated photo exists in the same condition being used for training purposes by the emergency services
142 05	CCCP-26208 CCCP-26208	An-26B An-26B	AFL/Central Region AFL/Privolzhsk	mfd trf	09aug85 27feb89	toc 06sep85; rgd 08oct85; converted to a 'Tsiklon' weather research aircraft in 1987
	RA-26208 RA-26208	An-26B An-26B	Penza Air Penza Air ?	trf Chh	30dec93 1999	'Tsiklon' weather research aircraft, equipped with two slab-sided pods mounted on pylons housing ASO-2 flare dispensers; opb Penzenski OAO; in 'polar' c/s with a 'Tsiklon' badge behind the cockpit; f/n SVO 08apr91; l/n SVO 30jun92
						still in full 'polar' Aeroflot c/s including titles, with a 'Tsiklon' badge behind the cockpit; seen BKA 08may95 demodified to a standard transport aircraft; in basic 'polar' Aeroflot c/s, no titles, still with a 'Tsiklon' badge behind the cockpit although the equipment was removed; l/n OSF 17aug01; current on register aug01 but canx before mar03, with a comment 'letter dated 15may98, with a request not to re-register until the court ruling'
	OB-1771-T OB-1773-T OB-1775-T OB-1777-T OB-1778-P	An-26B-100 An-26B-100 An-26B-100 An-26B-100 An-26B-100	Aero Transp. SA Aero Transp. SA Aero Transp. SA Aero Transp. SA Aero Transp. SA	rgd rgd rgd rgd rgd	30oct02 18nov02 20nov02 28jan03 07mar03	canx 18nov02
						canx 19dec02
						canx 27jan03
						canx 26feb03
						had an entry door on the left side just forward of the wing; initially in white c/s with red/yellow/green stripe; f/n LIM 04apr03; seen LIM 23mar04; damaged on take-off from Lima 15mar05, but repaired; f/n flying again LIM 23dec05; repainted in new colours; f/n as such LIM 03jan09; in with the 'P' suffix LIM mar11; f/n without the 'P' suffix LIM 24dec11; l/n LIM 12dec12; reportedly still active mar14; CoFA expired 08mar14
	UR-UZE	An-26B-100	Constanta	rgd	30oct18	to Expedition Aviation FZC of the UAE; arrived at IEV 08dec18 on delivery from South America; in all-white c/s, no titles; seen under maintenance at IEV in 2019; l/n ATH 18aug21
	UR-UZE UR-UZE	An-26B-100 An-26B-100	United Nations Constanta	MQF MBX	10dec21 26nov22	in all-white c/s, no titles; rgd 14jul23 to Expedition Aviation FZC of the UAE; seen PZY 19jul23; l/n BEN 02nov23; operating in Libya oct23/jan24 with Constanta call-signs
142 06	152	An-26	Nicaraguan AF	MGA	25sep91	l/n MGA 11apr98; w/o 21jan99 en route from Managua to Bluefields; on approach to Bluefields the crew were told they could not land as another aircraft was blocking the runway and the aircraft subsequently crashed in a mountainous area; 4 crew and 24 passengers were killed
						c/n not confirmed; probably opb Aeronica; l/n MGA 14mar00, operational
						c/n confirmed; in white c/s with blue/white/blue cheatline; last overhaul completed in 2003 (at ARZ-412)
						in white c/s with blue/white/blue cheatline with 'Fuerza Aérea Ejército de Nicaragua' titles, 'Nicaragua FA 160' on the fin; l/n MGA 15dec15
142 08	373	An-26SM	East German AF	toc	20dec85	An-26SM was an unofficial German designation; ELINT version; ferried from Kiev to DRS 21dec85; opb TS-24 at DRS; in dark green/dark brown camo c/s with light grey undersides; was used for the "Diskant" ELINT flights along the West German border from 25nov86
	DDR-SBM 52+10	An-26SM An-26	EGAF/Interflug c/s German Air Force	rgd trf	26sep88 03oct90	the registration was reserved, but never worn on the aircraft; canx 03oct90
						opb TS 24 at DRS; in dark green/dark brown camo c/s with light grey undersides; trf to 3./LTG 65 at DRS 01apr91; dbr 27feb92 on landing at Friedrichshafen when levelled out too high and touched down very hard, resulting in structural damage to the fuselage; cannibalised at Dresden to provide parts for An-26M 52+09; the hulk went to the private museum at Seifertshofen in 1993, seen there derelict (without serial)
						nov94/aug99; only the cockpit section remained when seen may04/jul04
142 09	087	An-26	Bulgarian AF	d/d	1985	f/n PRG 12sep86; in white c/s with blue cheatline and trim; grey undersides; c/n checked TIA 12mar01; repainted in light/dark green and light grey camouflage c/s; seen BRU 15apr04 with additional Bulgarian Air Force titles; l/n SOF 03aug17, stored
	no serial	An-26	ex Bulgarian AF	SOF	apr18	in light/dark green and light grey camouflage c/s with serial, titles and roundels painted over; l/n SOF 29apr18; seen SOF 16feb20 with yellow top and very dark blue or black lower fuselage, no serial; seen again 23apr20
	9U-BBB	An-26	Optimum Aviation	SOF	26oct20	flight planned to Alexandria 27oct20; with yellow top and very dark blue or black lower fuselage, red Optimum Aviation logo on the fin; l/n Agok 01dec20
142 10	"25" "01" RF-26272	An-26 An-26 An-26	KGB/Border Guards FSB FSB	mfd no reports SVO	30nov85 30nov08	based at PKC from 1985 to 1993
						opb 1 oao at Petrozavodsk from 1993 to 1995; based at Voronezh and Yoshkar-Ola from 1995 to 2000
						opb 4 oao at Chelyabinsk-Shagol from 2000; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; last overhaul completed 08feb07; t/t 4,420 hours by 2007; seen CEK 14jan15; contract for prolongation of life-time by 2 years signed aug15 l/n LED apr21
143 01	CCCP-26210 RA-26210	An-26B An-26B	Minsudprom TskBSPK Minsudprom TskBSPK	mfd GOJ	sep85 22aug95	rgd 10dec85
	9T-TAB	An-26B	DR Congo Air Force	KWZ	sep05	c/n painted as '57314301', this date; l/n GOJ 26aug97; 'TskB' op SPK im. R.E. Alekseyeva State Research Institute' titles; canx 09oct98 as to Sudan; soc 11dec98 as such
						active; seen GOM jan07; photo exists circa 2008/9, in all-white c/s with grey tail, has a blister window; seen Kisangani jan10; l/n FIH 15mar10 in grey c/s; broke in three pieces when overran at Beni on 24dec18 reported with 69 people on board, all survived
143 02	CCCP-26209 RA-26209 RA-26209 RA-26209	An-26B An-26B An-26B An-26B-100	AFL/West Siberia Special Cargo AI Tomsk Avia Tomsk Avia	mfd trf rgd rgd	27sep85 30mar94 14sep95 21nov01	toc 05nov85; rgd 16dec85
	RA-26209 RA-26209	An-26B-100 An-26B-100	IrAero Pskovavvia	GDY DME	04jul08 02mar11	no reports
	RA-26209	An-26B-100	Tomsk Avia	SGC	12apr13	f/n REN 20sep02; with entry door on the port side just forward of the wing; seen Novosibirsk-Severny 03jul03 with c/n painted as '57314302'; l/n TOF 06jul04; still as such in technical inspection document 07jun07
	RA-26209	An-26B-100	Kamchatka Avn. AE	PKC	19aug18	white c/s with two-tone blue cheatline; l/n GDY 07sep10
						leased from Tomsk Avia until nov11; in white c/s with two-tone blue cheatline and small titles within badge on the forward port fuselage; l/n active GOJ aug11
						l/n TOF 29oct16, stored; sold dec16 to Kamchatski Aviation Enterprise and ferried to PKC, photo exists in basic c/s without titles
						CoFR renewal 25may17; in white c/s with low blue cheatline and red trim, 'Kamchatskoye Aviatsionnoye Predpriyatiye' titles and badge on the fin, missing propellers; seen PKC 09jul19, active; l/n PKC 13oct23
143 03	090	An-26	Bulgarian AF	d/d	1985	f/n SXF 10aug88; in white c/s with blue cheatline and trim, grey undersides; no titles; already stored at SOF by jul06; seen again SOF apr10 as such; soc nov14; l/n SOF nov14, stored on the grass

	no serial	An-26		SOF	jan15	in light grey c/s; offered for sale nov14 for \$1 million by METALIKA-AB Ltd and was earmarked for the Mali Air Force, but the sale had fallen through by early 2015; l/n SOF 29apr18
	TU-VMB	An-26	Ivory Coast AF	SOF	25jun18	in light grey c/s with roundels; d/d SOF-SFA 23jul18; seen ABJ 03jan19 with additional large flag on the rear fuselage; seen ABJ 03mar20; registration previously used on an An-12 with unknown c/n; l/n ABJ 16may22
143 04	YA-BAN	An-26	Ariana	IEV	22aug90	dbr 28aug92 in a rocket attack at KBL; l/n KBL oct94 in destroyed condition
143 05	YA-BAO	An-26	Ariana	IEV	nov90	crashed 11sep95 near Jalalabad after ran out of fuel and on final approach to runway 13; wreckage was still present in 2001 (N34.407703 E70.487363); no longer visible on GE image dated 27feb11
143 06	14-07	An-26	Cuban Air Force	d/d	1985	military use not confirmed
	CU-T1407	An-26	Cub AF/Cubana c/s	SCU	30mar88	named as CUT-1407
	CU-T1407	An-26	Cub AF/Cubana c/s	SNN	18oct88	now painted correctly CU-T1407; l/n HAV 14nov98 operational
	CU-T1230 (2)	An-26	Cubana	d/d	2002	see c/n 7207; f/n CYO 15aug08; l/n SCU 10nov09; reported stored at Ciudad Libertad
143 07	359	An-26S	East German AF	mfd	nov85	An-26S and T were unofficial German designations; toc 29apr86; ferried from Kiev to DRS 30apr86; opb TS-24 at DRS; in light grey c/s; l/n SXF 04may88
	DDR-SBK	An-26T	EGAF/Interflug c/s	rgd	15sep88	opb TS-24 at DRS; in light grey c/s with 'Interflug' titles; ferried from Marxwalde to MPM 24/28nov88; operated in Mozambique by "Fluggruppe Moçambique" nov88/nov89; ferried from MPM to DRS 25/28nov89; photo exists DRS date unknown, in light grey c/s, no titles; canx 03oct90
	52+11	An-26T	German Air Force	trf	03oct90	opb TS 24 at DRS; in light grey c/s; trf to 3./LTG 65 at DRS 01apr91; wfu nov92 and stored at Diepholz; sold to Russia 25jan93
	RA-49269	An-26	Komiavia	rgd	may93	in light grey c/s with Russian flag on fin, no titles; delivered to Russia 11may93, see toc date next line
	RA-26239	An-26	Komiavia	toc	27apr93	in light grey c/s with Russian flag on fin, no titles; f/n SVO 25aug93
	RA-26239	An-26	United Nations	ASM	30mar94	carried the code 'UN487'; f/n ASM 30mar94, en route to Mozambique
	RA-26239	An-26	Aeroflot	AMS	30jan95	in 'polar' c/s with titles; l/n AMS 28may95
	RA-26239	An-26	Kominteravia	trf	25apr95	canx 23feb00 as sold to Ukraine in non-airworthy condition; soc as such, but no date given
	NAF-3-644	An-26	Namibian Air Force	WVB	dec02	in green/grey camo c/s with light grey undersides, carried the c/n '14307' above the flag on the fin; seen ERS 10oct13; l/n GFY 25jun23
143 08	384	An-26T	East German AF	toc	29apr86	An-26T was an unofficial German designation; ferried from Kiev to DRS 30apr86; opb TS-24 at DRS; in light grey c/s
	DDR-SBH	An-26T	EGAF/Interflug c/s	rgd	09jun87	the registration was reserved, but never worn on the aircraft; canx 03oct90
	52+12	An-26T	German Air Force	trf	03oct90	opb TS 24 at DRS; in light grey c/s; trf to 3./LTG 65 at DRS 01apr91; wfu nov92 and stored at Diepholz; sold to Russia 25jan93
	RA-49274	An-26	Komiavia	rgd	may93	no titles; delivered to Russia 21may93, see toc date next line
	RA-26234	An-26	Komiavia	toc	27apr93	no titles; f/n DME 23sep94
	RA-26234	An-26	Kominteravia	trf	25apr95	soc 24dec99 and canx 29dec99 as to Ukraine
	TT-LAN	An-26	Chad Air Force	d/d	dec99	in greyish green/light grey camo c/s with light grey undersides, c/n painted on the fin under the flag; photo jun01; l/n NDJ 14nov08
143 09	"03" blue	An-26	KGB/Border Guards	mfd	26dec85	f/n KRR 15jul94
	"07" blue	An-26	FSB	Ann	07aug96	
	RF-26270	An-26	FSB	OVV	29aug07	opb military unit 9809 at OVB; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles, FSB Coat of Arms of Novosibirsk behind the cockpit on the right-hand side; t/t 5,147 hours by 2007; contract for prolongation of life-time by 2 years signed aug15; l/n OVB 05jun17, still with the Coat of Arms; seen OVB may21, now without the Coat of Arms; l/n OVB apr23
143 10	CCCP-26594(2)	An-26B	MSP TsKB Gorkii	mfd	05dec85	rgd 11mar86; see c/n 8809
	CCCP-26594(2)	An-26B	MAP Kom-na-Amu APO	trf	23mar88	
	RA-26594(2)	An-26B	Amuraviatrans	trf	17may93	f/n UUS 28may93, in Aeroflot c/s and titles; soc and canx 22jan04 as sold to Moldova
	ER-AZK	An-26B	Airline Transp.Inc	rgd	10feb04	f/n IEV 22may04, in all-white c/s, no titles; canx 12jul04 as sold to Libya
	TZ-399	An-26B	Mali Air Force	ph.	dec05	in all-white c/s; seen BKO 17apr07, stored; c/n checked sep14; l/n BKO 02mar20 as such
144 01	CCCP-26212	An-26B	MAP Kazan Motors	mfd	21dec85	rgd 20mar86; in Aeroflot c/s and titles; f/n SVO 22jul88
	RA-26212	An-26B	Kazan Motors	SVO	01sep93	officially trf 20oct93; initially still in full Aeroflot c/s including titles; l/n as such SVO 01sep93; f/n without titles SVO 05jul94; l/n Kazan-Borisoglebskoye 21may97, titles not reported; soc 06mar00 and canx 31mar00 as to Ukraine; fate between 2000 and 2013 unknown
	NAF-3-642	An-26B	Namibian Air Force	dbr	30nov13	in medium green/light grey camo c/s with light grey undersides, with titles; was dbr 30nov13 on the leg to the disused airstrip at Omega (Zambezi Region) of a flight to Bagani in order to collect the bodies of all 33 people who had been killed in the crash of ERJ-190AR C9-EMC of Linhas Aéreas de Moçambique in the Bwabwata National Park (200 km east of Rundu) the previous day, when landed long at Omega (the airstrip was overgrown by grass and bushes) and ran into some trees at the end of the runway, causing damage to the wings (the outer right wing broke off), all 6 crew escaped unhurt; the aircraft with its clipped wing still sits at Omega (S18.02884 E22.197071) by jun18
144 02	CCCP-26213	An-26B	MOM Voronezh KB	mfd	26dec85	rgd 11mar86; in Aeroflot c/s and titles
	RA-26213	An-26B	Voronezh KB ?	IEV	08sep92	in Aeroflot c/s and titles
	RA-26213	An-26B	Kit Air	IEV	27feb94	
	ST-IPK	An-26B	IBK & Petra Avn	VOZ	18sep94	still with 'Kit Air' logo on fin
	RA-26213	An-26B	IBK & Petra Avn	rgd	18may95	canx 14jun96 as to Kazakhstan; soc as such, but no date given
	UN-26213	An-26B	Kazakstan Airlines	photo		opb Aktauavia; photo date unknown still with 'Kit Air' logo on fin
	UN-26213	An-26B	Euro-Asia Air	trf	09jul97	with 24,653 hours left
	UK-26001 (2)	An-26B	Avialeasing	rgd	03jul00	opb SRX Transcontinental, based at Miami; carried additional 'CaribEx Worldwide' titles; f/n ARN 10oct00; sat without props at OPF, seen feb07/15jan13; scrapped OPF 2013; see c/n 9705 and 10606
144 03	CCCP-26214	An-26B	MAP "Artyom" Kiev	mfd	24jan86	the last An-26 built; in Aeroflot c/s; rgd 20mar86; f/n BKA 25sep91; l/n IEV 08sep92
	UR-26214	An-26B	Artem Avia	IEV	16jun93	in basic Aeroflot c/s, no titles; a photo taken dec96 shows the inscription 'Mauria' on the rear fuselage; l/n BUD 22oct98
	UR-26214	An-26B	Air Char. Traders	NBO	10mar01	Air Chartered Traders Limited; named 'Duncan'; l/n IEV 28aug01
	UR-26214	An-26B	Artem Avia	IEV	06aug02	in basic Aeroflot c/s, no titles
	UR-26216(2)	An-26B	Z-Airways	IEV	jun05	see c/n 10704
	EW-246TG	An-26B	Genex Ltd	TLL	12nov06	operated by Airest on the TLL-HEL route in 2006/08; in white/dark blue c/s with small 'operated by Airest' titles; stored at KBP from may09 because of incorrect customs clearance on return from lease, seen oct10/apr14; seriously damaged 18feb15 during an engine test at KBP when the throttles were inadvertently opened to full power, the aircraft ran forward and collided with parked Yak-40 UR-MIG, the left propeller slashed away the nose section of the Yak-40
	UR-MNN	An-26B	Meridian	rgd	30sep15	to Artyom; still in faded Genex c/s including titles; f/n KBP 08mar15; repaired by oct15 but not painted; stored at IEV, seen oct15/feb17; canx 15nov17; seen in bare metal under overhaul with Zavod No. 410 GA at IEV 03aug18/03oct19; was due to be auctioned by Artem 10mar20 with an initial asking price of 3.98 million UAH

Aircraft with unknown construction numbers include

---	4L-26020(3)	An-26	Trast Aero	DIR	10apr10	with web address 'www.trast-aero.com', blue tail, white fuselage with blue cheatlines; version painted as 'An-26'; an illegal registration; see c/n's 10205 and 11404
---	CCCP-26042(1)	An-26	Aeroflot	ATH	02nov80	on delivery to ?; see c/n 10710
---	CCCP-26043(1)	An-26	Aeroflot	ATH	02nov80	on delivery to ?; see c/n 10802
---	CCCP-26145	An-26	Soviet AF/AFL c/s	SVO	22sep90	
---	"145" black	An-26	Soviet Air Force	LED	unknown	
---	CCCP-26151	An-26	KGB/Border Guards		photo	opb oaap at Vorkuta; in Aeroflot c/s; dbr 05may88 on a medevac flight to Nagurskaya (Alexandra Land, Franz Josef Land archipelago) in poor weather when was caught by a wind-shear on final approach to the ice strip and came down so hard that the nose gear punched the fuselage, no casualties; as a repair of the aircraft at that remote location was not viable the aircraft was cannibalised and abandoned, the hull was extant at N80.80316 E47.73037 by apr12, mostly covered by snow; probably either c/n 9806, 12005 or 12006
---	CCCP-26163	An-26	Soviet Air Force	no reports		
---	26163	An-26	Ukraine Air Force	ODS	01may99	l/n ODS 24may02 in ex-Aeroflot c/s, no titles and Ukraine tail badge and "111" red in tail
---	"50" blue	An-26	FSB	DYR	21jul06	opb 5 oao detachment at Lavrentiya; in all-grey c/s, Russian flag and red stripe on fin, no titles; l/n UUS 03apr08
---	RF-26276P	An-26	FSB	DYR	04aug08	non-standard registration, the prefix 'P' may stand for 'Pogranichnaya sluzhba' (Border Guards); also carried code "50" blue, registration on wings only; opb 5 oao detachment at Lavrentiya; in all-grey c/s with Russian flag and red stripe on fin; l/n YKS apr16 still as "50" blue; see c/n 9701
---	CCCP-29101	An-26	MAP	trf	18feb88	an entry in the old Soviet register exists without c/n, probably just allocated for the return of an export aircraft; see An-24 c/n 0003
---	CCCP-29106	An-26	MAP	trf	18feb88	an entry in the old Soviet register exists without c/n, probably just allocated for the return of an export aircraft
---	CCCP-29115	An-26	MAP	trf	18feb88	an entry in the old Soviet register exists without c/n, probably just allocated for the return of an export aircraft
---	RF-36011	An-26	Russian Air Force	ph.	jul18	also carried code "53" red; in light grey c/s with 'VVS Rossii' titles, Russian stars and red spinner tips; l/n as such Tambov-Vostochny 25may19; received 'VKS Rossii' titles; f/n as such Kubinka 14aug20; l/n Kubinka 28aug20
---	RF-36030	An-26	Russian Air Force	Iva	22aug18	at 308 ARZ; in all-grey c/s with Russian flag, no titles; unable to see any code that may have been carried; photo UUS 19jan22, in all-grey c/s with Russian stars on the fin and 'VKS Rossii' titles, also carried code "22" red; l/n UUS 19jul22
---	"15" blue	An-26LL	Russian Air Force	Vob	2005	test-bed for sensors and homing devices (carried several sensors under its belly); opb ae VUNTS VVS "VVA" at Voronezh-Baltmor; in c/s similar to Aeroflot, no titles, with Red star on the fin and a small blister window in place of last window on the port side; type painted as just 'An-26'
---	RF-36034	An-26LL	Russian Air Force	Vob	15aug12	test-bed for sensors and homing devices (carried several sensors under its belly); opb ae VUNTS VVS "VVA" at Voronezh-Baltmor; in c/s similar to Aeroflot with 'VVS Rossii' titles and Red star on the fin, with a small blister window in place of last window on the port side; type painted as just 'An-26'; also carried code 15" blue; l/n Voronezh-Baltmor jan22; see c/n 4504
---	RF-36084	An-26	Russian Air Force	Iva	22aug18	at 308 ARZ; in all-grey c/s with Russian stars and "VVS Rossii" titles, unable to see any code that may have been carried

---	RF-36128	An-26	Russian Air Force	Bls	25aug12	based Balashov; also carried "52" red; in all-grey c/s with 'VVS Rossii' titles; l/n 2015, location withheld, now with Russian stars
---	RF-36130	An-26	Russian Air Force	Kub	13sep16	also carried code "56" red; in light grey c/s with 'VVS Rossii' titles, Russian stars and black propeller tips; l/n Voronezh-Pridacha feb18; probably not c/n 2406
---	RF-36131	An-26	Russian Air Force	Bls	25aug12	based Balashov; also carried "55" red; in all-grey c/s with 'VVS Rossii' titles
---	RF-36134	An-26	Russian Air Force	Bls	25aug12	based Balashov; also carried "51" red; in all-grey c/s with 'VVS Rossii' titles; l/n 2019, location withheld, now with 'VKS Rossii' titles and Russian stars
---	RF-36138	An-26	Russian Air Force	Bls	25aug12	also carried code "23" red; opb Balashovski UATs; in light grey c/s with old navigator blister, 'VVS Rossii' titles and Russian flag on fin; l/n Ivanovo-Severn jun21, now with Russian stars and 'VKS Rossii' titles, still carried code "23" red
---	RF-36139	An-26	Russian Air Force	Bls	25aug12	based Balashov; also carried "11" red; in all-grey c/s with Russian stars and 'VVS Rossii' titles; l/n Ivanovo-Severn mar19; see c/n 2604 ?
---	RF-36143	An-26	Russian Air Force	ZIA	24jul17	also carried code "46" red, in all grey c/s with 'VVS Rossii' titles and Russian stars; l/n URS 21sep17
---	RF-36148	An-26	Russian Air Force	Kub	mar16	also carried "31" red; all-grey c/s with 'VVS Rossii' titles; seen CKL mar21, in all-grey c/s with Russian stars and 'VKS Rossii' titles, still carried code "31" red
---	RF-36150	An-26	Russian Air Force	ph.	dec20	location withheld; in all grey c/s with Russian stars and 'VKS Rossii' titles, also carried code "87" red; l/n URS may21
---	RF-36157	An-26	Russian Air Force	Bls	25aug12	based Balashov; also carried "53" red; in all-grey c/s with 'VVS Rossii' titles; l/n Balashov 21sep18
---	CCCP-46455	An-26	KGB/Border Guards	SVO	1990	photo; in basic Aeroflot c/s with titles
---	RA-46455	An-26	FSB	AMV	2008	photo; in basic Aeroflot c/s with Russian flag and red stripe on the fin, no titles
---	CCCP-46549	An-26	Soviet AF/AFL c/s		photo	in full Aeroflot c/s at Kabul reportedly in 1984
---	RA-46549	An-26	Russian AF/AFL c/s	Iva	21aug96	not on Soviet or Russian Federation register
---	RF-46856	An-26	Russian Gvmt ?	Iva	feb21	probably ex Russian Navy; in white c/s with blue/white/red cheatline and Russian flag on fin, no titles; f/n Ivanovo-Severn in the first week of feb21 after overhaul by 308 ARZ; ferried via Siberia and China to Laos, passing through OVB 07mar21, continuing via IKT and HET and passing through CKG 17mar21; arrived at VTE 18mar21; donated by the Russian Government to the Laos Government
---	no serial	An-26	Laos Government	VTE	may21	in white c/s with blue/white/red cheatline and Laotian flag on fin, no titles
---	RDPL-34029	An-26	Laos Government	ph.	17oct21	at VTE; in the same c/s as above; l/n VTE 17dec22
---	CCCP-47341	An-26	Soviet AF/AFL c/s	rgd	17mar77	f/n ADD 02oct78; on Soviet register without c/n
---	CCCP-47347	An-26	Soviet AF/AFL c/s	ADD	29nov79	
---	CCCP-47402	An-26	Soviet Air Force	rgd	20apr77	on Soviet register without c/n
---	CCCP-47407	An-26	Soviet AF/AFL c/s	rgd	12dec77	f/n mar80; l/n ALA 22apr93; on Soviet register without c/n
---	RA-47407	An-26	Russian AF/AFL c/s	Iva	21aug96	
---	RF-90331	An-26	Russian Air Force	PKC	13sep14	in all-grey c/s, with 'VVS Rossii' titles and Russian stars on the tail, also carrying code "08" yellow and small Russian flag/badge with an eagle ? over water below the cockpit; opb 329osae at Klyuchi Kamchatskiye; l/n PKC oct22
---	RF-90334	An-26	Russian Air Force	ph.	nov22	at Klyuchi Kamchatskiye; in all grey c/s with 'VKS Rossii' titles, and Russian stars on the tail, unable to see any code carried in the photo
---	not known	An-26	Strat.Rocket Force	CKL	sep14	in c/s similar to Aeroflot with Russian flag on the fin, no titles, also carried code "04" blue
---	RF-90345	An-26	Russian Air Force	mfd	1981	probably from batch 115 or 114 (c/n below 11504); code may have also been "01" yellow; version from the technical passport (formulary); 1 of 2 of a special order for the MVD - had a compartment for 8-10 passengers behind the cockpit, a non-standard blister and some other special features; initially opb 3 osae on at Chkalovski; trf to the detachment of 3 osae sn at Alma-Ata-Burundai in 1989
---	"1" yellow	An-26B	Kazakhstan MVD/VV	trf	1992	based at Almaty-Boroldai; dbr in a hard landing which resulted in bent wings, details unknown; scrapped
---	"01"	An-26	Strat.Rocket Force			opb 84 osap at Klyuchi (Kamchatka); w/o 06may83 on a flight from Petropavlovsk-Kamchatski to Klyuchi when tried to land at Klyuchii in below-minima weather conditions (heavy snowfall) at night and struck tree tops on final approach, the right wing hit a building of the met office and the aircraft crashed, all 6 crew and 27 of the 31 passengers (conscripts) killed
---	"01" blue	An-26	Russian Air Force	Bls	25aug12	based Balashov; in c/s similar to Aeroflot with Red Star on tail
---	"01" red (1)	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail, stored without tail; one of two present this date with the same code
---	"01" red (2)	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail; one of two present this date with the same code
---	"02" blue	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail
---	"02" red	An-26	Russian Air Force	Lev	12aug18	in all-grey c/s with 'VVS Rossii' titles and Red Star on the fin; not c/n 3410
---	"02" yellow	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail
---	"02" yellow	An-26	Soviet Air Force	IEV	aug90	in colours similar to Aeroflot 'polar', with Red star on the fin and a blue badge on a white disc with a polar bear
---	"04" blue	An-26	Russian Air Force		photo	opb 226 osap at Kubinka; in c/s similar to Aeroflot with Red star on the tail; w/o 13jul94 when a flight engineer who wanted to commit suicide stole the aircraft, took off from Kubinka and circled the area for more than 4 hours until the aircraft ran out of fuel and crashed 5 km from Lyakhovo (12 km south-west of Kubinka airfield), killing the sole occupant
---	"04"	An-26RT	Soviet Air Force	Bls	1980s	opb 2 ae 50 osap at Kabul
---	"05" blue	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail
---	"05"	An-26RT	Soviet Air Force	no	reports	opb 1 ae 50 osap at Kabul; w/o 22jan85 on a mission to co-ordinate attacks of assault aviation in support of ground forces operations in Narvan province, the aircraft exceeded maximal allowed airspeed while descending and broke up in mid-air, it crashed near Jabal and Usaraj, all 6 crew and 2 passengers (direction layers from an assault aviation regiment) killed
---	"07" red	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail
---	"07"	An-26M	Soviet Air Force		photo	'Spasatel' ambulance aircraft; opb 2 ae 50 osap at Kabul; carried a Red Cross on the fuselage; see c/n 10603 and 13309
---	"07" red	An-26	Russian Air Force	Iva	22aug18	at 308 ARZ; in all-grey c/s with Red star, stored
---	"07" red	An-26	Russian Navy			opb 403 osap at Severomorsk-1; in grey c/s with Red Stars; used call-sign '394' 21feb02; w/o 21feb02 on the leg from Fedotovo-Kipelovo to Lakhta of a flight from Severomorsk-1 to Lakhta when tried to land at Lakhta in below-minima weather conditions (low clouds and snowfall) at night, dropped below the glide path, failed to go around, collided with trees 1,725 metres before the runway threshold and crashed in a snow-covered field, 6 of the 8 crew and 11 of the 12 passengers killed and all 3 survivors injured
---	"08" red	An-26	Russian Air Force	Khb	jun12	opb 257 osap at Khabarovsk-Tsentralny; in grey c/s with Red Stars, carried a 'black bear' badge below the cockpit (at least on the left-hand side)
---	"09"	An-26M	Soviet Air Force		photo	'Spasatel' ambulance aircraft; opb 2 ae 50 osap at Kabul; carried a Red Cross on the fuselage; dbr 22jan89 on a medevac flight from Kandahar when was shot at by mujahedeen with rockets and suffered numerous hits by ricochets, the crew abandoned the aircraft and was picked up by another An-26; see c/n 10603 and 13309
---	"09" red	An-26	FSB	ROV	2009	in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; l/n AER jul10; still on charge by oct11
---	"10" black	An-26	Russian Air Force	Kub	22mar08	blue/white c/s
---	"10" blue	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail
---	"10" red	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail, wfu
---	"11"	An-26RT	Soviet Air Force		1980s	opb 2 ae 50 osap at Kabul
---	"11" red	An-26	Russian Air Force	Tbv	20may15	in all-grey c/s; see RF-36139 with unknown c/n ?
---	"12"	An-26RT	Soviet Air Force		1980s	opb 2 ae 50 osap at Kabul
---	"12" yellow	An-26	Russian Air Force			c/n reported as 5107 with a photo taken at Mys Kamennyi 28jul95, but this does not seem to be correct; in light grey c/s
---	"14"	An-26RT	Soviet Air Force		1980s	opb 2 ae 50 osap at Kabul
---	"14" red	An-26	FSB	CEK	20mar06	photo, in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; still on charge oct11
---	"15" red (1)	An-26	Russian Air Force	Bls	25aug12	based Balashov; in c/s similar to Aeroflot with 'VVS Rossii' titles; one of two present this date with the same code
---	"15" red (2)	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Russian flag on tail; one of two present this date with the same code
---	"15" yellow	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail
---	"16" blue	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail
---	"17" red (1)	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail; one of two present this date with the same code
---	"17" red (2)	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Russian flag on tail; one of two present this date with the same code
---	"17" red	An-26	Russian Air Force	NNM	10apr08	
---	"18"	An-26RT	Soviet Air Force		1980s	opb 2 ae 50 osap at Kabul; see c/n 1803
---	"18" blue	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail
---	"18" red	An-26	Russian Air Force	Bls	25aug12	based Balashov; in camouflage c/s with Red Star on tail
---	"19" red	An-26	Russian Air Force	Bls	25aug12	based Balashov; in c/s similar to Aeroflot with Russian flag on tail; see RF-36114 c/n 6203
---	"20" red	An-26	Russian Air Force	Lev	17aug12	in all-grey c/s with Red star and 'VVS Rossii' titles, active; see c/n 1608
---	"21"	An-26RT	Soviet Air Force		1980s	opb 2 ae 50 osap at Kabul
---	"22"	An-26RT	Soviet Air Force		photo	opb 2 ae 50 osap at Kabul; w/o 26dec86 when was hit by two SAMs, the flaps extended unintentionally and the aircraft lost speed and spiralled down, crashing some 60 km from Kabul, 1 crew member killed while the other 6 were able to bail out and were picked up by a Mi-8MT of 50 osap; photo of the wreckage exists, with just the rear fuselage and tail section intact
---	"22" blue	An-26	Russian Air Force	AAQ	15feb13	in all grey c/s
---	"22" red	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail and with 'VVS Rossii' titles
---	"26" red	An-26	Soviet Air Force		aug89	at Tokol; in all-grey c/s
---	"28" red	An-26	Soviet Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail, stored ?
---	"29" blue	An-26	Soviet Air Force	Pus	18aug01	laboratory aircraft equipped with ASLK-75 equipment and with additional aerial pods under the leading edge of the wing; in basic Aeroflot c/s, blue cheatline and white tail with Red Star on fin
---	"29"	An-26	Soviet Air Force	no	reports	opb 1 ae 50 osap at Kabul; w/o 24jun88 on a flight from Kabul to Bagram when was shot at by mujahedeen with small arms on finals to Bagram, damaging the controls, the aircraft crashed close to the runway, 6 of the 7 crew killed
---	"32" red	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail and with 'VVS Rossii' titles
---	"33" blue	An-26	Russian Navy	ph.	27apr09	location withheld; Aeroflot-type colour scheme
---	"33" red	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail, wfu
---	"33" red	An-26	Russian Air Force	ph.		reported based at Ukrainka

---	"37" red	An-26	Russian Air Force	ph.		reported based with 181 OAE at Irkutsk-1
---	"40" red	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail
---	"43" blue	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail
---	"45" red	An-26	Russian Air Force	no	reports	opb ae VUNTS VVS "VVA" at Voronezh-Baltimor; see c/n 4504
---	"46" red	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail; l/n Chelyabinsk-Shagol may15, active; see RF-36143 with unknown c/n
---	"47" red	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail
---	"51" blue	An-26	Soviet Air Force		1980s	opb 201 osae at Tököl, in all-grey c/s
---	"51" red	An-26	Russian Air Force	ph.	23may15	at Krasnodar-Tsentralny; stored
---	"51" red	An-26	KGB/Border Guards	no	reports	opb ? oap (mil. unit 2199) at UUS; w/o 15aug91 shortly after take-off from Burevestnik (Iturup island) when was sent by ATC into a left turn instead of the prescribed right one and crashed into Mt. Medvezhonok 10 metres below its summit, all 6 crew and 3 passengers killed
---	"52" blue	An-26	KGB/Border Guards	no	reports	opb 21 oae at Magadan-56; w/o 05may90 on a flight from Magadan-56 when crashed near Spafaryev Island, all 7 crew killed
---	"52" blue	An-26	Soviet Air Force		1980s	opb 201 osae at Tököl, in all-grey c/s
---	"54" blue	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail
---	"55" red	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail
---	"56" red	An-26	Russian Air Force	Uue	01sep19	photo exists (N51.854761, E107.746307), in very faded all-grey c/s and has probably been stored there since 2005
---	"56" red	An-26	FSB	UUS	23apr08	opb 6 oao at UUS; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; on charge by oct11; see c/n 14110
---	"64"	An-26RT	Soviet Air Force		1980s	opb 2 ae 50 osap at Kabul
---	"83" red	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail
---	"84" red	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail
---	"85" blue	An-26	KGB/Border Guards	no	reports	based at Bukhta Provideniya; in grey c/s
---	"86" red	An-26	Soviet Air Force		1980s	was partly grey, partly camouflaged and used by the 50 osap in Kabul in early 1988
---	"87" red	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with Red Star on tail; probably the same aircraft as RF-36150
---	"88" blue	An-26	Russian Air Force	Bls	25aug12	based Balashov; in faded camouflage c/s with Red Star on tail
---	"90" red	An-26	Russian Air Force	Bls	25aug12	based Balashov; in all-grey c/s with 'VVS Rossii' titles
---	"152"	An-26	Soviet Air Force		1980s	was an elint aircraft used by the 50 osap in the 1980s.
---	not known	An-26	FSB/Border Guards			w/o 06dec95 when crashed at Anadyr; call sign may have been 52168
---	not known	An-26	Soviet Air Force	no	reports	opb 50 osap at Lipki; dbr 26sep91 on the leg from Krasnodar to Kiev-Boryspil of a flight from Krasnodar to Lipki when the crew decided to dump part of the fuel before take-off as otherwise the MTOW would have been exceeded, the aircraft encountered strong headwind and ran out of fuel on final approach to Boryspil, the engines flamed out and the aircraft came down in a field some 1,500 metres before the runway threshold, the right main gear broke off and the airframe suffered considerable damage, 1 out of 8 crew killed and the other 7 as well as the sole passenger injured
---	"01" red	An-26	Rep. Lugansk AF		photo	possibly at Ostraya Mogila; in grey ex Soviet Air Force c/s with 'VVS LNR' (Air Force of the People's Republic of Lugansk) titles, wfu and probably in use as a class-room or instructional airframe
---	not known	An-26K	MRP NII-17	no	reports	flying test-bed for tests of the "Kaira" target-acquisition system of the MiG-27K; based at ZIA; w/o 13mar89 on a test flight from Bagerovo at night when a bird collided with the aircraft, smashing the cockpit windscreen, while the aircraft was flying at low height over the Sea of Azov, the pilot was disabled, the aircraft descended and crashed into Kazantip Bay near Cape Chagany, all 6 crew killed
---	not known	An-26Sh	Soviet Air Force	no	reports	opb VVAUSh at Lugansk; converted to standard cargo aircraft by NARP in 1993
---	"328" black	An-26	NARP	Mkk	10may97	opb 328 ARZ; in white c/s with Ukraine flag; l/n Mykolayiv-Kulbakino 30apr99
---	"21" red	An-26	Kazakh Air Force		09jul16	preserved at 6966 Garrison Museum, Astana; l/n 05may22
---	"86" red	An-26	Kazakh Air Force	ALA	24sep90	in all grey c/s with red Kazakh star on tail; l/n ALA 16apr00; later recoded
---	"01" black	An-26	Kyrgyz Air Force		photo	in all-white c/s with light blue undersides, Kyrgyz flag on the tail
---	"05" black	An-26	Kyrgyz Air Force	h/o	10aug17	in light grey c/s with Red Stars and a Kyrgyz Air Force badge on the fuselage, no titles; donated by Russia and h/o at Kant 10aug17; l/n OSS 30jun21
---	"06" black	An-26	Kyrgyz Air Force	h/o	10aug17	in light grey c/s with Red Stars and a Kyrgyz Air Force badge on the fuselage, no titles; donated by Russia and h/o at Kant 10aug17; l/n FRU 16aug19, flying
---	"01" blue	An-26	Ukraine Air Force	Chu	20may98	
---	"01" blue	An-26	Ukraine Air Force	IEV	29aug93	l/n IEV 22sep94; in white c/s; c/n 2005 ?
---	"01" red	An-26	Ukraine Air Force	IEV	04apr92	in white c/s with red cheatline
---	"02" blue	An-26	Ukraine Air Force	Chu	20may98	in all-grey c/s; also appears in video footage at Chuhuyiv
---	"03" blue	An-26	Ukraine Air Force	ZIA	02sep93	in all grey c/s; seen VIN 27sep12 and 11sep15 with yellow spinners, stored; the same aircraft ?
---	"03" yellow	An-26	Ukraine Air Force	KBP	02jun02	opb 15 BrTRA at KBP; in white c/s with blue cheatline and grey undersides; l/n KBP 29sep10/24nov16, stored
---	"05" blue	An-26	Ukraine Air Force	IEV	19jul94	l/n IEV 22sep94 grey c/s
---	"05" red	An-26	Ukraine Air Force	IEV	20mar97	
---	"06" blue	An-26	Ukraine Air Force	IEV	20mar97	
---	"09" red	An-26	Ukraine Air Force	Mkk	27may02	in grey c/s
---	"09" yellow	An-26	Ukraine Air Force	KBP	05mar06	
---	"10" blue	An-26	Ukraine Air Force	OZH	06may98	in all-grey c/s, stored; l/n OZH 20apr99; see c/n 3205
---	"11" blue	An-26	Ukraine Air Force	VIN	02sep09	in all grey c/s; seen again VIN 26aug10 and VIN 27sep12; l/n VIN 11sep15, stored and missing engines
---	"11" green	An-26	Ukraine Air Force	IEV	20mar97	
---	"15" blue	An-26	Ukraine Air Force	VIN	17jul07	in all grey c/s; seen VIN 27sep12; l/n VIN 11sep15, stored; photos published may21, suggest this is probably now at IEV awaiting overhaul by Zavod No. 410 GA
---	"17" blue	An-26	Ukraine Air Force	BUD	04aug01	used call sign 'UR-99752'; in white c/s with grey undersides and blue cheatline; seen LWO 27jul02 and VIN 02sep09/26aug10; l/n VIN 27sep12/11sep15, stored; reported for Ukrainian Navy after overhaul at IEV - to be confirmed
---	"19" blue	An-26	Ukraine Air Force	IEV	19jul04	grey c/s
---	"21" red	An-26	Ukraine Air Force	IEV	?1992	photo; air force insignia on the tail
---	"24" red	An-26	Ukraine Air Force	KBP	08sep92	in white c/s with blue cheatline
---	"24" red	An-26Sh	Ukraine Air Force	Lum	27apr99	in all-grey c/s; also appears in video footage at Chuhuyiv
---	"24" blue	An-26Sh	Ukraine Air Force		sep99	probably the same aircraft; appears in video footage at Okhtyrka
---	"25" blue	An-26	Ukraine Air Force			in all-grey c/s; appears in video footage at Chuhuyiv; see also c/n 5406
---	"26" blue	An-26	Ukraine Air Force	VIN	17jul07	in grey c/s; l/n VIN 27sep12, without engines
---	"26" red	An-26	Ukraine Air Force	KBP	08sep92	in white c/s with blue cheatline
---	"27" red	An-26	Ukraine Air Force	IEV	04apr92	in all grey c/s
---	"30" blue	An-26	Ukraine Air Force	IEV	02jun02	in white c/s with blue cheatline and grey undersides; possibly c/n 2610 ?
---	"30" red	An-26	Ukraine Air Force	IEV	14apr92	based IEV; opb 223 osap; all grey c/s; l/n IEV 08sep92; became "30" blue
---	"30" blue	An-26	Ukraine Air Force	IEV	16jul93	based IEV, ex "30" red; all grey c/s; seen again IEV 20mar97 and 12may98; l/n IEV 03may99; see also c/n 3209
---	"33" blue	An-26	Ukraine Air Force	ODS	24may02	c/n read off as 2001 but this cannot be correct, see c/n 2004, which could perhaps be a candidate; opb 2 osap at Odesa-Shkolny; in light grey c/s with light blue spinner tips, did not carry a Ukrainian shield on the fin (there seemed to be an overpainted logo on the place of the shield)
---	"34" red	An-26Sh	Ukraine Air Force	Chu	08sep09	based at Chuhuyiv with military unit A4104, wfu; in all grey c/s; was previously based at Lugansk; l/n Chuhuyiv 24sep12
---	"35" red	An-26	Ukraine Air Force	IEV	04apr92	based IEV; opb 223 osap; in green/brown camouflage; became "35" blue
---	"35" blue	An-26	Ukraine Air Force	IEV	16jul93	based IEV, ex "35 red"; in green/brown camouflage; seen IEV 20mar97 and 12may98; l/n IEV 03may99; see also c/n 6406
---	"36" blue	An-26Sh	Ukraine Air Force	ODS	24may02	in all grey c/s
---	"38" blue	An-26	Ukraine Air Force	VIN	17jul07	
---	"41" blue	An-26	Ukraine Air Force	PRG	16aug93	based KBP; in white c/s with blue cheatline and grey undersides; l/n KBP 18mar97 and 02may98
---	"43" blue	An-26	Ukraine Air Force	IEV	11may98	in all grey c/s; l/n IEV 03may99
---	"44" blue	An-26	Ukraine Air Force	KBP	19mar97	based KBP; see also c/n 4709 and 9603
---	"45" blue	An-26	Ukraine Air Force	KBP	11sep96	based KBP; in white c/s blue cheatline, grey undersides; l/n KBP 27aug97
---	"45" blue	An-26	Ukraine Air Force	IEV	11may98	in all grey c/s; l/n IEV 03may99
---	"46" red	An-26	Ukraine Air Force	no	reports	in all grey c/s; Lviv based; code visible under the paint sep15; see also c/n 5609
---	"46" blue	An-26	Ukraine Air Force	LWO	aug01	in all grey c/s, seen VIN 17jul07, stored; seen VIN jul11/sep12; still with engines l/n VIN sep15, stored without engines and in 2018 with engines installed; this is probably c/n 3107 which underwent overhaul and was completed by Zavod No. 410 GA in dec21 with the same code, but confirmation is required
---	"49" yellow	An-26	Ukraine Air Force	ZIA	15aug92	all grey c/s with air force insignia on tail
---	"68" red	An-26	Ukraine Air Force	LWO	08jul05	in all grey c/s stored; l/n LWO 01sep09 as such
---	"71" blue	An-26	Ukraine Air Force	ODS	24may02	in white c/s with blue cheatline and grey undersides
---	"." red	An-26Sh	Ukraine Air Force			based at Lugansk-Ostraya Mogila; in all-grey c/s, became see next line
---	"73" yellow	An-26Sh	Ukraine Air Force	ph.	29aug09	based at Chuhuyiv with military unit A4104, wfu; in all-grey c/s; l/n Chuhuyiv 24sep12
---	"." red	An-26Sh	Ukraine Air Force			based at Lugansk-Ostraya Mogila; in light grey c/s
---	"79" yellow	An-26Sh	Ukraine Air Force	ph.	29aug09	opb military unit A4104 at Chuhuyiv; in light grey c/s; not seen again, fate ?
---	"100" blue	An-26B	Ukraine Air Force	IEV	mid90s	based at Lviv-Skniliv; photo, in white c/s with blue cheatline, grey undersides and large Ukrainian shield on the tail, version painted as such but with a blister window
---	"777" blue	An-26	Ukraine Air Force	KBP	early94	opb 2 osap at Odesa-Shkolny; in basic 'blue' Aeroflot c/s with 'Avialiniyi Ukrayiny' titles on the rear fuselage and the code on the fin below the Ukrainian flag; seen IEV 19jul94 along with an An-24B with the same code (see c/n 97305306); l/n ODS 21aug97
---	"37" blue	An-26	Ukraine Air Force	ODS	24may02	no c/n worn externally; opb 2 osap at Odesa-Shkolny; in basic 'blue' Aeroflot c/s with 'Avialiniyi Ukrayiny' titles and the code on the rear fuselage and a Ukrainian shield on the fin
---	"04" red	An-26	Uzbek Air Force	IEV	02jun02	l/n Tashkent-Tuzel 11may15
---	"05" red	An-26	Uzbek Air Force	Tac	11may15	
---	'1216'	An-26	Chinese Air Force		nov12	preserved at Changsha Aeronautical Vocational and Technical College Museum (N28.036248 E113.040361); in these fake markings; l/n 29jul23
---	9112	An-26	Chinese Navy	Lia	may08	in white c/s with grey undersides, blue cheatline and trim; l/n Liangxiangzhen 29sep09; seen displayed in Jinxiang Yangshan revolutionary martyrs cemetery (N35.174159 E116.239771) since at least aug10; l/n there 04mar21
---	9122	An-26	Chinese Navy	Lia	may08	in white c/s with grey undersides, blue cheatline and trim; l/n Liangxiangzhen 29sep09

---	9132	An-26	Chinese Navy	Lia	may08	in white c/s with grey undersides, blue cheatline and trim; An-26 painted on the engine; l/n Liangxiangzhen 29sep09
---	9142	An-26	Chinese Navy	Lia	may08	
---	9152	An-26	Chinese Navy	Lia	may08	l/n Liangxiangzhen 12may09
---	9162	An-26	Chinese Navy	Jia	27apr06	in white c/s with grey undersides, blue cheatline and trim; An-26 painted on the engine; l/n Liangxiangzhen 29sep09
---	10551	An-26	Chinese Air Force	Ctp	11sep12	without Y7-type aerial on fin; l/n derelict Chengdu-Pengshan feb16/oct16
---	10556	An-26	Chinese Air Force	Ctp	unknown	without Y7-type aerial on fin, serial very faded
---	10559	An-26	Chinese Air Force	Ctp	11sep12	without Y7-type aerial on fin
---	10650	An-26	Chinese Air Force	ph.	2011	on a Chinese web-site
---	10651	An-26	Chinese Air Force	ph.	apr13	probably at Qionglai
---	10654	An-26	Chinese Air Force	ph.	apr13	probably at Qionglai
---	11257	An-26	Chinese Air Force	ph.	apr13	probably at Qionglai
---	11259	An-26	Chinese Air Force	ph.	may12	opb 4th Division/12th Regiment
---	40551	An-26	Chinese Air Force	Shh	sep05	l/n NAY 15apr07; reported as Y7H, but more likely to be an An-26
---	40552	An-26	Chinese Air Force	Shh	sep05	without Y7-type aerial on the fin; in civil c/s; l/n Shahezhen may08
---	40553	An-26	Chinese Air Force	Shh	sep05	without Y7 type aerial on the fin; in civil c/s; l/n Shahezhen may08
---	51055	An-26	Chinese Air Force	ph.	<jul87	at Lanzhou; l/n Shahezhen 04oct88
---	70126	An-26	Chinese Air Force	ph.	29aug18	in white c/s, blue cheatline and trim with grey undersides, red code; preserved at Changsha Aeronautical Vocational and Technical College (N28.036340, E113.039802); l/n 29jul23
---	70127	An-26	Chinese Air Force	ph.	<oct09	active; in white c/s, blue cheatline and trim with grey undersides, red code; preserved Changsha Aeronautical Vocational and Technical College; f/n mar22; l/n 29jul23
---	no serial	An-26	ex Chinese Navy	ph.	23sep18	in white c/s with grey undersides, blue cheatline and trim; An-26 painted on the engine; likely to be ex 91x2 from Liangxiangzhen; seen 23sep18, preserved at the newly opened Jingmen AVIC Aviation park (N30.984723, E112.086376) with additional badge on the tail, the first of fifty new Aviation parks to be opened
---	C9-BAF	An-26	L.A. Mocambique	no	reports	possibly this was leased from the Mozambique AF, see details for 038; registration used on a B767 mar00/may04
---	034 ?	An-26	Mozambique AF	no	reports	a candidate to be one of two aircraft mentioned in a Press report may13 as derelict at Beira (S19.801910, E34.908602); still visible on GE image oct18
---	038	An-26	Mozambique AF	MPM	19jun85	photo UEL 22nov94 all-white, grey undersides with red tail, no titles (ex LAM c/s?) without undercarriage and had presumably been involved in an accident prior to this date; l/n aug04 in very bad condition with the forward fuselage cut off by the props; no longer visible on Google Earth image dated oct09; probably 038/040 and 042 are c/ns 12803/12804 and 12807, but exact order unknown
---	040	An-26	Mozambique AF	APL	1985	derelict; probably 038/040 and 042 are c/ns 12803/12804 and 12807, but exact order unknown
---	042	An-26	Mozambique AF	w/o	30mar86	after take-off from Pemba due to an engine failure, lost altitude and crashed 400m short of the runway whilst trying to return to the airport, 6 crew (including 3 Soviet crew) and 43 passengers were killed, 5 passengers survived; probably 038/040 and 042 are c/ns 12803/12804 and 12807, but exact order unknown
---	D2-EFN	An-26	Angolan Air Force	LAD	25apr98	seen dumped, no nosewheel; possibly D2-EPN ?
---	D2-END	An-26	Angolan Government	NIM	26jan82	in light/dark brown camouflage c/s, no titles with Angolan flag
---	D2-ENI	An-26	Angolan Government	BEG	jun83	
---	D2-EPO	An-26	Angolan Government	LAD	jul78	see comment for D2-EPN c/n 7804, suggesting the year of this sighting may not be correct
---	D2-EPP	An-26	Angolan Government	LAD	20jul78	was due for delivery this date; D2-EPQ c/n 10808 was also reported this same date, suggesting the year of the sighting should probably be 1981 rather than 1978
---	D2-EPR	An-26	Angolan Government	LAD	20jul78	was due for delivery this date; D2-EPQ c/n 10808 was also reported this same date, suggesting the year of the sighting should probably be 1981 rather than 1978
---	D2-EZG	An-26	Angolan Government	LAD	1987	
---	D2-EZH	An-26	Angolan Government	LAD	1987	
---	D2-EZI	An-26	Angolan Government	LAD	1987	or D2-EZJ ?
---	D2-FAA	An-26	Angolan Government	d/d	apr77	c/n 3803/04, 4205, 4509/10 and 4609/10 all manufactured in 1976 are known to have been delivered to Angola
---	D2-FAB	An-26	Angolan Government	d/d	apr77	c/n 3803/04, 4205, 4509/10 and 4609/10 all manufactured in 1976 are known to have been delivered to Angola
---	D2-FAC	An-26	Angolan Government	d/d	apr77	c/n 3803/04, 4205, 4509/10 and 4609/10 all manufactured in 1976 are known to have been delivered to Angola
---	D2-FAD	An-26	Angolan Government	FCO	1980	two of the above four were reported lost on 14jan87 and 14dec87
---	D2-FAE	An-26	Angolan Air Force	LAD	19aug99	
---	D2-FBF	An-26	Air A... A.....	LAD	19aug99	l/n LAD 19aug99
---	D2-FBL	An-26	Aeroflot c/s, n/t	LAD	15apr98	forced to carry out a crash-landing after one of the engines was hit by a UNITA-missile on 12may99, the Russian crewmembers Alexander Zaitsev, Sergei Zakharov and Sergei Chesnokov were seized by UNITA
---	D2-FBN	An-26	Aeroflot c/s, n/t	LAD	22mar01	l/n WVB 07aug00
---	D2-FBX	An-26	no titles	LAD	15apr98	
---	D2-FCF	An-26	Yuno	LAD	19aug99	
---	D2-FRL	An-26	Aeroflot c/s, n/t	SHJ	? 2001	photo taken about 2001 or 2002; ex Aeroflot type colours
---	D2-MAD	An-26	Angolan Government	IEV	11sep87	
---	D2-MCD	An-26	Angolan Government	FCO	23dec87	
---	D2-MDE	An-26	Angolan Government	FCO	23dec87	
---	D2-MHI	An-26	Angolan Air Force	LAD	28jul96	with blister window; in light grey c/s with light blue undersides, no markings apart from registration and Angolan flag on fin; seen LAD 27apr98 also carrying the serial T-214
---	D2-TAA	An-26	TAAG Angola	no	reports	D2-TAA was a B737 d/d 19nov75 and w/o 04nov80
---	D2-TAB	An-26	TAAG Angola	no	reports	w/o Monte Bibala 29nov82, 6 crew and 9 passengers killed; registration D2-TAB was used by a Boeing 737 d/d mar76 and re-registered D2-TBC in 1980
---	D2-TAC	An-26	TAAG Angola	no	reports	
---	D2-TAE	An-26	TAAG Angola	no	reports	
---	D2-TAE	An-26	Angolan Air Force	ph.	aug85	in dark green/light brown camouflage c/s with light blue undersides, no titles and Angolan flag
---	T50	An-26	Angolan Air Force	ph.	photo	no hyphen in serial, serial carried below the cockpit; was attached directly to the MMCA (Misión Militar de Cuba en Angola); evacuated the casualties of the SAAF air raid on the convoy of FAR battalion GT-2 from Tchamutete 04may78 (during the battle for Cassinga); c/n 3803/04, 4205, 4509/10, 4609/10 and 5903 with unknown serials are known to have been delivered to Angola by this time; a photo exists, location and date unknown following a crash, with very little of the forward fuselage remaining and with the fuselage broken behind the wings, in light/dark brown camouflage c/s, no titles and Angolan flag on the fin, with T-50 (with hyphen) painted on the tail and D2-ENC (the 'N' could also be a 'H') visible only on top of the starboard wing reported in book "African Air Arms"
---	T-200	An-26	Angolan Air Force	no	reports	used T-720 as call sign
---	T-201	An-26	Angolan Air Force	LAD	jan89	
---	T-202	An-26	Angolan Air Force	LAD	16mar01	probably in olive drab/medium green camo c/s with light grey undersides; damaged 29may83 on take-off from beleaguered Cangamba (provincia do Moxico) when the crew retracted the landing gear too early as they were distracted by UNITA mortar shelling so that the aircraft sank back to the ground; as the aircraft waited on the apron for necessary spares and repairs it was destroyed by UNITA shelling (probably during the battle of Cangamba 02/10aug83); the wreck fell into the hands of the UNITA insurgents when they captured Cangamba after 14aug83; see c/n 7806 ?
---	T-203	An-26	Angolan Air Force	LAD	1989	reported in book "African Air Arms"
---	T-204	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-205	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-206	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-207	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-208	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-209	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-210	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-211	An-26	Angolan Air Force	LAD	16mar01	100% sure an An-26; serial later reported as an An-32
---	T-212	An-26	Angolan Air Force	no	reports	crashed 30sep84
---	T-213	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-215	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-217	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-218	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-219	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-221	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-222	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-223	An-26	Angolan Air Force	ph.	oct85	black and white photo, probably in all-grey c/s with bomb racks, taken at Cuito Cuanavale; see c/n 13704
---	T-224	An-26	Angolan Air Force	no	reports	crashed 30jan01 before landing at Luena, probably after having been hit by a rocket
---	T-225	An-26	Angolan Air Force	no	reports	ran off runway Luena (S11.766591 E19.884967) 19feb01 when aborted take-off, extent of damage unknown; no longer visible on GE sep11
---	T-226	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-228	An-26	Angolan Air Force	LAD	jun03	dumped; in all-grey c/s; l/n LAD 15oct14
---	T-229	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-230	An-26	Angolan Air Force	LAD	jun03	dumped; in all-grey c/s; l/n LAD 15oct14
---	T-231	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-232	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-233	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-234	An-26	Angolan Air Force	no	reports	
---	T-235	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-236	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-238	An-26	Angolan Air Force	no	reports	
---	T-241	An-26	Angolan Air Force	no	reports	
---	T-242	An-26	Angolan Air Force	no	reports	
---	T-243	An-26	Angolan Air Force	no	reports	
---	T-244	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"

---	T-244	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	not known	An-26	Angolan Air Force			w/o 12Jul77 while trying to take off from Cuangar (provincia do Cuando-Cubango) when was destroyed by UNITA insurgents
---	EX-063 (2)	An-26B-100	Trast Aero	HLA	08sep06	no reports reported in book "African Air Arms"; see c/n 11405, the only aircraft known to have been delivered directly from Kiev
---	EX-063 (3)	An-26B-100	Trast Aero	ph.	08jun08	with web address 'www.trast-aero.com' and JIAC (Jordan International Air Cargo) logo and Jordanian flag on the tail, blister window on the port side; version painted as An-26B-100, but has the standard window configuration as per An-26/An-26B; see c/n 11506 and EX-063(3) with unknown c/n location unknown; version painted as such on the nose; white fuselage, blue cheatline and tail with 'www.trast-aero.com' titles, without blister or observation window on the port side, but has the additional cabin windows; seen FJR 17Feb09 and confirmed as present on FJR ground log 19mar09, but version and titles not reported these dates; opb Aquiline International; seen FJR 01aug09, 26sep09, 13mar10, 11sep10 and 08oct10 with Trast Aero titles; not officially registered by the Kyrgyz CAA; see c/n 11506 and EX-063(2) with unknown c/n
---	EX-128	An-26	Tijan	JUB	13jun20	white and blue c/s with a blue crown on the tail and forward fuselage with 'Tijan' titles; only the EX- prefix of the registration is visible in the photo; l/n JUB 06dec21; not present apr22
---	EX-483	An-26	all-white	FJR	12mar09	flight-planned SOF-ALY 15apr18; a photo (registration not visible) along with details and specifications of this aircraft appear on www.cocoviation.com (Coco Travel), based Nairobi-Wilson with main operations in South Sudan; in all-white c/s without a blister window; no titles; mentioned in an official South Sudanese document as permitted to fly a return humanitarian flight between Juba and Maban may/Jun20; l/n JUB 15nov22, stored
---	EY-326	An-26	Asia Skylines			suspended from operating in South Sudan 04Jul23 due to forged Tajikistan documents
---	EY-326	An-26	Fly Air Africa	no	reports	not present apr2
---	EY-343	An-26	blue/white c/s	JUB	06dec21	photo; all white c/s, no titles, version painted as such with observation window on the port side (rather than blister) the same aircraft as the next line ?
---	EY-26255	An-26B-100		MGQ	30jun19	all white c/s, no titles version painted as just An-26 with observation window on the port side (rather than blister) and standard cabin window configuration; the same aircraft as the previous line ?; mentioned in an official South Sudanese document with regards to permission being granted to operate a return cargo flight Juba to Maban 24/27apr20; seen JUB 06dec21; l/n JUB 04oct23
---	EY-26255	An-26		ph.	25apr21	must be a Soviet Air Force aircraft
---	50	An-26	Mongolian AF	ULN	mar92	
---	103	An-26	Mongolian AF	ULN	mar92	
---	107	An-26	Mongolian AF	ULN	mar92	
---	108	An-26	Mongolian AF	ULN	mar92	
---	RDPL-34161	An-26	Lao Capricorn Air		01dec08	flew LKA123 from VLLB-VTBU-VVTS (Luang Prabang-U Tapao-Ho Chi Minh City-Tan Son Nhat); underwent repairs at Kiev, resource extended by 5 years with repairs paid by Juba Central; advertised for sale for \$ 930,000
---	ST-ARS	An-26	Air West Express		jan04	reported in fleet list; l/n KRT jan05 titles not reported; canx before jan07
---	ST-NNN	An-26	not reported	KRT	01jan08	light blue colours
---	ST-ZZZ (3)	An-26	Sudanese Air Force	KRT	19jan07	in white c/s with blue tail, no markings apart from reg; seen the same day as the wreck of An-26 ST-ZZZ (1) was seen ELF; l/n as such KRT 18mar07, the same day as An-26 ST-ZZZ (2) c/n 10404 was seen there as well, still all-white; l/n KRT 03jul07 with blue tail
---	7719	An-26	Sudanese Air Force	ELF	29sep13	all white c/s, no titles; l/n ELF oct16
---	7766	An-26	Sudanese Air Force	KRT	05feb02	reported as an An-24; first sighting since 2002 was at ELF mar14
---	7799	An-26	Sudanese Air Force	ph.	07may06	in yellow c/s; w/o 11Feb06 on landing at Aweil (southern Sudan) when the tyre of the nose gear burst, the aircraft went out of control, collided with a building near the airport, caught fire and burnt out, all 7 crew and 13 passengers (Sudanese soldiers) killed; the burnt-out tail was still in situ by may06
---	S9-BON	An-26	not reported	SHJ	11jan01	see c/n 8009 and 8607
---	S9-C.J	An-26	not reported	LAD	19aug99	see c/n 8009 and 8607
---	S9-GBC (1)	An-26B-100	Trast Aero	FJR	25jul08	photo proof of version, with web address, 'www.trast-aero.com', blue tail, white fuselage with blue cheatlines, without blister or observation window on the port side and has the additional cabin windows; active in the UAE and Iraq during oct08/nov08; on FJR ground log dated 01nov08 having arrived 30oct08, opb Aquiline International; l/n FJR 25nov08; see sightings for S9-GBC(2) and see also TN-AGB(3); seen again FJR 14apr09/12dec09, photo proof suggests the same aircraft; see also S9-GBC(3) An-26B with unknown c/n and An-32 c/n 1703; sightings indicate more than one aircraft with the same registration at the same time !
---	S9-GBC (2)	An-26B	Trast Aero	FJR	07mar09	l/n FJR 12mar09; photo proof of version, with web address, 'www.trast-aero.com', blue tail, white fuselage with blue cheatlines; not the same aircraft as seen at BVZ 17mar09; see also An-26B, An-26B-100 and An-32 with unknown c/ns, photo proof four different aircraft have worn the same registration and sightings indicate more than one aircraft with the same registration at the same time !
---	S9-GBC (3)	An-26B	Trast Aero	BZV	17mar09	photo proof of version, with web address, 'www.trast-aero.com', blue tail, white fuselage with blue cheatlines; opb Trans Air Congo; not the same aircraft as seen at FJR early mar09; see also An-26B, An-26B-100 and An-32 with unknown c/ns, photo proof four different aircraft have worn the same registration and sightings indicate more than one aircraft with the same registration at the same time !; l/n PNR 12dec09 and 04apr10
---	3X-GFN (1)	An-26B	Trast Aero	ROV	22jan11	photo proof of version; with web address, 'www.trast-aero.com', blue tail, white fuselage and blue cheatlines; photo comparison suggests this is the same aircraft as per the previous line; registration probably just used whilst on overhaul at Rostov; see also 3X-GFN(2) and 3X-GFN(3) with unknown c/ns
---	S9-GRG	An-26	Aeroflot c/s, n/t	LAD	22mar01	see c/n 8009 and 8607
---	S9-GRH	An-26	Gulf Avn Group	FJR	21nov99	in basic ex Aeroflot c/s with overpainted rounded emblem on white tail; titles were painted on inner rear loading door; l/n TMS 08apr01; see c/n 8009 and 8607
---	S9-GRN	An-26	Malek Air	JUB	23mar17	in white c/s with blue tail and rear fuselage, lighter blue logo on tail and gold trim, l/n JUB 31mar17
---	S9-GRN	An-26	Eastman Air	JUB	18mar18	reported as An-26B-100
---	S9-KAV (2)	An-26		PNR	12dec09	see c/n 4104; l/n PNR 14Feb10 with blue tail, white fuselage and blue cheatlines, 3X-GET also seen this date at DLA in the same colours !
---	S9-SSA	An-26	Air Max Gabon	SHJ	03jul03	
---	TN-AGB (3)	An-26B-100	Trast aero	ZAH	03feb09	with web address 'www.trast-aero.com', blue tail, white fuselage with blue cheatlines, version painted as such, without blister or observation window on the port side; see c/n 7210 and 11506; comparison of photos suggest this may be the same aircraft as S9-GBC(1)
---	TN-AIK (2)	An-26B	Trast Aero	KDH	30sep10	with web address 'www.trast-aero.com', blue tail, white fuselage with blue cheatlines, version painted as such; see c/n 7909; probably this was an illegal use of this registration, as other photos of c/n 7909 show with the version painted as just 'An-26' both before and after this date
---	TN-225	An-26	Congo Air Force		photo	a poor quality photo exists, probably in ex Aeroflot c/s, no titles and red (Soviet ?) flag on the tail; see An-24RV c/n 5731020
---	TR-NGT	An-26	Euro Airlines	w/o	02nov21	crashed shortly after take-off from Juba on a flight to Maban with a cargo of Diesel, after the crew declared an emergency 3 minutes into the flight; the aircraft caught fire on impact and all 5 onboard were killed; the authorities gave the operator as Optimum Aviation, who in turn stated Euro Airlines was the operator and a cargo manifest indeed shows this name on the paperwork; photos of the wreckage after the crash show some panels were painted light blue; a photo exists of an An-26 with Optimum Aviation titles, registration not readable, in all white c/s with light blue tail and rear fuselage, suggesting this may have been the aircraft involved in the accident; probably this is a fake registration
---	TT-LAM	An-26	Chad Air Force	ph.	aug92	in all-white c/s, grey undersides; l/n NDJ jan95
---	TT-LAO	An-26	Chad Air Force	NDJ	mar08	operational; in all-white c/s with cheatline as per the flag of Chad (blue/yellow/red); l/n MJI 07oct09
---	VN-B901	An-26	Vietnam Air Force	no	reports	converted by factory A75 from a cargo to passenger aircraft (probably in 1983) and opb Háng Không Việt Nam, with serial given as just 901
---	210	An-26	Vietnam Air Force	d/d	late 80	opb 918th Transport Regiment at Gia Lam
---	212	An-26	Vietnam Air Force	d/d	late 80	opb 918th Transport Regiment at Gia Lam
---	214	An-26	Vietnam Air Force	SGN	28jul92	l/n SGN mar96/jan07 stored
---	215	An-26	Vietnam Air Force	SGN	28jul92	l/n SGN mar96/jan07 stored
---	216	An-26	Vietnam Air Force	SGN	25oct93	l/n SGN mar96/apr11 stored; carried 26216 (the original serial in the 1980s); with outer wings removed by 21apr11
---	217	An-26	Vietnam Air Force	SGN	24mar96	l/n SGN mar97/jan07 stored
---	218	An-26	Vietnam Air Force	SGN	28jul92	l/n SGN mar96/mar18 stored; carried 26218 (the original serial in the 1980s)
---	219	An-26	Vietnam Air Force	SGN	25oct93	l/n SGN mar96/mar18 stored
---	239	An-26	Vietnam Air Force	SGN	24mar96	mentioned in an article, undertook a bombing mission 20Feb86 attacking a Khmer Rouge base in the north western area of ?Bien Ho, Siem Reap; opb 918th Transport Regiment at Gia Lam; in basic 'blue' Aeroflot c/s; l/n SGN 11jul17
---	240	An-26	Vietnam Air Force	SGN	24mar96	l/n SGN mar97/jan04 stored; also carries CCCP-26092 (delivery registration), with Aeroflot titles bleeding through; see c/n 12705
---	241	An-26	Vietnam Air Force	SGN	nov89	l/n SGN 28jul92
---	242	An-26	Vietnam Air Force	SGN	nov89	l/n SGN 28jul92
---	243	An-26	Vietnam Air Force	SGN	nov89	
---	245	An-26	Vietnam Air Force	SGN	28jul92	l/n SGN 08jan04
---	246	An-26	Vietnam Air Force	SGN	28jul92	l/n SGN mar96/jan07 stored
---	248	An-26	Vietnam Air Force	SGN	nov89	opb 918th Transport Regiment at Gia Lam; slightly damaged 10oct11 on a flight from Da Nang to Tan Son Nhut when a cabin window broke (due to fatigue) at a height of 3,400 metres; l/n SGN 26jun16
---	249	An-26	Vietnam Air Force	SGN	nov89	
---	251	An-26	Vietnam Air Force	SGN	07mar00	l/n SGN jun17
---	252	An-26	Vietnam Air Force	Hgl	01nov02	opb 918th Transport Regiment at Gia Lam; in basic 'blue' Aeroflot c/s; l/n SGN 13oct18, operational
---	254	An-26	Vietnam Air Force	SGN	28jul92	seen SGN mar96/jan07 stored; l/n SGN 06jan11 operational
---	256	An-26	Vietnam Air Force	SGN	28jul92	l/n SGN mar96/sep13 stored; outer wings removed by 21apr11 noted in the scrapping area 13oct18 with signs of CCCP-26256 showing through
---	257	An-26	Vietnam Air Force	SGN	nov89	l/n SGN mar96/jan07 stored
---	258	An-26	Vietnam Air Force	SGN	28jul92	l/n SGN mar96/mar01 stored; possible sighting stored 10jan07
---	260	An-26	Vietnam Air Force	SGN	25oct93	l/n Hanoi-Gia Lam 09jan14

---	261	An-26	Vietnam Air Force	Hgl	31oct98	opb 918th Transport Regiment at Gia Lam; the first An-26 which was modified for dropping US Mk.81 bombs probably in 1981; l/n SGN 26jun16
---	262	An-26	Vietnam Air Force	Hgl	13apr96	mentioned in an article, undertook reconnaissance and re-supply missions to Truong Sa in mar88 following attacks by the Chinese on three of the Spratly Islands; l/n Hanoi-Gia Lam 09jan14; reported preserved at the Kim Son Air Force Academy (N21.0986 E105.48405) 2015
---	264	An-26	Vietnam Air Force	SGN	07mar00	l/n SGN 24mar08 active
---	265	An-26	Vietnam Air Force	SGN	08jan04	opb 918th Transport Regiment at Gia Lam; l/n SGN 24mar08; w/o 08apr08 on a training flight when one engine failed and the crew did not cope with the situation so that the aircraft crashed in a field near Ta Thanh Oai close to Thanh Tri (Hanoi), all 5 crew members were killed
---	268	An-26	Vietnam Air Force	Hgl	13apr96	seen SGN 26jun16; l/n 13oct18 in the scrapping area
---	269	An-26	Vietnam Air Force	SGN	nov89	l/n SGN 20sep13, stored; reported again SGN mar18 stored, but probably in error for 268
---	270	An-26	Vietnam Air Force	SGN	nov89	possibly ex 26270, see above
---	271	An-26	Vietnam Air Force	SGN	nov89	l/n SGN 11jul17
---	272	An-26	Vietnam Air Force	SGN	07mar00	l/n Hanoi-Gia Lam 09jan14
---	274	An-26	Vietnam Air Force	Hgl	13apr96	l/n Hanoi-Gia Lam nov98/mar08 stored
---	279	An-26	Vietnam Air Force	Hgl	13apr96	l/n SGN 26jun16
---	280	An-26	Vietnam Air Force	SGN	08jan04	l/n SGN 11jul17
---	281	An-26	Vietnam Air Force	Hgl	31oct98	l/n HAN 23mar12
---	283	An-26	Vietnam Air Force	SGN	07mar00	seen SGN 24mar08 active; l/n SGN 01oct15/26jun16, possibly wfu
---	284	An-26	Vietnam Air Force	Hgl	13apr96	l/n HAN mar97/mar08 stored
---	285 (1)	An-26	Vietnam Air Force	mfd	dec81	d/d jul82; c/n given in a Vietnamese article (based on information by the former director of the A41 maintenance facility) as 11707, but that cannot be correct - 11708, 11709 (a salon version) and 11710 would be candidates, though; opb 918th Transport Regiment at Gia Lam; w/o 16sep87 on the top of Da Lang to Tan Son Nhut of a flight from Gia Lam to Tan Son Nhut when crashed into the rock on leg from Mount Nap near Da Nghich (Lôc Ch' u in the forest of Báo Lộc in L' m Đông province) in poor weather, all 7 crew members (pilot: Captain Vuong Huu Quy) and 55 passengers (among them several high-ranking officers) were killed; the wreck was found only mar88; t/t 980 hours and 820 cycles; see 285 (2)
---	285 (2)	An-26	Vietnam Air Force	Hgl	18mar99	opb 918th Transport Regiment at Gia Lam; l/n SGN 19nov09
---	286	An-26	Vietnam Air Force	SGN	25oct93	l/n SGN 04dec15
---	287	An-26	Vietnam Air Force	Hgl	13apr96	seen SGN 01oct15, operational; l/n SGN 26jun16, port propeller missing
---	26250	An-26	Vietnam Air Force	NHA	04apr96	opb 918th Transport Regiment at Gia Lam; the serial was used in the 1980s
---	250	An-26	Vietnam Air Force	NHA	04apr96	opb 918th Transport Regiment at Gia Lam; involved in an incident on a flight from Nha Trang to Tan Son Nhut 28sep89 when the emergency hatch in the floor sprang open 12 minutes into the flight and Lieutenant Bui An Tuan fell out of the aircraft and was killed; sat wfu at Nha Trang (N12.22492N E109.19385), seen apr96/oct02 (the former serial 26250 was also visible mar97)
---	26264	An-26	Vietnam Air Force	w/o	11feb82	was forced down by 2 Royal Thai AF F-5Es near Prajinburi (east of Bangkok some 20 miles from the border with Vietnamese occupied Cambodia) whilst on an intelligence-gathering mission from Phnom Penh and crash landed in a rice field, of the thirteen Vietnamese personnel aboard, one person was believed killed and two others injured; see c/n 10008
---	26270	An-26	Vietnam Air Force	photo		probably taken in the 1980s, as only 3 digit serials were used by the 1990s; probably became 270
---	26276	An-26	Vietnam Air Force	SGN	25oct93	opb 918th Transport Regiment at Gia Lam; the serial was used in the 1980s
---	276	An-26	Vietnam Air Force	SGN	25oct93	opb 918th Transport Regiment at Gia Lam; the former serial 26276 was still visible on a photo; l/n SGN 08jan04; seriously damaged on a relay flight (date unknown) when both engines flamed out due to crew error while the aircraft was flying at a height of 4,200 metres over Vung Vung, the crew was not able to restart the engines and the aircraft came down in swampy terrain near Long Dat
---	XW-TCC	An-26	Laos Government	d/d	09jun76	see c/n 2302/2504 and 2505, the only aircraft known to have been delivered to Laos prior to 1977; r/r in 1977 ?
---	XW-TCD	An-26	Laos Government	d/d	14jul76	see c/n 2302/2504 and 2505, the only aircraft known to have been delivered to Laos prior to 1977; r/r in 1977 ?
---	XW-TCE	An-26	Laos Government	d/d	14jul76	see c/n 2302/2504 and 2505, the only aircraft known to have been delivered to Laos prior to 1977; r/r in 1977 ?
---	YA-KAL (2)	An-26B	Citico	JUB	18mar18	not c/n 7505 which is stored at EVN as 3X-GFV; Citico Avia based at Juba, commenced flights in mid 2018; probably an illegal registration, see c/n 7505 and 3X-GFV (2) at end of file with unknown c/n
---	YA-TAL	An-26	not known	JUB	29nov17	wreck, without engines and nose; l/n MZR 12feb08
---	not known	An-26	Ariana c/s	MZR	12mar03	in olive drab/khaki camo c/s with light grey undersides, no titles; probably the aircraft which was used by a crew of 5 (pilot: Colonel Haji Fakir Ahmad) on a return flight from Khost to Kabul to defect to Miranshah (Pakistan) 22sep84; ferried by a Pakistan Air Force crew (pilot: Wing Commander Chaudry Abdul Ghafour) from Miranshah to Chaklala; there is a photo at Chaklala right after the ferry flight, still in full Afghan Air Force colours
---	not known	An-26	Afghan Air Force			
---	J-754	An-26	Pakistan Air Force	ISB	02oct88	in olive drab/khaki camo c/s with light grey undersides, no titles; fielded by 35 Wing at Chaklala, but flown rarely due to a lack of spares; wfu around 1990; sat wfu at Chaklala, l/n intact 23apr06, just parts remained by dec13
---	not known	An-26	Ariana c/s	ph.	05dec01	at MZR, wreck without engines and nose; seen again 12mar03, l/n MZR 12feb08
---	71351	An-26	Yugoslav Air Force	mfd	1975/76	opb 676 traee at Zagreb; f/n MLA 28apr86; seen MLA 24jan88; l/n BSL 03may91; sold to Congo 1996/1997; see c/n 3304, 3306 and 3604
---	71352	An-26	Yugoslav Air Force	mfd	1975/76	opb 677 traee at Nis; f/n ZAG 10jun80; sold to Congo 1996/1997; see c/n 3304, 3306 and 3604
---	71356	An-26	Yugoslav Air Force	mfd	1975/76	opb 677 traee at Nis; f/n ZAG 10jun80; see c/n 3304, 3306 and 3604
---	71356	An-26	Serb. & Monteneg. AF			destroyed at INI 1999 during NATO raids
---	SP-401 (2)	An-26	South Sudanese AF	JUB	12apr22	in all white c/s without a blister window, type painted as just Antonov 26; l/n JUB 15nov22; see c/n 13307
---	AVIONS-401	An-26	South Sudanese AF	JUB	04oct23	in all white c/s
---	SP-402 (1)	An-26	South Sudanese AF	JUB	13jun20	in all-white c/s, no titles; damaged 08feb22 on the leg from Ajontok to Agok of a flight from Juba to Agok when hit a pothole on landing, causing the left hand wing to snap off outboard of the left engine, all 5 crew members and 7 passengers escaped unhurt
---	SP-402 (2)	An-26	South Sudanese AF	JUB	14apr22	active; in all-white c/s, with grey undersides, no blister window; the location of the aerial behind the cockpit on the upper fuselage is not the same as SP-402(1), which also has white undersides with the serial in a slightly different position; l/n JUB 15nov22
---	AVIONS-402	An-26	South Sudanese AF	JUB	04oct23	in all white c/s, arrived using callsign 'SP402'
---	3C-ANR	An-26	not known	SSG	11may03	reg not 100% sure
---	3C-BAA	An-26	Baron Congo Mining	no reports		mentioned in UN document jul07
---	3X-GDP (1)	An-26	Aeroflot c/s, n/t	SSG	06jul03	Guinea CAA says this reg was canx "since jul03"; seen again SSG aug03, now all-white c/s with '6044' painted on in two places, but not c/n 10803; l/n SSG 09nov03; see c/n 4507
---	3X-GEI	An-26	no titles	FJR	15nov07	in all-grey c/s; seen FJR 10feb08 blue tail, white fuselage, no titles; l/n FJR 02mar09 and 26sep09
---	3X-GET (1)	An-26B-100	Trast Aero	DXB	04mar09	reportedly flew TBS-FJR 26feb09; with web address 'www.trast-aero.com', blue tail, white fuselage with blue cheatlines, version painted as such, without blister or observation window on the port side and has the additional cabin windows; seen FJR 26sep09; l/n DLA 14feb10, S9-KAV seen the same day a few hours later at PNR, in the same c/s; see S9-KAV/3X-GET(2) c/n 4104
---	3X-GFC (1)	An-26	Trast Aero	PNR	04jul10	l/n PNR 14aug10
---	3X-GFC (1)	An-26-100	Trast Aero n/t	FJR	11nov11	seen FJR 03feb12; possibly this is not the same aircraft as above; may also be an An-26B-100; l/n FJR 18may12; ATDB quote c/n as 5405
---	3X-GFC (2)	An-26B	GR Avia n/t	DIR	17dec15	in all white c/s with blue tail, no cheatlines or titles, version painted as such; stored
---	3X-GFM	An-26B	GR Avia n/t	KDH	13may11	included in GR Avia's AOC issued by the Guinea CAA 18nov10; just 'www.trastaero.com' titles; reportedly flew TBS-THR 08jul11; seen FJR 06aug11; l/n KRW 08dec11 with additional 'Bulog' titles, version painted as such
---	3X-GFN (2)	An-26	Aquiline Int'l	FJR	16sep11	with web address, 'www.trast-aero.com', blue tail, white fuselage and blue cheatlines; comparison of photos, suggest this is a different aircraft to 3X-GFN(1) with unknown c/n; see also 3X-GFN(3); l/n FJR 03feb12/sep22 stored; it was reported nov16 that this aircraft at FJR was c/n 7909, however, comparison of photos taken in 2011 again suggests this is not correct, see the history of this c/n
---	3X-GFN (3)	An-26B-100	Ultimate Air	photo		included in GR Avia's AOC issued by the Guinea CAA 18nov10, version given as such; in all-white c/s with small titles at base of fin; damaged 14nov12 on landing at Yida (South Sudan) on a cargo flight from Entebbe, the aircraft departed the end of the runway where it came to rest (N10.112192 E30.087865) on soft ground with its port main gear broken
---	3X-GFV (2)	An-26	all white, n/t	JUB	14jun12	not c/n 7505 which is stored at EVN as 3X-GFV; probably an illegal registration, see c/n 7505 and YA-KAL (2) at end of file with unknown c/n
---	3X-GGA	An-26	no titles	FJR	03feb12	
---	3X-GGN	An-26	all-white c/s, n/t	FJR	18may12	
---	4L-BKA (2)	An-26B	Trast Aero	FJR	10oct09	with web address 'www.trast-aero.com', blue tail, white fuselage with blue cheatlines, version painted as such; l/n FJR 19nov09; probably ex S9-GBC(2) and was parked next to ER-AUR, another Trast Aero aircraft with an illegal registration; see c/n 6407
---	4L-JAV	An-26	Jav Avia	no reports		mentioned in official fleet list dec10 on the internet; reportedly cancelled between 13aug10 and 23mar11; Georgian CAA say it was never registered in Georgia
---	5R-MUG	An-26	Madagascar AF	TNR	21aug96	
---	5R-MUK	An-26	Madagascar AF	TNR	29jul80	l/n TNR 21aug96/15apr01 stored; see c/n 9101, which should have been delivered direct from Kiev by this time
---	5R-MUL	An-26	Madagascar AF	TNR	1986	l/n TNR 21aug96/15apr01 stored; similar to Aeroflot 'blue' c/s (except the gap between cheatlines are wider)
---	5R-MUM	An-26	Madagascar AF	TNR	apr96	stored; not seen there oct96, fate unknown
---	5R-MUN	An-26	Madagascar AF	RVA	05nov84	similar to Aeroflot 'blue' c/s (except the gap between cheatlines are wider); l/n TNR apr96/apr01 stored
---	5R-MUO	An-26	Madagascar AF	TNR	1986	similar to Aeroflot 'blue' c/s (except the gap between cheatlines are wider); seen ATH apr95; l/n TNR apr96 stored; not seen there oct96, fate unknown
---	60-MLG	An-26	Gallad Airlines	GLK	11may14	white c/s, with titles; apparently stored (N6.7833325 E47.453369), with flat tyres; the Somali Civil Aviation and Meteorology Authority state that the registration is false
---	MM60207	An-26	Somali Air Force			coded A.M.88, photograph exists as An-26; see c/n 1303 and 1507
---	MM60208	An-26	Somali Air Force			see c/n 1303 and 1507
---	not known	An-26	Somali Air Force			w/o 12aug77 whilst parked at Hargeisa, when 4 F-5Es of the Ethiopian Air Force attacked the airfield and the An-26 was hit by unguided rockets, caught fire and burnt out; see c/n 1303

---	not known	An-26	Somali Air Force			defected to Djibouti 29may90 (pilot: Lieutenant-Colonel Mohamed Sheikh Ibrahim Yusuf); see c/n 12210 ?
---	420 ?	An-26	Yemen Air Force	w/o	21nov12	crashed near Sanaa airport and burst into flames
---	505	An-26	Laotian Air Force	ph.	<1994	f/n PNH 03apr08, the same aircraft ?
---	615	An-26	South Yemen AF	ADE	16nov85	l/n LCA 15apr87, also carrying 70-ABN, photo proof; see c/n 13207
---	615	An-26	Yemen Air Force	trf	22may90	f/n ADE 07aug93
---	618	An-26	South Yemen AF	ADE	16nov85	l/n ADE 02apr90; see c/n 13207
---	9Q-CMC	An-26	Africa One			dbr when gear collapsed on take-off FIH 26jul02, all 15 passengers and the 6 crew were uninjured; in the 2008 DRC register without c/n or rgd
---	9Q-CQE	An-26	Coco Travel		may20	mentioned in an official South Sudanese document with regards to permission being granted to operate two return cargo flights Juba to Malakal and Juba to Bentiu; f/n JUB 13apr22, in all white c/s, no titles; l/n JUB 15nov22, stored
---	not known	An-26	all-white c/s, n/t		25apr03	dbr at Beni (DR Congo) on a flight from Kinshasa, the airfield is not equipped to cater for night landings, resulting in the aircraft landing late and running off the end of the runway, sustaining substantial damage to the underside of the aircraft, the crew ran from the scene and the aircraft was looted by the airport guards possibly ex 71351 or 71352 of the Yugoslav Air Force; flown by a Serbian crew; in dark green/turquoise/light grey camo c/s; stored at FIH, seen sep08/may09
---	9T-TAA	An-26	DR Congo Air Force	FIH	oct02	crashed during take-off at Boende 29nov03 on a flight to Kinshasa, burst a tyre during the second attempt to take-off and overran the runway into a local market, killing 13 on the ground and 20 of the 6 crew and 18 passengers on board
---	9T-TAD	An-26	DR Congo Air Force			in all grey c/s with roundel; seen Kananga 18jan20, active; l/n FIH 2023, apparently active
---	9T-TAE	An-26	DR Congo Air Force	KWZ	sep05	in all white c/s
---	9T-TAF	An-26	DR Congo Air Force	FIH	15oct23	l/n FIH 12may09; in basic ex-Aeroflot c/s with a roundel on the tail and on the cheatline behind the nose consisting of a yellow star in a blue circle, first letter of the serial thought to be an 'A', but very poorly painted, titles are carried but cannot be read in the two available photos
---	AT-922	An-26B	DR Congo Air Force	FIH	feb07	with the whole of the forward fuselage consisting of four green and three white stripes and matching rear fuselage of four blue and three white stripes also running up the tail, green/blue engines, no titles; l/n NBO 11may01; leased to Uhuru Airlines and later leased to Mango Mat Aviation in 2003; mentioned in official document with regards to dispute over parking fees at Kisangani may03/jul03; reported dbr Beni, Congo 08may04 after aborted take-off
---	9U-BHM	An-26	Volga Atlantic AI	NBO	10mar01	during the landing run at Buaisha airstrip (near Tarhuna) when it was attacked and hit by a "Bayraktar" TB2 UAV of the Libyan Government of National Accord (GNA), burst into flames and burnt out, all occupants were killed; the wreck was visible at (N32.333818 E13.580293); see UP-AN601 c/n 0503
---	not known	An-26	Libyan Nat. Army?	w/o	05apr20	w/o in the late hours of 24aug22 on what is supposed to have been a supply flight from Sudan for the TPLF rebels in Tigray when was intercepted by a Su-27 fighter of the Ethiopian Air Force, shot down and crashed near N14.172 E37.335
---	not known	An-26	not known			

The following registrations have never been seen and are not mentioned in any documents.

-26146, -26148, -26149 (known used as a call sign), -26156, -26231, -26232, -26694.
 Additionally -, -26181, -26190 are An-2s; -26183 is an An-8; -26175, -26186, -26187, -26188, -26189, -26191, -26192 and -26196 are An-24s; -26221, -26222, -26223, -26224 and -26225 are An-32s and -26226 is an An-30.
 An An-26 with this, possibly fake, serial '20/76' was used for demonstrations.
 Nr. 20/76' with this, possibly, fake serial used for demonstrations, 71363 ZAG 28jul90, 71365 SPU apr85, 71373 Batagai 30dec03, 71376 ZAG 25dec79, 71383 VIE 14jan82.

Antonov An-28

The Antonov 28 was an enlarged turboprop-engined development of the An-14 and was originally designated the Antonov 14M. It is a STOL regional airliner capable of seating up to 17 passengers. It was a long time in the design and test flying stages. The first prototype, CCCP-1968, first flew in what is now Ukraine in September 1969 and was subsequently joined by two more aircraft with more powerful engines. In 1978 series production was assigned to the PZL-Mielec factory in Poland which concurrently produced the An-2 but it was not until 22 July 1984 that the first Polish built aircraft took to the air.

By this time Aeroflot had placed orders for large numbers of Let 410s in favour of the An-28 and the Beriev 30 but the An-28 was re-exported successfully to the former Soviet Union with deliveries starting in 1986 and continuing to 1992 by which time 185 aircraft had been completed.

In addition to being a feederliner, the An-28 was designed for use as a para-dropper, executive transport, fire-fighter, flying ambulance, geological and photo surveyor and crop sprayer.

An updated version known as the PZL M28 Skytruck, powered by Pratt and Whitney engines first flew on 22 July 1993 and has remained in limited production since then with most examples having been exported to Venezuela. PZL-Mielec also continued with development of the original Polish-engined (Soviet-design, built at Rzeszow) An-28 and small numbers have been delivered to Polish Air Force and Navy and is still in production or development.

The c/n is normally painted on the inside of both vertical stabilizers and is of conventional PZL-Mielec format. The figures in the c/n simply represent the batch number followed by the number in the batch. However, this is prefixed by '1AJ' where 1 stands for aircraft and AJ for An-28 (36th product built by Mielec), by 'AJG' where AJ stands for An-28 and G indicates M28- B1R Bryza or by 'AJE' where AJ stands for An-28 and E indicates M28 Skytruck.

Prototypes built by factory # 573 at Kiev-Svyatoshino

01	CCCP-1968	An-14M	Antonov Des. Bur.	f/f	30apr69	the prototype of this modernized version with TVD-350SA turbo-prop engines and retractable landing gear (already close to the later An-28); named 'Vladimir Linkevich' after the designer of the An-14; underwent joint check trials with the GosNII GA mar71/apr71 which it did not pass
	"08" red	An-14M	Soviet Air Force		photo	named 'Vladimir Linkevich'; a retouched picture ?
	CCCP-19681	An-14M	Antonov Des. Bur.	IEV	oct72	re-engined with TVD-850 turbo-prop engines (so basically an An-28 now), but version still painted on as 'An-14M'; f/f 29jan73; in full Aeroflot c/s including titles; wfu in 1974; displayed at the Exhibition of Economic Achievements in Moscow in 1974; later displayed at the Exhibition of Economic Achievements in Kiev, seen nov76/aug78
	CCCP-19681	An-28	Antonov Des. Bur.	ph.	sep87	version now painted on as 'An-28'; in full Aeroflot c/s including titles; displayed at the Exhibition of Economic Achievements in Kiev, seen sep87/mar88; scrapped in 1990
02	--	An-28	Antonov Des. Bur.			dynamic static test airframe
03	CCCP-19723	An-28	ADB/Aeroflot c/s	rgd	1973	with TVD-850 engines; first pre-production aircraft; engines replaced with more powerful TVD-10A, photo exists without titles
	CCCP-19753	An-28	ADB/Aeroflot c/s	rgd	1975	f/f apr75, with more powerful TVD-10A engines; crashed on landing at Gostomel in 1989; l/n Gostomel 02jul96
04	CCCP-19754	An-28	ADB/Aeroflot c/s		04oct78	Temporary type Certificate issued; second pre-production aircraft
	CCCP-48105	An-28	ADB/Aeroflot c/s	LBG	jun79	with exhibition number '351'
	CCCP-19754	An-28	ADB/Aeroflot c/s	Gos	08sep92	l/n Gostomel (N50.588393 E30.210787) may97/oct10, wfu

185 An-28 built by WSK Mielec from 1984 to 1992

1AJ 001-01	CCCP-28800	An-28	MAP Kievskoye APO	f/f	22jul84	on charge as of 01jan85
	CCCP-28800	An-28	AFL/GosNII GA	toc	unknown	based on a decree issued 26dec86; rgd 28oct87 in Aeroflot c/s; f/n Gostomel 20aug88; registered SP-DNN only on paper, as never appeared in the Polish register
	CCCP-28800	An-28	MAP Kievskoye APO	trf	25feb87	in basic Aeroflot c/s, no titles; sat wfu at Gostomel (N50.588350 E30.210425) l/n may99/oct10; canx 13aug08; w/o mar22 during the Russian invasion of Ukraine - remains visible in a Youtube video
	UR-28800	An-28	Antonov Des. Bur.	Gos	22sep94	static test airframe
1AJ 001-02	--	An-28				toc 16apr85; rgd 19apr86; reported in an incident report at Usinsk 05nov87; transferred 14feb90 to the Troitsk Technical School of Civil Aviation (Troitskoye ATU GA), seen there 14aug99/12aug01; canx 13sep02, but had already been sold to Ukraine in autumn 2000
1AJ 001-03	CCCP-28801	An-28	AFL/Komi-SCW	mfd	18jan85	carries a c/n plate marked as 1AJ008-13, but its identity as 1AJ001-03 was confirmed by GP Antonov; former registration also given in the Moldovan register as RA-28925, with the c/n given as 1AJ008-13; CoFA issued 12oct04 after modification of avionics, SB/AD compliance, anti-corrosion programmes and repainting; in white c/s with light and medium blue trim, no titles; f/n as such Kiev-Chaika 09jul04; l/n ADB 25mar05; still in Tep-Avia Trans fleet list by dec05; canx 11aug06 as to São Tomé & Príncipe
	ER-AKO	An-28	TepAviaTrans	rgd	26may04	re-registered as TepAviaTrans lost their AOC stored; seen with an 'Acariza' sticker 27jan09; l/n LKG 31jan09, no titles; removal ordered 14aug20 failing which sale by auction will proceed; due for auction 22nov21, owner listed as Flight Path - see next line
	S9-PSV	An-28	Goliath Air	rgd	14sep06	c/n given as 1AJ008-13 by the Armenian CAA in error, see remark above; based at LKG by 2013; also see c/n 1AJ008-12
	S9-PSV	An-28	Flightpath	LKG	oct08	toc 16apr85; rgd 12may86; opb 72 LO; trf 14feb90 to the technical aviation school at Slavyansk
	EK-28925(2)	An-28	Ayk Avia	rgd	14jun10	c/n confirmed by pilot; opb Mitteldeutsches Fallschirmsprungzentrum at Magdeburg (Germany) from 01sep07; in blue/light grey c/s with red/white cheatline and trim, 'midskydive.de' titles applied only internally; named "Ana"-Bolika' sep07; in the same basic c/s as other Rodina aircraft; seen Cohestedt 02aug08 with 'PD Sicherheit' (Safety), 'Lotto' and 'Hasseroeder' advertising; l/n as such ZMG 09aug09
1AJ 001-04	CCCP-28802	An-28	AFL/Komi-SCW	mfd	feb85	illegal registration; in blue/light grey c/s with red/white cheatline and trim, still with the 'PD Sicherheit' advertising; named "Ana"-Bolika'; l/n Fehrbellin 24jul11
	UR-28802	An-28	Air Chaika	ph.	late 97	in the same c/s as above, still with the 'PD Sicherheit' advertising; named "Ana"-Bolika'; seen ZMG 19may14; l/n there 22apr19/21oct23 in poor condition, minus engines, outer wings and other parts
	RF-00308	An-28	mdSKYDIVE	ZMG	01sep07	rgd 18aug87; f/n DYU 01may89
	RA-2092K	An-28	mdSKYDIVE	Ste	28aug10	soc and canx 27nov90 as worn out
	RF-00308	An-28	mdSKYDIVE	ZMG	28apr12	
1AJ 001-05	CCCP-28803	An-28	AFL/Tajikistan	toc	26jul85	
	CCCP-28803	An-28	AFL/Aktubinsk FS	trf	07apr90	

1AJ 002-01	CCCP-28804 CCCP-28804	An-28 An-28	AFL/Tajikistan AFL/Aktyubinsk FS	toc trf	08sep85 09aug90	rgd seen in Troitsk technical School aug99/aug01; was reported sold to Ukraine in Autumn 2000 !; in Russian register as canx 13sep02 by the technical school and soc same date according to the MGA document static test airframe; seen at Svyatoshino 03jul19
1AJ 002-02	--	An-28		toc	27sep85	rgd 24jun86
1AJ 002-03	CCCP-28806 CCCP-28806	An-28 An-28	AFL/Komi Komiavia	toc trf	27sep85 22feb94	still in full 'blue' Aeroflot c/s including titles; sat wfu at SCW, seen jun94/jul94; soc 13dec99 as life-time expired; canx 17dec99; fuselage only seen at OSF aug01; fuselage transported to Kirzhach and separated into the F1 and F2 parts, seen as such at Kirzhach feb07/jun09; the F1 fuselage part was used to rebuild c/n 1AJ009-05 while the F2 part was used at Kirzhach as a ground trainer for parachute training, seen as such may12/apr14; l/n derelict in pieces 11jul20
1AJ 002-04	CCCP-28805	An-28	AFL/Tajikistan	toc	21oct85	rgd 20mar86; registration out of sequence; f/n DYU 01may89; soc 24sep93 as life-time expired
1AJ 002-05	CCCP-28807	An-28	AFL/Tajikistan	toc	28nov85	rgd 20mar86; f/n DYU 19sep87; soc 27sep93 as life-time expired
1AJ 002-06	CCCP-28808 UR-28808 ES-NOD ES-ELI	An-28 An-28 An-28 An-28	AFL/Tajikistan Air Chaika Enimex Kevin Resources	toc toc ph. rgd rgd	20dec85 1993 may99 02jul04	rgd 20mar86; f/n LBG 13jun87, in Aeroflot 'blue' c/s and titles in basic Aeroflot c/s with blue fins, no titles; l/n KBP 25jun95 and f/n TLL same month; l/n HEL 19jan03; canx mar04 left Estonia jul04 as sold to Kenya, but problems were experienced with registering an An-28 in Kenya so continued on to the Congo; crashed Beni Mavivi, Congo 29jul04 on landing, right wing cut off; operator reported as Flying Air Service; presumably recovered for spare parts as seen BKY 18jul07/19aug09, derelict rgd 13jun86; f/n DYU 19sep87 soc 30aug96; canx 02sep96 carried 'FLA RF' titles, so was on the FLA register and not on the RA- register in white c/s with mid-blue/dark blue cheatline, 'E' on fin; f/n TLL sep00; l/n Jelgava 20jun10 at Yverdon, para-dropping; in basic ex Enimex c/s; registration presented as RA-3677k; l/n Langar 10sep11 at Alkersleben; in basic ex Enimex c/s; l/n VST 08sep12; CoFR 19sep12 to PD Sicherheit - Private Defence and Education Services GmbH; rgd again 12dec16; l/n Tanai 21sep23, active rgd 13aug86; opb 178 LO of Dushanbinski OAO; f/n DYU 19sep87
1AJ 002-07	CCCP-28809 CCCP-28809 RA-02726 ES-NOW RA-3677K RA-28809	An-28 An-28 An-28 An-28 An-28 An-28	AFL/Tajikistan AFL/Buguruslan FS Aeroflot c/s, n/t Enimex no titles no titles	toc trf TLL rgd ph.	25may86 25may90 jul00 07sep00 13aug11 21may12	rgd 13jun86; registration out of sequence; f/n DYU 01may89; soc 24sep93 as life-time expired
1AJ 002-08	CCCP-28810 CCCP-28810 EX-28810 EX-28810 EX-28810 9Q-CAX 9Q-CAX	An-28 An-28 An-28 An-28 An-28 An-28 An-28	AFL/Tajikistan AFL/Aktyubinsk FS Karakol-Avia no titles Butembo Airlines Midlanditracep Butembo Airlines	toc trf FRU SHJ BUX rgd MWZ	13jun86 25apr90 23apr98 03nov01 30aug03 20may04 28dec04	in white c/s with blue cheatline and grey undersides, with titles and a logo on the fin c/n from a UN document jul07; in white c/s with blue cheatline and grey undersides, with titles and a logo on the fin; flew from Mwanza to Butembo 28dec04 according to a UN report and flew into Mngogwalu in DR Congo 77 times between aug05 and oct05
	9Q-CAX	An-28	Tracep Congo	BKY	31dec07	seemingly in damaged condition, the left engine was missing; seen active again GOM 05nov08; in all-white c/s, initially with 'Tracep Congo' titles; seen as such GOM 10jan10 and BKY 10nov10, active; received very small 'Tracep Congo Aviation' titles; seen as such BKY 08nov12
	9S-GAX	An-28	not known	BKY	12mar21	reported operated by Congo Com using Air Kasai's AOC; in all-white c/s, no titles; w/o 10sep22 on a cargo flight from Bukavu to Kasese when made a left turn in the direction of Kasese after take-off (instead of a right turn to gain altitude and pass overhead the airport as is normally the case), entered clouds and crashed into the hills in the Kahuzi-Biega National Park 13 km west of Bukavu airport, all 3 crew members were killed; the wreckage was located 19sep22
1AJ 002-09	CCCP-28811	An-28	AFL/Komi-SCW	mfd	may86	toc 26jun86; rgd 15jul86; opb 72 LO; trf to the Technical School at Frunze (Frunzenskoye ATU GA) 03may90, for use as a ground instructional airframe; soc 01nov90 as worn out; canx 22may01 as sold to Kyrgyzstan, see f/n date below
	EX-28811 9Q-CES	An-28 An-28	Karakol-Avia Butembo Airlines	FRU DXB	23apr98 11mar05	canx 16oct04 c/n not confirmed, former registration under paint looked like ending in EX-2.811; in white c/s with thin blue cheatline and grey belly, no titles; the aircraft flew from Dubai to Entebbe (possibly Old Entebbe) 21mar05, left for Bukavu 25mar05 and was impounded at Kigali the same day after requesting an 'emergency landing', having arrived as EX-28811 (officials claimed it was operating illegally under 'double registry' of EX- and 9Q-), and the crew of 8 was arrested; registration not as an An-28 on the DR Congo register in 2004 or 2008 and later used by An-26 c/n 8807
	9Q-COL 9Q-COL	An-28 An-28	Midlanditracep Tracep Congo	rgd GOM	28oct05 25jul06	c/n and registration from a UN document jul07; in white c/s with thin blue cheatline and grey belly, no titles; dbr on landing at BKY 11nov06 when touched down hard before the runway threshold; wreck seen at BKY jul07/aug09, used as a source of spares
1AJ 002-10	SP-PDA	An-28	WSK-Mielec	rgd	22jun88	canx 26apr89 after an accident; rebuilt as Skytruck Plus for ground trials and seen Mielec 1997; was not registered and reported in store sep02; a photo exists of the remains of the ground-based Skytruck Plus at Mielec 08may07
1AJ 003-01	CCCP-28812 CCCP-28812	An-28 An-28	AFL/Tajikistan-DYU AFL/Aktyubinsk FS	d/d trf	05may86 07apr90	toc 25may86; rgd 13jun86; f/n DYU 19sep87 Aktyubinskoye VLU GA; canx 01nov90 as worn out (confirmed by the MGA 27nov90); sat derelict at AKX, seen 29apr93/14jul93; displayed in Aktyubinsk City, f/n 28jan03
1AJ 003-02	CCCP-28813 CCCP-28813	An-28 An-28	AFL/Komi-SCW Komiavia	d/d trf	23jun86 22feb94	rgd 27aug86; on charge as of 01oct86 seen SCW jun/jul94 wfu, in standard 'blue' c/s with Aeroflot titles; soc 13dec99 as life-time expired; canx 17dec99; fuselage transported to Jelgava (Latvia) in 2000, F1 section up to frame 9 cut off and used to repair c/n 1AJ009-09 in Norway; remaining fuselage section sat at Jelgava, seen sep08/dec09
1AJ 003-03	CCCP-28814 CCCP-28814	An-28 An-28	AFL/Komi Komiavia	d/d trf	12sep86 22feb94	toc 29sep86; rgd 09oct86 seen SCW jun/jul94 in Aeroflot c/s with titles, wfu; soc 10jan00 and canx 28jan00 and sold to Estonia in a non-airworthy condition
1AJ 003-04	ES-NOV CCCP-28740 UP-A2803 no reg RA-28740	An-28 An-28 An-28 An-28 An-28	Enimex AFL/Aktyubinsk FS East Wing no titles not known	rgd d/d ALA	21mar00 04jan87 05may20	f/n TLL 13mar00; crashed in bad weather near Kardla 23nov01; canx 2003 toc 31jan87; rgd 10feb87; stored at AKX, seen apr93/jun04 the registration was never painted on; CoFA revoked 01mar18 in white c/s with light grey belly, no markings whatsoever
1AJ 003-05	CCCP-28741	An-28	AFL/Komi	d/d	10jan87	f/n NUX 22jul23, black and white c/s, small 'Confederation' titles toc 21jan87; rgd 30jan87; severely damaged 14aug87 after a hard landing at Ust'-Nem; canx 10jan88 (see soc date); transferred in 1988 to the Troitsk Technical School of Civil Aviation (Troitskoye ATU GA); soc 10jan89 as worn out; fuselage last seen at Troitsk in 1999
	no reg	An-28	TepAviaTrans	Kci	24mar07	carries a c/n plate marked as 1AJ008-12 attached to bulkhead No. 1, but its identity as 1AJ003-05 was confirmed by GP Antonov; moved from Troitsk to Kiev-Chaika by Tep-Avia Trans and seen stored at Kiev-Chaika mar07/oct10; repainted in white c/s with light and medium blue trim, no titles; donated by the owner to the Oleg Antonov State Aviation Museum at Kiev; towed from Kiev-Chaika to Kiev-Zhulyany 26sep13 and preserved in the Oleg Antonov State Aviation Museums Kiev (N50.40531 E30.46481) from 27sep13, l/n feb14
1AJ 003-06	CCCP-28742	An-28	AFL/Aktyubinsk FS	d/d	04jan87	toc 17jan87; rgd 10feb87; f/n AKX 25apr93; l/n AKX 14jul93; seen AKX 29jan03 without titles, but prefix not noted
	UP-A2804 UP-A2804	An-28 An-28	all-white c/s, n/t East Wing	CIT ph.	jan10 2014	l/n CIT 23aug11, all-white c/s, no titles, reportedly opb GST Aero
1AJ 003-07	CCCP-28743 CCCP-28743 ER-AJA	An-28 An-28 An-28	AFL/Komi Komiavia TepAviaTrans, n/t	mfd trf rgd	07jan87 22feb94 18may99	all-white c/s, small titles, at Kzyl Orda; l/n ALA jul19/jan23 stored d/d 08jan87; toc 21jan87; rgd 30jan87 seen SCW jun/jul94 in Aeroflot 'red' c/s and titles, wfu; soc and canx 05oct98 as to Poland flight planned GOJ-ODS 26jun00; f/n WIL 18feb02 and 15mar03, stored; photo LKG 2005, in white c/s with dark blue undersides and fins, blue cheatline and trim; still in fleet list dec05; canx 11aug06 to Sao Tome & Principe
	S9-PSB S9-PSB	An-28 An-28	Golif Air Flightpath	rgd LKG	14sep06 oct08	re-registered as TepAviaTrans lost their AOC wfu; l/n LKG (N4.2028746 E34.354600) 31jan09, no titles; due for auction by Kenya Airports Authority 22nov21
1AJ 003-08	CCCP-28744 CCCP-28744 RA-28744	An-28 An-28 An-28	AFL/Komi Komiavia not reported	d/d trf BUD	14jan87 22feb94 21jun98	toc 26feb87; rgd 12mar87 seen SCW jun/jul94 in Aeroflot 'red' c/s and titles, engineless soc and canx 28apr99 as sold to Rwanda in a non-airworthy condition
1AJ 003-09	CCCP-28745	An-28	AFL/Komi	mfd	31jan87	d/d 02feb87; toc 06feb87; rgd 31mar87; photo exists Usinsk early 1988 undertaking tests with skis fitted; in Aeroflot 'red' c/s and titles
	CCCP-28745	An-28	Komiavia	trf	22feb94	seen SCW jun/jul94 wfu, in Aeroflot 'red' c/s and titles; soc 01apr99 and canx 23apr99 as sold to Moldova in a non-airworthy condition
	ER-AJB	An-28	TepAviaTrans	rgd	18may99	f/n IEV 04jul99 in faded Aeroflot 'red' c/s, no titles; seen again Kiev-Chaika aug99 repainted in blue/white c/s with TAT tail logo; l/n WIL 02dec99; w/o 12jun00 whilst landing at Kamituga, DR Congo, the shock absorber of the left main landing gear support failed due to a gas explosion, followed by destruction of the brake pipes and loss of hydraulics, breach of the left wing and fuel tanks, which led to fuel igniting and loss of brakes, the aircraft as a result become uncontrollable, veered to the left and collided with metal structures of a hangar and subsequently collided with a lorry, an explosion followed and the crew managed to escape through the right blister with both pilots suffering severe burns; canx 14jun00
1AJ 003-10	CCCP-28746 CCCP-28746	An-28 An-28	AFL/Komi Komiavia	d/d trf	02mar87 22feb94	toc 30mar87; rgd 08apr87 seen SCW jun/jul94 wfu, in Aeroflot c/s and titles; soc and canx 04oct99; fuselage only seen OSF (N55.514353 E37.521741) 22aug01/aug14
1AJ 003-11	CCCP-28747 CCCP-28747	An-28 An-28	AFL/Komi Komiavia	d/d trf	02mar87 22feb94	toc 09apr87; rgd 18apr87 seen SCW jun/jul94 wfu, in Aeroflot 'red' c/s and titles; soc 28apr99 and canx 29apr99 as sold to Rwanda in a non-airworthy condition
1AJ 003-12	CCCP-28748 CCCP-28748 ER-AJC	An-28 An-28 An-28	AFL/Komi Komiavia TepAviaTrans	mfd trf rgd	27mar87 22feb94 18may99	d/d 25may87; toc 30jun87; rgd 09jul87 seen SCW jun/jul94 wfu, in Aeroflot 'red' c/s and titles; soc and canx 05oct98 as to Poland seen Kiev-Chaika jun99 in basic ex Aeroflot 'red' c/s, no titles; seen Kiev-Chaika aug99, stripped of paint and without registration prior to respray; f/n WIL 02dec99; in white c/s with dark blue undersides and fins, blue cheatline and trim, TAT logo; still in fleet list dec05; l/n Shabunda 23sep06; canx 12dec06
	9Q-CSX	An-28	Swala	rgd	25nov06	f/n BKY jul07 in white c/s with dark blue undersides and fins, thin blue cheatline, no titles; l/n as such BKY 13apr10 active; w/o Shabunda oct11/nov11, after taking off from Shabunda, it returned with engine problems and overran on landing, crossed a ditch with the fuselage breaking up into two (S2.6901821 E27.342947), wreck still present sep12
1AJ 003-13	CCCP-28749	An-28	AFL/Aktyubinsk FS	d/d	08may87	toc 22may87; rgd 09jun87; f/n AKX 25apr93; l/n AKX 14jul93

	3C-JZX	An-28	Equatorial Guinea	AKX	08sep02	c/n not confirmed, ex UN-28749 ? as that was the only known Avulga-Trans An-28 not present at AKX 29Jan03; stored at AKX; l/n feb03
1AJ 003-14	UP-A2802 CCCP-28750	An-28 An-28	all-white c/s, n/t AFL/Tajikistan	KGF d/d	26sep08 08may87	c/n in document mar10; seen KGF 27nov08 with 'Orlan-2000' badge on tail; l/n DZN 06may15 toc 30may87; rgd 30jun87; f/n DYU 01may89; in Aeroflot 'red' c/s and titles; l/n DYU dec09/dec14 derelict; photo 11feb20, being towed to the Technical University in Dushanbe with outer wings and tail removed; preserved (N38.530987 E68.738026) in the courtyard; still present according to GE image dated oct22 in fleet list 07nov03, but not in fleet list 01nov04; see previous line toc 25jun87; rgd 15jul87; f/n DYU 01may89; in Aeroflot 'red' c/s and titles; l/n DYU 2007, wfu and still with Aeroflot titles; see next line in fleet list 07nov03, but not in fleet list 01nov04; see previous line toc 02oct87; rgd 04nov87; soc 29may00 and canx 30may00 as sold to Cyprus in a non-airworthy condition f/n MRU 10jun02, in white c/s with red/orange stripes and titles; seen WIL 15mar03; photos exist Tembo 08feb04, was damaged on landing and ended up lying on its belly and left wing; still in fleet list dec05; canx 10may07 as sold, but seen GOM 05mar08 and BKY 27may09; in all blue c/s, no titles; l/n BKY 19aug09/13apr10 (S2.3146326 E28.808709) in poor condition and no longer active; no longer visible on GE in 2015
1AJ 003-15	EY-28750 CCCP-28751	An-28 An-28	Tajikistan Al AFL/Tajikistan	d/d	04jun87	
1AJ 004-01	EY-28751 CCCP-28752 RA-28752 ER-AJI	An-28 An-28 An-28 An-28	Tajikistan Al AFL/Magadan-Anadyr Chukotavia TepAviaTrans	mfd trf rgd	25sep87 06may94 20jun00	
1AJ 004-02	CCCP-28753 CCCP-28753 CCCP-28753	An-28 An-28 An-28	MAP Kievskoye APO AFL/GosNII GA MAP Kievskoye APO	d/d toc trf	01aug87 23sep87 23sep87	see next line based on a decree issued 28aug87; rgd 28oct87; in 'polar' Aeroflot c/s; f/n Gostomel 20aug88; l/n Gostomel aug91
	RA-28753 RA-28753	An-28 An-28	Petrozavodsk AE Weasua Air Transp	rgd MLW	08oct93 feb94	in basic 'blue' Aeroflot c/s; l/n MSQ 09sep94, with an additional 'UNHCR' sticker; canx 16sep94 as leased to Ukraine
	UR-28753 YL-KAD YL-KAD YL-KAD	An-28 An-28 An-28 An-28	not known Rigas Aeroklubs Baltic Aeroservice Rigas Aeroklubs	no rgd TLL OST	reports 09mar95 03aug97 08dec98	the 'UR-' prefix was read under the paint 02sep95 to SIA Profesionalis sporta aviācijas centrs; seen Leopoldsburg (Belgium) 07may95 and aug96 reported for Air Livonia leased to Enimex autumn 1998/spring 1999; leased to Gryttjorn Fallskirmsklub in Sweden in 2001, l/n there 04aug05; l/n Ruhnu 10mar06; canx may08 without registration and engines, identified as being ex YL-KAD by the previous red paint on the nose shining through the newer blue paint
	no reg	An-28	Rigas Aeroklubs	Gos	26sep08	
	UR-NTE	An-28	DP "Antonov"	rgd	04sep14	in white c/s with yellow and blue wavy lines; seen Gostomel 11feb14 with the registration taped over and the number '33' on the forward fuselage below the cockpit; f/n with registration Gostomel 14mar14; l/n operational IEV aug21; current on register 13aug22; slightly damaged 24feb22 when Gostomel was occupied by Russian airborne forces
1AJ 004-03	CCCP-28754 UR-28754 UR-28754	An-28 An-28 An-28	AFL/Magadan Aviaton Air Excellence	toc SIP NLO	02oct87 03jul93 27sep94	rgd 28oct87; soc 12aug92 as to Kievski AZ in white c/s with blue/green stripes and trim, grey undersides with titles; l/n BKA 05sep93 l/n 17jan96
1AJ 004-04	0404	An-28T	Polish Navy	d/d	06oct88	l/n GDN 15jul05; re-designated M28-B1E for patrol duties; l/n Powidz 13may17
1AJ 004-05	0405	An-28T	Polish Navy	d/d	06oct88	l/n aug02; was first designated An-27T, then An-28M in 2000, then M28B1E; l/n in flight 22jun12
1AJ 004-06	SP-GCA	An-28	Inst. Lotnictwa	mfd	26jul88	Instytut Lotnictwa (Aviation Institute); rgd already 01jul88; in basic 'polar' Aeroflot c/s, no titles; l/n operational WAW 11jul90; Antonov regarded this aircraft as no longer airworthy from 26jul92; l/n in an Instytut Lotnictwa hangar at WAW 28oct03; canx 11mar04 in white c/s with blue cheatline and trim, no titles; f/n IEV 09jun05; seen in Sudan 07jul05; d/d given as 22nov05; canx 14apr06 as to Sudan
	ER-AIP	An-28	TepAviaTrans	rgd	27apr04	leased from TepAviaTrans; current on register jan07
	ST-AWN ST-AWN	An-28 An-28	Air West AMIS	no UYL	reports 17mar07	African Union Mission in Sudan; in all-white c/s with titles; offered for sale by Darfur Air 27dec08; l/n with titles KRT 10feb09; f/n without titles ODS 07apr10; stored without registration at ODS, seen 19jun11/10jun12
	UR-CKQ	An-28	A.Yu. Zelinsky	rgd	07dec16	A.Yu. Zelinsky of Kiev; no operator given on register; in all-white c/s, no titles; already f/n Kiev-Chaika aug16; l/n Kharkiv-Korotychna 31aug19; new CoFR issued 26jan21; seen all white Kiev-Chaika 26sep21; current on register 13aug22
1AJ 004-07	CCCP-28758 RA-28758 ER-AJH ST-AWH ST-AWH	An-28 An-28 An-28 An-28 An-28	AFL/Magadan Chukotavia TepAviaTrans Air West TET	mfd trf rgd KRT ELF	25oct87 05may94 15aug00 19jun06 12oct06	toc 18nov87; rgd 11dec87; probably opb Chaunski OAO soc 29may00 and canx 30may00 as sold to Cyprus in non-airworthy condition f/n Kiev-Chaika 27aug01; still in fleet list dec05; canx 14apr06 as sold to Sudan Antonov OKB regarded this aircraft as no longer airworthy from 28oct91; in white c/s with blue cheatline and trim; current on register jan07; seen with 'AMIS' titles ELF 08may08; repainted in all-white c/s without titles; stored as such at ODS, seen feb10/jun12 (registration removed by jun12) in white c/s with silver/blue propeller tips and silver leading edge of the fin, no titles; already f/n Kiev-Chaika 15aug18; canx between 24may19 and 07jun19 toc 07dec87; rgd 13jan88; f/n PWE 1990, with Aeroflot titles; l/n IEV 16jun93, no titles; soc 21aug92 as to Kievski
1AJ 004-08	CCCP-28759	An-28	AFL/Magadan-Anadyr	mfd	27oct87	l/n Kiev-Chaika 28aug97; operated for Kiev Institute of Civil Engineering f/n TLL 08dec98 leased to Sudan canx from register and left for Mielec nov99; seen Mielec may00/oct04 stored d/d via SVQ 03jan05; Antonov regard this aircraft as no longer airworthy from 27oct91 at Higueroe; small titles with small logo ex reg confirmed in Venezuelan register feb07; f/n Higueroe 24jun07; in all-white c/s. no titles; seen Metropolitan/Ocumare Tuy, c/n checked; l/n CCS jan09 toc 20nov87; rgd 11dec87 soc 29may00 and canx 30may00 as sold to Cyprus in a non-airworthy condition photo exists Kiev-Chaika in full Aeroflot 'red' c/s and titles f/n FIH 11sep03, titles not reported; crashed 30oct03 at Kamina, Congo, when landed 800 m from the runway, with illegal weapons and ammunition on board; canx 15dec03; photo exists Mondombe 2004 (photo date correct ?), in white c/s with light/dark blue cheatlines and titles with 'TET' logo on the fin, being worked upon and missing the nose cone
	UR-28759 ES-NOA ES-NOA ST-GWA YV-1147CP YV-1147CP YV148T	An-28 An-28 An-28 An-28 An-28 An-28 An-28	Ukr flag c/s, n/t Enimex, no titles Golden Wings Golden Wings Skydive Venezuela Skydive Venezuela	IEV i/s TLL rgd OSR	29aug93 oct98 jan99 oct98 31dec04 27aug05 15aug05	
1AJ 004-09	CCCP-28760 RA-28760 ER-AJG ER-AJG	An-28 An-28 An-28 An-28	AFL/Magadan-Anadyr Chukotavia TepAviaTrans Trans Kasai Air	mfd trf rgd FIH	13nov87 05may94 15aug00 11sep03	
1AJ 004-10	CCCP-28761	An-28	AFL/Tajikistan	d/d	end'87	toc 05dec87; rgd 22dec87; in Aeroflot 'red' c/s; dbr on hard landing Rushan, 18aug90; photo Rushan summer 1991, without wings and tail, sitting on its nose; soc 24sep93 as life-time expired rgd 13jan88; f/n DYU 01may89; seen DYU nov95; probably derelict at DYU dec14, in Aeroflot 'red' c/s and titles (nine aircraft were present as such and only one was not identified); see next line in fleet list 07nov03, but not in fleet list 01nov04; see previous line rgd 09feb88; soc 02dec92 as to Ukraine; canx 21apr93 ex CCCP-28763
1AJ 004-11	CCCP-28762	An-28	AFL/Tajikistan	toc	23dec87	
1AJ 004-12	EY-28762 CCCP-28763 9Q-CPG 9Q-CPG 9Q-CPG	An-28 An-28 An-28 An-28 An-28	Tajikistan Al AFL/Tyumen-NYM Malila Airlift Air Excellence Malila Airlift	toc rgd NLO rgd	06jan88 05jul95 05sep95 02sep98	f/n FIH 17apr01; in fleet list end 2002; l/n FIH 21feb04; photo at GOM 09feb08 all-white no titles and both engines and rudders missing; l/n GOM 18may08 rgd 10mar88; soc 02dec92 as to Ukraine; canx 21apr93 l/n CEJ 02jul96
1AJ 004-13	CCCP-28764 UR-28764	An-28 An-28	AFL/Tyumen-NYM not reported	toc CEJ	17feb88 jun95	
1AJ 004-14	CCCP-28765 UR-28765	An-28 An-28	AFL/Tyumen-NYM Aviaton	toc MLA	19feb88 02mar95	rgd 10mar88; photo NUX jun90, in Aeroflot 'red' c/s; soc 02dec92 as to Ukraine; canx 21apr93 in white c/s with blue/green stripes and trim, grey undersides with titles; seen MLA 31may95; l/n CEJ 02jul96, titles not reported
	3C-JJI	An-28	Guinea Equat Al	w/o	29dec99	on a flight from Kiev to Teheran, the pilot informed ATC that he wished to divert to Ankara for unknown reasons, but the aircraft crashed into the Black Sea 50 km off Inebolu (Turkey), all 2 crew and 4 passengers killed
1AJ 004-15	CCCP-28766 RA-28766 UR-28766 28766 UR-ZAN 9U-BHR	An-28 An-28 An-28 An-28 An-28 An-28	AFL/Tyumen-NYM Aeroflot Air Chaika Air Chaika no titles Aigle Aviation	d/d CEJ Kci Kci Kci rgd	03feb88 29jun95 nov00 01jun02 09jul04 22sep04	mfd 28feb88, according to Antonov document; toc 14mar88; rgd 01apr88 was already soc 02dec92 as to Ukraine; canx 21apr93; l/n CEJ 15jun99 in all-white c/s with blue/yellow cheatline and trim, no titles, but with tail logo; l/n Kiev-Chaika 27aug01 in all-white c/s with blue/yellow cheatline and trim, no titles but with tail logo in 'leaping panther' c/s; l/n UKS sep04; was officially canx by the Ukrainian CAA 14sep01 to Savran Pavlo, in care of Kivu Air (but never reached Kivu Air the director of which requested from the Burundian authorities the deregistration of the aircraft); based at Goma; canx 12nov04; registration used illegally on an An-26 c/n 2206
	9XR-KG	An-28	SPD Savran PV	no	reports	c/n, registration and operator from ICAO/Antonov document jul06; Antonov regard this aircraft as no longer airworthy from 28feb06
	9L-LFS	An-28	not reported	rgd	02dec05	on register as opb Eagle Air (= Aigle Aviation ?); f/n LKG 18nov06; regarded as not airworthy by the Ukrainian CAA nov06 and banned from operation in Kenya; canx 10apr08 c/n from Kyrgyz CAA; in 'leaping panther' c/s; l/n KRT 11dec07; canx 14dec07 photo on Safatavia website in 2010 with 'OA' logo on tail c/n on CoFA; stored KRT from oct10; seen KRT 29mar11 with titles and blue/red/white tail logo, tatty paintwork; seen ELF 25oct11, newly painted, all-white c/s, still owned by Tarco Air but with 'El Dinder' titles on the tail; seen Juba 14jun12; l/n ELF 21may13 opb Skiva Air; f/n MGQ 26oct15, in all-white c/s in 2018 register; l/n JUB 18aug17; canx from the register 30sep19
	EX-916 ST-BRY ST-BRY	An-28 An-28 An-28	not reported all-white c/s, n/t Tarco Air	KRT KRT KRT	oct07 24jun08 23aug10	d/d 23feb88; toc may88; rgd 24may88 seen derelict at the Mashkomplekt factory at Tolmachovka (N54.969808 E82.797933) some nine kilometres South East of Novosibirsk airport still as CCCP-, but no titles, apr10/nov13; not canx from Russian register; l/n 23may23, derelict
1AJ 004-16	EK-2815 EK-2815 CCCP-28767 CCCP-28767	An-28 An-28 An-28 An-28	Kratol Aviation Mars Avia AFL/West Sib.-Koy Kolpashevo Avn Ent	rgd rgd mfd trf	21jul15 27jul17 20feb88 26jan94	toc 14mar88; rgd 01apr88; mfd quoted as 12aug88 soc 02dec92 as to Ukraine; canx 21apr93; f/n CEJ 29jun95; l/n CEJ 15jun99 was on a North Pole expedition Summer 2000; with 'Tsak im. OK Antonova' titles meaning 'Tsentral Aero Klub named after the designer Antonov' on tail; l/n Kiev-Chaika 09oct10 f/n Chaika 24jul11; reg, c/n and operator from 'spotters.net.ua'; l/n Kiev-Chaika 28jun21; was canx 20nov14 d/d 02mar88; toc 21mar88; rgd 13apr88
1AJ 004-17	CCCP-28768 RA-28768 UR-28768	An-28 An-28 An-28	AFL/Tyumen-NYM Aeroflot Tsentral Aero Klub	d/d IEV	12feb88 sep99	
1AJ 004-18	UR-KAMA CCCP-28769	An-28 An-28	TSOU AFL/West Siberia	rgd mfd	28apr11 01mar88	

	RA-28769 -- RF-01197 no reg	An-28 An-28 An-28 An-28	Kolpashevo Avn Ent bare metal Rodina Moscow Avn. Inst.	trf Kci ph. ph.	26jan94 22may04 sep05 22aug06	only canx from the Russian register 13may19 with original CoFR 13apr88, see the next few lines c/n checked at Tuapse-Agoy, in dark blue/red/orange and white c/s with grey undersides and titles; l/n Kirzhach 25jun06 at Alferyevo; in dark grey/light grey c/s with black trim, no titles but small MAI logo below cockpit; severely damaged during an accident at Alferyevo in 2007, details unknown; transported by helicopter to Bolshoye Gryzlovo in late 2007 (or early 2008) and stored there for almost two years; seen Bolshoye-Gryzlovo apr08 without engines and tail; repair started in mid-2009; seen Bolshoye-Gryzlovo 29may10, complete; l/n Bolshoye-Gryzlovo 09oct10; canx from the Russian RA- register 13may19; seen f/n next line in dark grey/light grey c/s with black trim, initially without titles; f/n Bolshoye-Gryzlovo 27may12 with titles; l/n Bolshoye-Gryzlovo 06sep14 f/n NUX 30mar23, in black/white and grey c/s, no titles; c/n now given in register as YeEVs.07.0130 d/d 12apr88; toc 01may88; rgd 24may88 seen derelict at the Mashkomplekt factory at Tolmachovka (N54.969808 E82.797933) some nine kilometres South East of Novosibirsk airport still as CCCP-, but no titles, apr10/nov13; not canx from Russian register; l/n 22may23, derelict toc 16jun88; rgd 04jul88 soc and canx 29sep03 to ASTK ROSTO Novosibirsk in a non-airworthy condition blue/white c/s, no titles; c/n checked in the same blue/white c/s, no titles; l/n Berdsk 03jul09 at Berdsk; in the same blue/white c/s, no titles; still active Berdsk 2013; l/n Berdsk 17dec15, stored canx between 24dec18 and 19feb19 at Berdsk; still in the same blue/white c/s, no titles; l/n Berdsk 22aug21 and by 01aug22 engines and other parts missing; l/n 21may23 same condition toc 23may88; rgd 04jul88; f/n Novosibirsk-Severny 09jul92 soc 28feb06 as sold to Armenia flew AYT-LXR this date; c/n confirmed by Armenian CAA; canx 08dec06 seen UYL 20feb10, in all-white c/s, no titles; c/n checked in CoFA this date and opb El Magal; l/n UYL 20dec10 and ELF 20aug11 as such all-white c/s with light grey undersides; l/n ELF 13sep14, active f/n JUB 29feb16, in all-white c/s; canx 19sep16; l/n JUB jan17 in all-white c/s; l/n JUB 18mar18, see rgd next line in 2019 register, but not included in 2020 register; l/n JUB late 2020 all white, no titles toc 20may88; rgd 13jun88 seen SCW jun/jul94 wfu, in Aeroflot c/s and titles; soc 27sep99 and canx 29sep99 as sold to Estonia in a non-airworthy condition crashed near Szczecin after running out of fuel 29nov99; wreck seen SZZ 30apr00; still present may03, now in the bushes; seen in the town of Borne Sulnowo, Poland (north of Nadarzyce) 22aug05 behind some buildings but also visible from the main road through the town, with a false tail and cockpit and no wings toc 26may88; rgd 21jun88; f/n DYU 01may89 in fleet list 30sep00; not in 2001 fleet list, fate unknown d/d 10jun88; rgd 15jul88; toc 01dec88; reported in incident report at Severouralsk 28jul87 (but year given must be wrong)
1AJ 004-19	RA-28769 RCCP-28770 CCCP-28770	An-28 An-28 An-28	AFL/West Siberia Kolpashevo Avn Ent	rgd mfd trf	14may19 08apr88 26jan94	
1AJ 004-20	CCCP-28771 RA-28771 RA-49408 RF-49408 RF-49408 RA-28771 RF-49408	An-28 An-28 An-28 An-28 An-28 An-28 An-28	AFL/West Siberia Kolpashevo Avn Ent ROSTO ROSTO DOSAAF Rossii DOSAAF Rossii	d/d trf Ovn OVB ph. rgd ph.	15apr88 26jan94 15aug04 21aug07 16jun12 26jul17 04may19	
1AJ 005-01	CCCP-28755 RA-28755 EK-28501 ST-ISG	An-28 An-28 An-28 An-28	AFL/West Siberia Kolpashevo Avn Ent Ayk Avia El Magal Aviation	d/d trf AYT KRT	28apr88 26jan94 28sep06 12sep07	
1AJ 005-02	ST-ISG EK-2801 S2-AGY EK-2801 CCCP-28756 CCCP-28756	An-28 An-28 An-28 An-28 An-28 An-28	El Dinder Skiva Air no titles Mars Avia AFL/Komi Komiavia	ELF rgd JUB rgd d/d trf	15apr12 18sep15 14mar17 24nov17 28apr88 22feb94	
	ES-NOF	An-28	Enimex	d/d	oct99	
1AJ 005-03	CCCP-28757 EY-28757	An-28 An-28	AFL/Tajikistan Tajikistan Al	d/d no	10may88 reports	
1AJ 005-04	CCCP-28772	An-28	AFL/Urals-SVX	mfd	09jun88	
	RA-28772	An-28	2nd Sverdlovsk AE	trf	22feb94	
	UR-28772 UR-28772	An-28 An-28	ATI Airlines East/West Alliance	KBP no	27may00 reports	
1AJ 005-05	CCCP-28773(1) RA-28773(1)	An-28 An-28	AFL/Urals 2nd Sverdlovsk AE	d/d trf	10jun88 22feb94	
	UR-28773(1) UR-28773(1)	An-28 An-28	ATI Airlines East/West Alliance	KBP no	20may00 reports	
1AJ 005-06	SP-DDB TC-FEA SP-DDB SP-DDB	An-28 An-28 An-28 An-28	WSK-Mielec Türk Hava Kurumu WSK-PZL Sprint Airlines	rgd rgd rgd LBG	18nov88 17may89 10may90 21jun91	
1AJ 005-07	CCCP-28774	An-28	AFL/Urals-SVX	mfd	01jul88	
	RA-28774	An-28	2nd Sverdlovsk AE	trf	22feb94	
	EP-827	An-28	Peruvian Army	PSP	21oct00	
1AJ 005-08	CCCP-28775	An-28	AFL/Tajikistan	d/d	18jul88	
1AJ 005-09	CCCP-28776 9Q-CZM	An-28 An-28	AFL/Leningrad Blue Airlines	mfd FIH	28jul88 19jul07	
1AJ 005-10	CCCP-28777	An-28	AFL/Leningrad	mfd	28jul88	
	RA-28777 9Q-CZM CCCP-28778 RA-28778	An-28 An-28 An-28 An-28	Blue Airlines AFL/Leningrad-PES Aeroflot	LPA NLO d/d	27jan95 05mar95 25aug88 1993	
	HA-LAJ	An-28	Avia Special	rgd	27may93	
1AJ 005-12	CCCP-28779 RA-28779 ER-AJK S9-CAH S9-CAH 5R-MJM	An-28 An-28 An-28 An-28 An-28 An-28	AFL/N.Kavkaz-MCX Avialin. Dagestana TepAviaTrans n/t Goliab Air Flightpath Insolite Travel	mfd trf rgd TMS LKG TNR	15aug88 01apr94 20feb02 13jul03 oct08 14may11	
1AJ 005-13	CCCP-28780 RA-28780	An-28 An-28	AFL/N.Kavkaz-MCX Avialin. Dagestana	d/d trf	21sep88 01sep94	
	ES-DAB YV1756	An-28 An-28	Air Livonia T.A. Corpor. 2006	rgd rgd	29jun00 25aug06	
1AJ 005-14	CCCP-28781 UR-28781 ER-AJL 5R-MJL RA-3560K	An-28 An-28 An-28 An-28 An-28	AFL/N.Kavkaz-MCX Ukr Pilot School TepAviaTrans no titles no titles	mfd no rgd TNR ZMG	28sep88 reports 12may04 10may06 06aug09	
1AJ 005-15	CCCP-28782 EX-28782 TL-ACE 9XR-AG	An-28 An-28 An-28 An-28	AFL/Kyrgyzstan-Kar Karakol-Avia	d/d QIW	06oct88 23mar98 27mar99 2003	
1AJ 005-16	CCCP-28783 EX-28783	An-28 An-28	AFL/Kyrgyzstan-Kar Karakol-Avia	d/d	13oct88 23mar98	
1AJ 005-17	CCCP-28784 EX-28784	An-28 An-28	AFL/Kyrgyzstan-Kar Karakol-Avia	mfd	28oct98 23mar98	
	9Q-CMZ	An-28	Sun Air Services	rgd	20nov03	
1AJ 005-18	CCCP-28785	An-28	AFL/Komi-SCW	d/d	17nov88	
1AJ 005-19	CCCP-28786	An-28	AFL/Aktyubinsk FS	d/d	10jan89	

	3C-DDB	An-28	Mavivi Air	GOM	29mar06	in all-white c/s; reported in an Amnesty International document as possibly leased from Victoria Air, intercepted at Beni 21jul03; sat wfu at GOM (S1.6658976 E29.238866) mar06/mar08, on the dump by apr10; no longer visible on GE on 17jan15
1AJ 005-20	CCCP-28787 RA-28787	An-28 An-28	AFL/Urals 2nd Sverdlovsk AE	d/d trf	15feb89 22feb94	toc 23mar89; rgd 17apr89 2nd Sverdlovsk Aviation Enterprise; f/n Aramil-Uktus 19aug99 in Aeroflot c/s and titles; soc 02mar00 and canx 17mar00 as sold to Ukraine in a non-airworthy condition
	UR-28787 4K-AZ58 4L-28001 4L-28001	An-28 An-28 An-28 An-28	ATI Airlines Sky Wind Global Georgian Av Tbilisi Avn. Univ.	KBP rgd TBS TBS	20may00 23jul04 29jul05 31may09	delivered ex ZIA this date; in fleet list 13sep00; canx 10jan05 because of the suspension of the activity of the airline no titles white/blue colours; c/n visible on tail fin; l/n TBS 06dec08 opb Tbilisi Aviation University with titles; reportedly cancelled between 13aug10 and 23mar11; seen TBS 25jun12; l/n Kiev Chaika aug19/sep21 in partially dismantled state and without prefix
1AJ 005-21	CCCP-28788 RA-28788	An-28 An-28	AFL/Urals 2nd Sverdlovsk AE	d/d trf	08feb89 22feb94	toc 10apr89; rgd 06may89 2nd Sverdlovsk Aviation Enterprise; f/n Aramil-Uktus 19aug99 in Aeroflot c/s and titles; soc and canx 21sep00 as sold to Peru in a non-airworthy condition
	EP-826	An-28	Peruvian Army	PSP	21oct00	seen LIM 10apr04; c/n confirmed by ICAO as ex RA-28788; still in insurance listing dec08; seen LIM 02oct14, active; seen LIM aug15/dec17 stored with flat tyres; l/n LIM 20feb22/12aug23 in light grey c/s and probably airworthy
1AJ 005-22	CCCP-28789 3C-LLA	An-28 An-28	AFL/Aktyubinsk FS Victoria Air	d/d no	23jan89 reports	rgd 07mar89; on charge as of 01jul89; f/n AKX 25apr93; l/n AKX 14jul93 owned by Viktor Granov; w/o 23aug01 when crash-landed 20 km short of Bukavu after an engine failure in rebel held territory, killing both crew and five of the nine passengers; see next line
1AJ 005-23	UN-28789 CCCP-28790 UN-28790 3C-KKY (2) 3C-ZZY	An-28 An-28 An-28 An-28 An-28	no titles AFL/Aktyubinsk FS no titles Gran Propeller Gran Propeller	AKX d/d AKX HLA HLA	29jan03 23jan89 29jan03 03jul03 22jul03	rgd 07mar89; on charge as of 01jul89; f/n AKX 25apr93; l/n AKX 14jul93 c/n not checked and prefix not noted c/n not confirmed; same aircraft as below ?; see next line and c/n 1AJ006-06 in white c/s with grey undersides and thin red/blue cheatlines; in JP-00/01 as Victoria Air but both Gran Propeller and Victoria Air are owned by Viktor Granov; l/n PRY 19feb04; had been stored in the DR Congo for a considerable time as the engines needed maintenance, nevertheless was sent to fetch some cargo from Kampene without having undergone the required maintenance; w/o 31mar05 on the return flight from Kampene when one engine failed shortly after take-off, the aircraft lost altitude and crashed, 3 of the 4 occupants (among them the pilot) killed
1AJ 005-24	CCCP-28791	An-28	AFL/Tajikistan	d/d	02feb89	toc 25mar89; rgd 17apr89; f/n DYU 01may89; in Aeroflot 'red' c/s and titles; stored from 01feb95 according to an official document of assets dated 01jan18; l/n DYU 02feb15 derelict; see next line
	EY-28791	An-28	Tajikistan AI			in fleet list 07nov03/01nov04; in fleet list 02oct07 as "in storage"; was offered for sale by auction 25sep15; see previous line
1AJ 005-25	CCCP-28792 RA-28792	An-28 An-28	AFL/Magadan-Anadyr Chukotavia	mfd trf	12apr89 06may94	d/d 13apr89; toc 27apr89; rgd 23may89; seen IEV 16jun93 operated for Kiev Institute of Civil Engineering seen 22sep94 in the Kiev Institute of Civil Aviation at IEV, in all-white c/s, no titles; soc 29may00 and canx 30may00 as sold to Cyprus in a non-airworthy condition
1AJ 006-01	ER-AJF CCCP-28793	An-28 An-28	TepAviaTrans AFL/Leningrad	rgd mfd	15aug00 13apr89	f/n MLA 13apr01 full c/s; canx 27mar03 as sold to DR Congo d/d 14apr89; toc 16may89; rgd 06jun89; based at Petrozavodsk; f/n RVH 06sep92 in Aeroflot 'red' c/s with Russian flag
	RA-28793	An-28		OST	08dec94	on delivery to Blue Airlines, in basic ex Aeroflot 'blue' c/s, no titles with blue/white tail logo; l/n BCN 11dec94; soc 20nov94 and canx 22nov94 as to Zaire
	9Q-CZL	An-28	Blue Airlines	rgd	11jan95	f/n NLO 05mar95; l/n NLO 05sep95; Antonov regard this aircraft as no longer airworthy from 13apr93; reported damaged at Kinshasa 14apr00, dbr ? d/d 18apr89; toc 10may89; rgd 23may89
1AJ 006-02	CCCP-28794 CCCP-28794 CCCP-28794 CCCP-28794 RA-28794 RA-2128K EK-28602 ST-TYB ST-TYB	An-28 An-28 An-28 An-28 An-28 An-28 An-28 An-28 An-28	AFL/West Sib.-Koy Kolpashevo Avn Ent Oil Trans Avia Aeroflot c/s, n/t Aeroflot c/s, n/t Aeroflot c/s, n/t not reported Kratol Aviation El Dinder	mfd trf trf Mya Mya rgd KRT rgd ELF	11nov88 26jan94 unknown 12nov02 05jul03 10sep02 19jun06 27jan07 16aug08	in basic 'red' Aeroflot c/s; reported as such Kirov 12sep02 in an incident report; sold with Russian Federation flag; l/n Myachkovo 16mar03 undergoing maintenance owned by AKM airclub; l/n Myachkovo 20jul03; see rgd next line f/n Myachkovo 12aug03; l/n Myachkovo 15aug05; ex 28794 on wings; soc 19sep05 as to Armenia c/n confirmed by the Armenian CAA; in all-white c/s, small titles not readable on photo; canx 19dec06
1AJ 006-03	CCCP-28795 EX-28795 3C-KKI 9XR-KI 9Q-CFY	An-28 An-28 An-28 An-28 An-28	AFL/Kyrgyzstan Karakol-Avia Aigle Aviation Afr. A.S. Commuter	d/d Brp BKY rgd	17apr89 23mar98 01nov02 2005 07aug06	in all-white c/s, no titles, with El Dinder logo on tail; CofA renewed 08oct08, opb El Dinder Aviation Co; destroyed on landing Darfur 06jul09, location reported as 1.5km NNW of Sarif Umrta Airstrip, (N13.492117 E23.279911); photos of wreckage show additional Supreme titles were worn on the rear fuselage toc 09may89; rgd 30may89
	ST-OMM ST-OMM ST-OMM EK-2803 2803	An-28 An-28 An-28 An-28 An-28	Tarco Air El Dinder Tarco Air Skiva Air	ELF trf ELF rgd JUB	18feb10 08jan12 12may13 03jul15 06jun17	stripped of all paint c/n from ICAO/Antonov document jul06; Antonov regard this aircraft as no longer airworthy from 10jul94 f/n BKY 18jul07; in later Antonov document dated 01feb07 with this reg; still regarded as no longer airworthy, now from 12apr96 in all-white c/s, no titles; seen ELF aug10, as such; l/n ELF 16may11 with full titles and badge and f/n ELF this same date in all-white c/s, Tarco logo only, no titles; l/n ELF 17sep14 under repair f/n JUB 29feb16, in all-white c/s; canx 03may16; seen JUB 30mar17, without engines in all-white c/s, without engines and prefix removed; l/n JUB 09aug17; fuselage only seen JUB 15nov22
1AJ 006-04	CCCP-28796 RA-28796	An-28 An-28	AFL/N.Kavkaz-MCX	d/d no	20apr89 reports	rgd 30may89; on charge as of 01jul89 soc 19mar01 and canx 26mar01 as sold to Estonia in a non-airworthy condition; Estonian register aug05 has this as the previous registration, see next line
1AJ 006-05	ES-NOY CCCP-28797 RA-28797	An-28 An-28 An-28	Enimex AFL/Magadan-Anadyr Chukotavia	rgd d/d trf	06jun01 11may89 06may94	f/n HEL 09jun01; l/n TLL 31jul02; operating for TNT; crashed shortly after take-off Tallinn 10feb03 toc 27may89; rgd 16jun89 opb Chau Aviation Enterprise; dbr 01feb95 on a flight from Pevek to Mys Shmidta when the pilot put the engines on idle on final approach by mistake, the aircraft touched down hard 15 metres before the runway threshold and bounced, suffering substantial damage, both pilots and 8 passengers escaped; canx 06jun95; wreck still present at Mys Shmidta (N68.87953 W179.37426) by may13
1AJ 006-06	CCCP-28798 EX-28798	An-28 An-28	AFL/Kyrgyzstan-Kar Karakol-Avia	toc	03jun89 23mar98	rgd 04jul89 soc 25sep95 after an accident (last year digit is difficult to read in the MGA document and perhaps should be a '9'), see next line
	3C-KKY (1)	An-28	Sauzen Gateway Cor	SHJ	09jan99	in basic ex Aeroflot 'red' c/s, no titles; delivered via SHJ to Kenya; crashed may99 whilst landing somewhere in Kenya, killing the pilot according to a Kyrgyzstan press report which gave the original registration as CCCP-28798 and operator as Kyrgyzstan Aba Zholdor; see c/n 1AJ005-23
1AJ 006-07	SP-DDC SP-DDC SP-DDC 9L-LCQ	An-28 An-28 An-28 An-28	WSK-Mielec JAT WSK-Mielec Air Leone	rgd ph. LGB FNA	01dec89 may90 10jun93 mar02	photo with JAT stickers on tail and fuselage, was on a demonstration flight canx 05feb99; was l/n MBA 26jul98 with titles ?
1AJ 006-08	SP-DDD TC-FEB SP-FFN SP-FFN SP-FFN	An-28 An-28 An-28 An-28 An-28	WSK Mielec Türk Hava Kurumu Aeroglobo Aerogryf no titles	mfd rgd rgd rgd QRA	18may89 17may89 11apr90 08oct91 02apr92	rgd 22may89; canx 31may89 canx 29sep89 c/n confirmed; seen Szczecin-Dabie 05may91 without titles
	SP-FFN RF-00404	An-28 An-28	Aerogryf privately owned	SZZ Tan	25sep05 23may10	in all-white c/s; seen POZ 28aug99/30jan01 with a 'Poczta Polska' sticker; CofA expired 29jun01; l/n (still without titles) Ostrów Wielkopolski 01may03 canx 17aug07 as sold; seen SZZ 04sep07 and KZN feb08, marked '00608 MSN' was on the ROSTO register, but owned by a leading figure from Torgovy dom SibEnergUgolSnab at Kemerovo; operated by Kuzbassavia for Tsentralny sibirski parashyutny klub (Central Siberian Para Club) ATSK Kemerovo at Tanai; in striped dark blue/white c/s with 'Kuzbassavia' titles and a 'TSPPK' logo; offered for sale by Kuzbasski parashyutny tsentr 01feb09/23dec09, with t/t 3,495 hours 32 minutes and 4,835 cycles; CofA expired 12oct09; not on the DOSAAF register 20jan10; l/n Tanai aug10
	RF-14429	An-28	DOSAAF	CEK	05aug11	operated by Kuzbassavia for Tsentralny sibirski parashyutny klub ATSK Kemerovo at Tanai; in striped dark blue/white c/s with 'DOSAAF Rossi' and 'AON Kuzbassavia' titles, 'Kuzbass Parachute Center' and 'Sibirski dyelovoi soyuz' logos and Russian stars; l/n as such NOZ 17aug12; seen Tanai 19jul14 with the registration painted out; l/n Nizhni Novgorod-Bogorodsk 18jun16; registration used on a Tanai-based L-410UVP-E at the same time
	no reg	An-28	DOSAAF ?	ph.	25sep16	paint (including the registration) removed apart from the rudders, but flying in this state; based at Nizhni Novgorod-Bogorodsk; f/n Bogorodsk 25sep16; l/n Bogorodsk 12aug17
	RA-28701(2) UR-UZD	An-28 An-28	not known Constanta	rgd rgd	10nov17 16jul18	canx between 16feb18 and 22mar18; see c/n 1AJ006-12 to Expedition Aviation FZC of the UAE; ferried RIX-IEV 23jul18; reportedly sold to Africa jul18, but is this correct ?; in all-white c/s, no titles; seen IEV 16jun21
1AJ 006-09	UR-UZD	An-28	Ksena	rgd	28sep21	to Expedition Aviation FZC of the UAE; destroyed 24feb22 or the following days when Gostomel airfield was occupied by Russian airborne forces, the wreckage was still there 27may22; still current on register 13aug22 rgd 20oct89
1AJ 006-10	CCCP-28703 RA-28703	An-28 An-28	AFL/East Siberia Aeroflot	toc HTA	01oct89 18apr97	soc 20dec94 and canx 29dec94; hulk (on racks) used as a trainer by the armed guards (VokHR) just outside Chita airport (N52.02418 E113.294109), seen apr97/nov13 rgd 28jul89; c/n 1AJ006-07 given in error in MGA document
	UR-28799 UR-28799	An-28 An-28	ATI Airlines East/West Alliance	KBP no	24may00 reports	2nd Sverdlovsk Aviation Enterprise; f/n Aramil-Uktus 19aug99 in Aeroflot c/s and titles; soc 02mar00 and canx 17mar00 as sold to Ukraine in a non-airworthy condition
1AJ 006-11	CCCP-28700 CCCP-28700 SP-FHR SP-FHR SP-FHR 9XR-IM	An-28 An-28 An-28 An-28 An-28 An-28	AFL/Komi Komiavia Aerogryf white/blue c/s Polonia Airlines not known	mfd trf rgd WAW rgd LKG	12jun89 22feb94 23jun98 05mar01 24aug02 11apr06	ferried from ZIA 24may00; in fleet list 13sep00 canx 13aug08; hulk, without titles, present for long time at the disused airfield at Uzin Sherpelovka (N49.803362 E3044374) and l/n 2018 toc 08jul89; rgd 21jul89 seen SCW jun/jul94, in Aeroflot 'red' c/s and titles, engineless; soc 17jun98 as to Poland f/n SZZ jul99 no titles no titles; canx 14aug02 as sold seen operational at Ostrów Wielkopolski-Michalkow in may03; canx 26apr04 as exported to ?? photo; c/n from ICAO/Antonov document jul06; Antonov regard this aircraft as no longer airworthy from 12jun93

	9Q-CUN	An-28	Tracep Congo	rgd	06nov07	in all-white c/s, no titles; f/n BKY 18jul07; l/n BKY 13apr10; w/o 30jan12 on a cargo flight from Bukavu to Namoya airstrip (Maniema province of the DR Congo) when hit trees on approach in bad visibility and crashed in a forest 10 km from Namoya, both crew and 1 of the 3 passengers killed rgd 04aug89; see c/n 1AJ006-08 soc 29may00 and canx 30may00 as to Cyprus flew Kazan-Voronezh this date but reported as ER-AIE; flew Voronezh-Belgrade 27jul00 but reported as ER-AJE !; registration and c/n confirmed in operators certificate; seen stored NBO 19feb02; seen KIV 14aug03 no titles still in TepAviaTrans fleet list 31dec03; in all-white c/s with blue cheatline and titles; I/n IEV mar05 chartered by the African Union in 2005 to transport peace-keeping personnel around the Sudanese Darfur region; l/n ADB 03nov05; w/o 24dec05 on a ferry flight from Zalingei to El Fasher (Sudan) when crashed shortly after take-off, both pilots killed; canx 11may07
1AJ 006-12	CCCP-28701(1) RA-28701(1) ER-AJE	An-28 An-28 An-28	AFL/Magadan-Anadyr Chukotavia TepAviaTrans	toc trf rgd	17jul89 06may94 20jul00	rgd 20oct89; dbr 16mar90 on a training flight at Vershina-Darasunski (Chita region); soc and canx 07dec90 rgd 15sep89; stored from 28jul93 according to an official document of assets dated 01jan18; seen derelict DYU 12nov06, in Aeroflot 'red' c/s and titles; l/n DYU nov08/dec14, as such; see next line in fleet list 07nov03/01nov04; in fleet list 02oct07 as in storage; was offered for sale by auction 25sep15; see previous line rgd 15sep89; stored from 29jul93 according to an official document of assets dated 01jan18; in Aeroflot 'red' c/s and titles; l/n DYU nov08/dec14, derelict; see next line in fleet list 07nov03/01nov04; in fleet list 02oct07 as in storage; was offered for sale by auction 25sep15; see previous line rgd 15sep89; canx as to Tajikistan; reported crash-landed Lyahsh, Tajikistan 03jan92; soc 24sep93 as life-time expired rgd 20oct89 soc 20dec94 and canx 29dec94 as further use economically not viable f/n JUB 17nov07; in white/blue c/s with bird tail art, no titles; regarded as not airworthy by Antonov in list nov06 and banned from flying in Kenya; de-registered 08apr08; l/n LKG (N4.2047138 E34.343719) 16may08/oct08 possibly awaiting sale; removal ordered 14aug20 failing which sale by auction will proceed; due for auction 22nov21 rgd 05jan90 seen wfu without engines; soc 20dec84 and canx 29dec94 as further use economically not viable rgd 16nov89 seen wfu without engines; soc 20dec94 and canx 29dec94 as further use economically not viable on charge as of 01jan90 2nd Sverdlovsk Aviation Enterprise; f/n Aramil-Uktus 19aug99, in Aeroflot c/s and titles; soc 02mar00 and canx 17mar00 as sold to Ukraine in a non-airworthy condition ferried from ZIA 24may00; in fleet list 13sep00 canx 13aug08 Vologda Aviation Enterprise; soc and canx 07may99 as sold to Lithuania in a non-airworthy condition no titles; f/n BUD 19nov99; l/n SOU 21jun00; CoFA canx 05apr02 in white c/s with yellow/green/yellow cheatline, titles in Georgian script on charge as of 01jan90 2nd Sverdlovsk Aviation Enterprise; f/n Aramil-Uktus 19aug99, in Aeroflot c/s and titles; soc 02mar00 and canx 17mar00 as sold to Ukraine in a non-airworthy condition ferried from ZIA 27may00; in fleet list 13sep00 canx 13aug08; hulk, without titles, present for long time at the disused airfield at Uzin Sherpelovka (N49.803362 E3044374) and l/n 2018 on charge as of 01jan90; rgd 12jan90 damaged on hard landing Palana 12may94; current on Russian register jan04 marked as 'air incident' f/n PKC 08jul94, in Aeroflot 'red' c/s and titles; seen PKC 26nov07, in basic Aeroflot 'red' c/s with Koryakavia titles; l/n PKC 14aug09 still in basic Aeroflot 'red' c/s, no titles; seen PKC 16jun12, in full new c/s with 'Petropavlovsk-Kamchatskoye AP' titles; l/n PKC 07mar15 CoFR renewal 15feb16; f/n 29jun17 with 'Kamchatskoye Aviationsionnye Predpriyatiye' titles; seen PKC 11feb23; l/n PKC 19oct23, small titles d/d 11dec89; accepted by Kamchatski OAO 10jan90; toc 19jan90; rgd 08feb90 in basic 'red' Aeroflot c/s with Koryakavia titles; owned by Koryakavia from 27jun02; f/n PKC 25aug02; CoFR renewal 17oct05; l/n PKC 26nov07 trf 01sep10; in new c/s with 'Petropavlovsk-Kamchatskoye AP' titles and logo on fin; f/n PKC 15jun11; l/n PKC 16jun12; w/o 12sep12 on a flight from PKC to Palana, on approach to Palana in difficult weather conditions (low clouds and rain) the intoxicated pilots misinformed ATC about their position and height and deviated from the prescribed approach pattern, the aircraft touched tree tops at a height of some 345 metres on the steep eastern slope of Mt. Pyatibratka (484 metres) 10.7 km south-west of Palana airport, continued to fly for some 500 metres and crashed at a height of 190 metres into the forest on the steep opposite slope of the mountain (at N58°59'04" E159°48'20"), both pilots and 8 of the 12 passengers killed and all 4 survivors seriously injured; t/t 11,947 hours and 8,891 cycles d/d 11dec89; toc 19jan90; rgd 08feb90; damaged 23nov93 on a flight from Ossora to Palana when bounced several times on landing at Palana (due to pilot error); repaired f/n PKC 25aug02; in basic 'red' Aeroflot c/s with titles; l/n PKC 17jun06; CoFR renewal 17may07; current on register aug10 toc 21dec89; rgd 19jan90 CoFR renewal 27apr00 to Gorki Yu-2 with owner as Vologda Aviation Enterprise on a Vologda flight l/n DME 03oct02, c/n checked; in red/blue and white c/s; soc 26jan06 as to Venezuela was flight planned MMK-Bodo this date; seen FRG 08dec06, no titles, probably on delivery to Venezuela; l/n TMB 30may08/23apr09, in basic ex Oil Trans Avia c/s, with hyphen in reg still in basic ex Oil Trans Avia c/s; l/n TMB 18feb11/2018, stored toc 26dec89; rgd 19jan90 soc 16jan03 and canx 12mar03 as sold to Latvia to Baltic Helicopters; f/n Nowy Targ 09sep04, with titles; l/n Warsaw-Bemowo 08apr06 in white colours with yellow cheatline and 'Skydive.waw.pl Warszawa' titles; seen Chrcynno 22jul07 as such, offered for sale on internet by aviachetnik.ru 01aug06 with t/t 1,200 hours and 1,300 cycles; still registered to A. Neposidov of Riga (Baltic Helicopters) as of 11may09; l/n TMB 06aug09, in white c/s with yellow cheatline and trim, no titles; canx 29sep09 as to Venezuela f/n Higueroe sep10, in white c/s with yellow cheatline and trim, no titles f/n 27jul12 at Higueroe; in white c/s with yellow cheatline and trim, no titles; mentioned in an incident report 01oct12 at Higueroe after a parachuting accident killed a jumper; l/n Higueroe 18apr14, in white c/s with orange/black cheatline and orange trim, no titles, small name 'La Novia' below the cockpit; current Jun20 toc 06jan90; rgd 30jan90; opb 9 LO Kolpashevskogo OAO in basic Aeroflot c/s with Russian flag on fin and faded prefix, stored without propellers; l/n Stupino 21aug03; this c/n was seen painted on RA-28952 aug05; see c/n 1AJ009-18 and comments next line at Pravidnsk, c/n checked; in dark blue/red/orange and white c/s with grey undersides and titles; l/n Kirzhach 05feb06; at the same time RA-28940 c/n 1AJ009-06 was also painted with this c/n; a number of Rodina AN-28s have been seen with the wrong c/n painted on the fin (perhaps due to parts being swapped or other illicit activities) in dark blue/light grey c/s with medium blue/light blue/white cheatline, with titles; f/n PKC 31mar08; l/n operational LED 08jul09; CoFA expired 12dec09; excluded from the operator's certificate 29dec09; offered for sale in 2009; stored at VGD, seen sep10/27jul11 in dark blue/light grey c/s with medium blue/light blue/white cheatline, with small titles on rear the fuselage; f/n GDX 24aug12; l/n Susuman 05jun13 initially no new CoFR issued; in dark blue/light grey c/s with medium blue/light blue/white cheatline and 'SILA' titles; new CoFR issued 18jul17; l/n GDX 24jun23 line for this left blank on Soviet register and in MGA document, crashed before being rgd ?; a report from an Air Britain member states he saw it at LIS 28sep99 but the original log no longer exists and there are no other reports from that time toc 06jan90; rgd 30jan90 l/n Vasilkov 05oct93, in Aeroflot 'red' c/s and titles f/n Kiev-Chaika 26may01, in Aeroflot 'red' c/s and titles with RA- prefix; soc 29apr02 and canx 07may02 as sold to Ukraine in a non-airworthy condition; l/n Kiev-Chaika 01jun02, in primer c/s without registration c/n from ICAO/Antonov document jul06; in white c/s with blue cheatline; Antonov regard this aircraft as no longer airworthy from 14jun03; severely damaged at an unknown airfield in Africa 06sep03 when overshoot the runway and the nose dug into the ground; hulk seen LKG oct08, stripped and used for spares; according to the Kenya Gazette 14aug20 the Kenya Airports Authority requested removal of the aircraft and payment of outstanding debts within 30 days, otherwise it will be sold at a public auction; due for auction 22nov21 toc 19jan90; rgd 08feb90 reported Petropavlovsk-Kamchatski 07apr03 in an incident report; l/n Palana 26jan06 rgd 01feb90; rgd 16feb90 in white/blue/red c/s with titles; l/n GDX 19oct12;
	ER-AJE ER-AJE	An-28 An-28	Air Mark all-white c/s, n/t	XSP IEV	23dec03 sep05	
1AJ 006-13	CCCP-28702	An-28	AFL/East Sib.-HTA	toc	01oct89	
1AJ 006-14	CCCP-28704	An-28	AFL/Tajikistan	toc	19aug89	
	EY-28704	An-28	Tajikistan Al			
1AJ 006-15	CCCP-28705	An-28	AFL/Tajikistan	toc	19aug89	
	EY-28705	An-28	Tajikistan Al			
1AJ 006-16	CCCP-28706	An-28	AFL/Tajikistan	toc	19aug89	
1AJ 006-17	CCCP-28707 RA-28707 9L-LFN	An-28 An-28 An-28	AFL/East Sib.-HTA Aeroflot 748 Air Services	toc HTA rgd	01oct89 18apr97 21jun05	
1AJ 006-18	CCCP-28708	An-28	AFL/East Sib.-HTA	toc	13oct89	
	RA-28708	An-28	Aeroflot	HTA	18apr97	
1AJ 006-19	CCCP-28709	An-28	AFL/East Sib.-HTA	toc	20oct89	
	RA-28709	An-28	Aeroflot	HTA	18apr97	
1AJ 006-20	CCCP-28710 RA-28710	An-28 An-28	AFL/Urals 2nd Sverdlovsk AE	rgd trf	31oct89 22feb94	
	UR-28710	An-28	ATI Airlines	KBP	24may00	
	UR-28710	An-28	East/West Alliance	no	reports	
1AJ 006-21	CCCP-28711 RA-28711 LY-APB "05" black	An-28 An-28 An-28 An-28	AFL/Leningrad-VGD Vologda Avn Ent. Air Klaipeða Georgian AF	mfd trf rgd TBS	15jan90 16nov93 10may99 jul07	
1AJ 006-22	CCCP-28712 RA-28712	An-28 An-28	AFL/Urals 2nd Sverdlovsk AE	rgd trf	31oct89 22feb94	
	UR-28712	An-28	ATI Airlines	KBP	27may00	
	UR-28712	An-28	East/West Alliance	no	reports	
1AJ 006-23	CCCP-28713 RA-28713	An-28 An-28	AFL/Far East-Tik Koryakavia	mfd trf	08nov89 14apr94	
1AJ 006-24	CCCP-28714 RA-28714	An-28 An-28	AFL/Far East-Tik Koryakavia	mfd trf	30nov89 14apr94	
	RA-28714	An-28	Petropav.-Kam. AE	PKC	28jan11	
	RA-28714	An-28	Kamchatka Avn. AE	trf	24jun15	
1AJ 006-25	CCCP-28715 RA-28715	An-28 An-28	AFL/Far East-Tik Koryakavia	mfd trf	08dec89 14apr94	
	RA-28715	An-28	Petropav.-Kam. AE	rgd	18aug10	
1AJ 007-01	CCCP-28716	An-28	AFL/Far East-Tik	mfd	08dec89	
	RA-28716	An-28	Koryakavia	trf	14apr94	
1AJ 007-02	CCCP-28717 RA-28717 RA-28717 RA-28717 RA-28717 YV-2157	An-28 An-28 An-28 An-28 An-28 An-28	AFL/Leningrad-VGD Vologda Avn Ent. not reported red c/s, n/t Oil Trans Avia Aeronáutica, C.A	d/d trf BKA OSF OSF MMK	11dec89 16nov93 28may00 10may01 10aug01 01dec06	
1AJ 007-03	YV403T CCCP-28718 RA-28718 SP-AWR SP-AWR	An-28 An-28 An-28 An-28 An-28	no titles AFL/Leningrad-VGD Vologda Avn Ent. Aeroklub Nowy Targ SkyDive Warszawa	TMB mfd trf rgd photo	18oct09 dec89 16nov93 24may04	
	YV428T YV2773	An-28 An-28		rgd rgd	unknown unknown	
1AJ 007-04	CCCP-28719 RA-28719 28719	An-28 An-28 An-28	AFL/West Siberia Kolpashevo Avn Ent no titles	mfd trf Mya	12dec89 26jan94 16mar03	
	RA-28719	An-28	Rodina		03sep05	
	RA-28719	An-28	Region Avia	rgd	30nov07	
	RA-28719	An-28	Murmansk Avia	rgd	08aug11	
	RA-28719	An-28	Siberian Light Avn	PKC	21feb15	
1AJ 007-05	CCCP-28720	An-28	Aeroflot			
1AJ 007-06	CCCP-28721 RA-28721 RA-28721 RA-28721	An-28 An-28 An-28 An-28	AFL/West Sib.-Koy Aeroflot Kolpashevo Avn Ent Ukr. Pilot School	mfd Kci trf Kci	14dec89 29aug93 26jan94 27aug01	
	9XR-SR	An-28	no titles	Kci	06aug02	
1AJ 007-07	CCCP-28722 RA-28722	An-28 An-28	AFL/Far East-Tik Koryakavia	mfd trf	29dec89 14apr94	
1AJ 007-08	CCCP-28723 RA-28723 RA-28723	An-28 An-28 An-28	AFL/West Siberia Kolpashevo Avn Ent IKAR	mfd trf GDX	15jan90 26jan94 29nov06	

	RA-28723	An-28	Nebo Regiona	Kir	25apr15	in white/blue/red c/s, no titles; seen Kirzhach 21jun15, c/n checked; seen with titles Dobrograd 05may18, starboard side only with registration not visible in the photo; port side photos in 2018, show no titles and retains the IKAR badge on the fin; CoFR renewal 11jul19 to ?; l/n TOF 30aug20; mentioned on Siberian Light Avn website 2020 as 'rented'
1AJ 007-09	CCCP-28724	An-28	AFL/Tajikistan-Khg	toc	08feb90	rgd 11mar90; seen DYU may05 in very faded Aeroflot 'red' c/s and titles; l/n DYU 02feb15 in the same condition and derelict; see next line
	EY-28724	An-28	Tajikistan Al			in fleet list 07nov03/01nov04; in fleet list 02oct07 as 'in storage'; was offered for sale by auction 25sep15; see previous line
1AJ 007-10	CCCP-28725	An-28	AFL/Komi	toc	05mar90	rgd 12mar90
	CCCP-28725	An-28	Komiavia	trf	22feb94	seen SCW jun/jul94, in Aeroflot c/s and titles, wfu; soc and canx 05oct98 as to Poland
	SP-FHS	An-28	Aerogryf	rgd	27nov98	f/n SZZ 28may99, no titles
	SP-FHS	An-28	Aeroflot c/s, n/t	SZZ	28may99	l/n SZZ jan01/may03
	SP-FHS	An-28	all-white c/s, n/t	SZZ	29sep05	canx 15jul05, sold as PZ-TSW; registration given probably in error for PZ-TSV as the Polish language does not use the letter 'V'
	PZ-TSV	An-28	all-white c/s, n/t	REC	18oct05	
	PZ-TSV	An-28	Blue Wing	ORG	03may06	in all-white c/s with blue titles and tail logo; Antonov consider this aircraft no longer airworthy from 18jan94; seen OPF 07feb07/03apr07; l/n ORG 03may10 active; w/o 15may10 when it crashed in the Upper Marowjine District after take-off from Godo Holo Airport, 8 killed
1AJ 007-11	CCCP-28726	An-28	AFL/West Sib.-Koy	mfd	20jan90	toc 07feb90; rgd 26feb90
	RA-28726	An-28	Kolpashevo Avn Ent	trf	26jan94	
	RA-28726	An-28	IKAR	rgd	14apr04	f/n GDX 28nov06; in white/blue/red c/s with titles; l/n GDX 05oct11
	RA-28726	An-28	Nebo Regiona	Kir	25apr15	ex IKAR white/blue/red c/s; l/n Kirzhach 21jun15; canx between 01dec16 and 10mar17
	EK-2811	An-28	Kratol Avn, n/t	rgd	28jun17	f/n JUB 09aug17; opb Mars Avia; no hyphen in registration; l/n departing JUB 30sep17 possibly on its last flight, as end of september or early october, it landed in Padek (Jonglei state, South Sudan), where the soil was wet due to rain and as a result the front gear collapsed; l/n there 22oct17 with its nose resting on a piece of tree; canx by CAA 30oct17
1AJ 007-12	CCCP-28727	An-28	AFL/Komi	mfd	25jan90	toc 09feb90; rgd 16feb90; f/n Szolnok-Szandaszöls 01aug92, in Aeroflot 'red' c/s with Russian flag
	RA-28727	An-28	Aeroflot	SXF	01may93	not in 1999 fleet list; seen Myachkovo 28mar02/jun02; ICAO/Antonov document jul06 lists this aircraft as 28727, op in Venezuela by Angar 74 and deemed no longer airworthy from 25jan94
	RA-28727	An-28	Komiavia	trf	25apr95	details from official document aug04
	FLARF01904	An-28		no	reports	CoFA renewal issued 04aug05 with t/t 4,371 hours
	YV-1042CP	An-28	Suntrans	no	reports	l/n Higueroate 01dec07, white with red cheatline, no titles; seized BLA 21may11 by the Scientific, Penal and Criminal Investigations (CICPC) for drugs trafficking
	YV1136	An-28	Suntrans	rgd	15sep05	toc 13jan90; rgd 06apr90; opb Przhvevskaya OAE
1AJ 007-13	CCCP-28728	An-28	AFL/Kyrgyzstan	mfd	19dec89	in 'polar' Aeroflot c/s with titles; without engines by aug99; not in the Kyrgyzstan Airlines fleet list 31dec03;
	28728	An-28	Aeroflot	Kar	15aug99	offered for sale on the internet may07 with t/t 2,070 hours
	RA-28728	An-28	Region Avia	rgd	25may07	in dark blue/light grey c/s with medium blue/light blue/white cheatline; c/n checked ZIA 21aug07; offered for sale on the internet from 21apr09; l/n GDX 09sep11, see the rgd below
	RA-28728	An-28	Murmansk Avia	rgd	10feb11	in dark blue/light grey c/s with medium blue/light blue/white cheatline, with titles; f/n GDX 18jul12; l/n GDX 16jul13
	RA-28728	An-28	Siberian Light Avn	IKT	12jul14	no new CoFR issued; in dark blue/light grey c/s with medium blue/light blue/white cheatline, with titles; new CoFR issued 10jul17; dbr 16jul21 on a flight from Kedrovoy to Tomsk when suffered from icing while flying at a height of 3,100 metres so that both engines flamed out some 10 minutes after take-off (the overworked crew had not switched on the de-icing system), the aircraft made a forced landing in swampy terrain 15 km from Tsentralny (at N57°31'43.10" E80°34'17.40"), nosed over and came to rest upside-down, 1 of the 2 pilots and 1 of the 15 passengers were injured; t/t 8,698 hours and 5,921 cycles; fuselage recovered and noted at Kargasok 19oct21
1AJ 007-14	CCCP-28729	An-28	AFL/Kyrgyzstan	mfd	jan90	without propellers; not in Kyrgyzstan Airlines fleet list 31dec03
	EX-28729	An-28	Kyrgyzstan Al	Kar	15aug99	either LA-3371 or LA-3372, see there; registration used to ferry the aircraft from Kyrgyzstan to Borki in 2005; in dark blue/light grey c/s with medium blue/light blue/white cheatline; l/n Borki 24dec05
	LA-337	An-28	no titles	Brk	05nov05	in dark blue/light grey c/s with medium blue/light blue/white cheatline and titles; f/n SVX 09feb06; offered for sale jul09, but could not be sold; new CoFR issued 05feb13; l/n VGD 28oct16; canx between 01dec16 and 10mar17
	RA-28900	An-28	Region Avia	rgd	18aug06	c/n confirmed by Antonov; initially still in basic Region Avia c/s; l/n as such ALA 03mar17; repainted in white c/s with light grey undersides, with titles; f/n as such ALA 11may17; c/n checked ALA 13jul17; w/o 03oct17 on an ambulance flight from Almaty to Shymkent at night when both engines failed (the reason for the failure could not be established) at a height of some 3,000 metres so that the aircraft started to descend, both engines could be restarted a few minutes later and the crew decided to return to Almaty, but the aircraft descended too low on approach due to a wrong altimeter setting, collided with two masts of a power-line and crashed on a farm some 1,400 metres north of Mezhdurechenskoye 28 km north-west of Almaty airport (N43.471518 E76.729736), both pilots and all 3 passengers were killed; t/t 3,631 hours and 3,197 cycles
	UP-A2807	An-28	East Wing	ALA	03mar17	toc 22feb90; rgd 11mar90
1AJ 007-15	CCCP-28730	An-28	AFL/Komi	mfd	06feb90	f/n SCW 10jun94, in Aeroflot 'red' c/s and titles; not in 1999 fleet list; l/n Myachkovo 26oct01/28mar02 stored; ICAO/Antonov document jul06 lists this aircraft as 28730, operating in Venezuela by Angar 74 and deemed no longer airworthy from 06feb94
	RA-28730	An-28	Komiavia	trf	22feb94	CoFA renewal 08jul05 issued to Comunicaciones GDP, C.A. with t/t 3,363 hours
	YV-1041CP	An-28	red cheatline n/t	CMA	11oct04	f/n SNV 13nov06, no titles; l/n MUN 08apr09
	YV1056	An-28	Raul Helicopters	rgd	22aug05	on charge as of 01jul90
1AJ 007-16	CCCP-28731	An-28	AFL/N.Kavkaz-MCX	rgd	14may90	no titles
	RA-28731	An-28		no	reports	soc and canx 09jun99 as sold to Estonia in a non-airworthy condition; Estonian register aug05 has this as the previous registration, see next line
	ES-DAA	An-28	Air Livonia	rgd	10sep99	l/n WAW 01dec05
	ES-DAA	An-28	no titles	FAO	18apr06	on delivery to Venezuela
	YV2032	An-28	T.A. Corpor. 2006	no	reports	fate ?; current as an IAI WW1124 by aug09
1AJ 007-17	CCCP-28732	An-28	AFL/Komi	toc	24apr90	rgd 14may90
	RA-28732	An-28	Komiavia	trf	22feb94	f/n SCW 10jun94, in Aeroflot 'red' c/s and titles; Antonov regard this aircraft as no longer airworthy from 02apr94; soc and canx 05oct98 as to Poland
	SP-FHT	An-28	Aerogryf	rgd	27nov98	no titles; f/n SZZ may99; l/n SZZ apr03; canx 11jan05; still in Poland as SP-FHT feb05, awaiting clearance for delivery
	PZ-TSO	An-28	Blue Wing	ORG	03may06	in all-white c/s with blue titles and tail logo; w/o 03apr08 on a flight from Paramaribo-Zorg en Hoop to Lawa-Antino when went around as the runway was occupied by another aircraft but one engine caught fire, the aircraft banked left and crashed into a wooded hillside some 800 m from the runway, exploding on impact, all 3 crew and 17 passengers killed
1AJ 007-18	CCCP-28733	An-28	AFL/Komi	toc	24apr90	rgd 14may90; in 'polar' c/s; to add possible confusion 28733 became 28773 in 2013 !
	RA-28733	An-28	Komiavia	trf	22feb94	still in full 'polar' Aeroflot c/s including titles; f/n SCW 10jun94; l/n as SCW 13jul94; soc 05oct98 and canx the same day as to Poland
	SP-FHU	An-28	Aerogryf	rgd	27nov98	
	SP-FHU	An-28	Aerosevice	SZZ	17jan01	in basic 'polar' Aeroflot c/s; canx 27feb03 as sold; stored without titles at SZZ, seen 02may05; c/n offered for sale on the internet oct05
	RF-00418	An-28	privately owned	SZZ	21may06	in all-white c/s with Russian flag on fin, no titles
	MSN-00718	An-28	privately owned	ph.	2006	opb Krasnoyarski ASK at Manski, used for para-dropping; in all-white c/s with Russian flag on fin, no titles
	RF-14430	An-28	privately owned	ph.	26may07	at Manski; on ROSTO register, but owned by a leading figure from Upravleniye stroitelstva 604 at Zelenogorsk; opb Krasnoyarski ASK at Manski, used for para-dropping; in all-white c/s, no titles; damaged 26may07 on take-off from Manski when the nose gear collapsed and the nose dug into the ground; reportedly repaired with the nose of an An-38; l/n without titles Manski 2009; not on DOSAAF register 20jan10; seen Manski 08apr10 with 'Dyelovaya Rossiya' (a business newspaper) advertising
	RF-14430	An-28	DOSAAF Rossii	CEK	05aug11	opb Krasnoyarski ASK at Manski; in all-white c/s with 'DOSAAF Rossii' titles and 'Dyelovaya Rossiya' advertising; l/n PEE 14jul13
	RA-28773(2)	An-28	DOSAAF Rossii ?	rgd	11sep13	in all-white c/s with Russian stars, no titles; f/n Perm-Froly 31jan15; l/n Perm-Frolovo 31may15; see c/n 1AJ005-05
	RF-14430	An-28	DOSAAF Rossii	rgd	unknown	in all-white c/s with 'DOSAAF Rossii' titles and Russian stars; f/n Perm-Froly 01aug15
	RA-28773(2)	An-28	DOSAAF Rossii ?	rgd	26sep16	CoFR renewal 10feb23
1AJ 007-19	CCCP-28734	An-28	AFL/Tajikistan-DYU	toc	21apr90	rgd 14may90
	EY-28734	An-28	Tajikistan Al	trf	12aug04	active at Khorog; in full c/s with 'Tajikistan' titles; in fleet list 01nov04; stored from 09oct05 according to an official document of assets dated 01jan18; in fleet list 02oct07 as such; seen DYU 12mar10/11dec14, as such; was offered for sale by auction 25sep15
1AJ 007-20	SP-FFO	An-28	Aeroglobo	rgd	02may90	seen Szczecin-Dabie 05may91
	SP-FFL	An-28	Aero-Service	rgd	25jan96	f/n WAW sep96; in white/black c/s, no titles; canx 04nov96
	YV-578C	An-28	CIACA	CBL	25mar99	
	YV-578C	An-28	Comeravia	CBL	25feb00	named 'El Abuelo'; CoFA renewal 13jul01 with t/t 1,057 hours; canx 29jan03 as exported
	PZ-TSN	An-28	Blue Wing	rgd	02mar04	l/n ORG 03may06; in all-white c/s with blue titles and tail logo; ICAO/Antonov regard this aircraft as no longer airworthy from 22nov94; wfu 2010; advertised for sale mar11 with t/t 3,728 hours and 4,821 cycles; l/n ORG 02feb12, in all-white c/s, no titles; fate unknown
1AJ 007-21	SP-FFP	An-28	Aeroglobo	rgd	08oct91	seen Szczecin-Dabie 05may91, before the registration date; canx from register 04jul94
	SP-FFM	An-28	Aero-Service	rgd	25jan96	f/n WAW sep96; in white/black c/s, no titles; canx 04nov96
	YV-579C	An-28	Comeravia	no	reports	CoFA issued 20jun97 with only t/t 60 hours; canx 27jul98 as exported
	PZ-TGW	An-28	Inter Tropical Avn	rgd	31aug98	f/n ORG 04aug99; bought by S. Guptar after Inter Tropical Aviation was declared bankrupt oct01 and operated by the newly formed Blue Wing from jan02; l/n ORG 01oct02
	PZ-TSA	An-28	Blue Wing	rgd	06feb04	f/n 20apr04 active at Lawa Tabiki, Surinam; in all-white c/s with blue titles and tail logo; l/n ORG 18oct08; Antonov regard this aircraft as no longer airworthy from 22nov94; wfu 2010; photo exists in all-white c/s, no titles; fate unknown
1AJ 007-22	CCCP-28735	An-28	AFL/Tajikistan-DYU	toc	10may90	rgd 24may90; in Aeroflot 'red' c/s and titles; stored from 24jan95 according to an official document of assets dated 01jan18; l/n DYU 17dec09/dec14, derelict; see next line

	EY-28735	An-28	Tajikistan Al				in fleet list 07nov03/01nov04; in fleet list 02oct07 as "in storage"; was offered for sale by auction 25sep15; see previous line
1AJ 007-23	SP-PDE	An-28B1	WSK-Mielec	rgd	13sep91		with c/n 1A1BP01-01 seen Poznan 24aug91, converted to An-28TD (Transportowo-Desantowy) may94 c/n 1ANJP07-23; canx 19may95 as sold as c/n changed to AJBP01-01; opb 2. elti, used for SAR duties; l/n PED 23jun14
1AJ 007-24	0723 0723 CCCP-28736 EY-28736	An-28TD An-28TD An-28 An-28	Polish Air Force Polish Navy AFL/Tajikistan-DYU Tajikistan Al	d/d OSR toc DYU	may95 17sep17 10may90 nov08		opb 43 BlotM; l/n OSR 17sep22 rgd 24may90; in Aeroflot 'red' c/s and titles; l/n DYU 17nov95 in full c/s with Tajik Air titles; JSC Tajik Air was formed 30dec09; l/n DYU 24jun14, operational; still active as of 01jan18
1AJ 007-25	CCCP-28737 RA-28737	An-28 An-28	AFL/Urals Aeroflot	rgd Aru	31may90 19aug99		on charge as of 01jul90 trf to 2nd Sverdlovsk Aviation Enterprise 20jul95; a Polish CoFR was allocated for Aerogryf in 1997, but not taken up; soc 02mar00 and canx 17mar00 as sold to Ukraine in a non-airworthy condition
1AJ 008-01	UR-28737 UR-28737 UR-28737 UR-28737	An-28 An-28 An-28 An-28	ATI Airlines Aerospace Agency Ukr Air Alliance Medikom	KBP Kci no photo	17may00 27aug01 reports photo		delivered ZIA-KBP 17may00; in fleet list 13sep00 'Magellan' Aerospace Agency in fleet list dec01/jan04; lease ended 2005 used for ambulance flights; in all-grey c/s with 'Medikom' titles and additional '055' emergency service telephone number
1AJ 008-01	"06" black CCCP-28738 EX-28738	An-28 An-28 An-28	Georgian AF AFL/Kyrgyzstan-Kar Kyrgyzstan Al	TBS toc Kar	jul07 11may90 15aug99		in white c/s with yellow/green/yellow cheatline, titles in Georgian script from MGA document, but not on Soviet register in basic ex Aeroflot 'red' c/s with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side, without props; not on Kyrgyzstan Airlines fleet list 31dec03
	LA-337.	An-28	no titles	Brk	05nov05		either LA-3371 or LA-3372, see there; registration used to ferry the aircraft from Kyrgyzstan to Borki in 2005; in dark blue/light grey c/s with medium blue/light blue/white cheatline; l/n Borki 24dec05
	RA-28901	An-28	Region Avia	SVX	09feb06		in dark blue/light grey c/s with medium blue/light blue/white cheatline with titles; l/n VGD 27jul11; was offered for sale on the internet jul09
	RA-28901	An-28	Murmansk Avia	SCW	28nov12		in dark blue/light grey c/s with medium blue/light blue/white cheatline with very small titles; l/n Omolon river 29sep13
1AJ 008-02	CCCP-28739 RA-28739	An-28 An-28	AFL/Urals 2nd Sverdlovsk AE	rgd trf	31may90 20jul95		in dark blue/light grey c/s with medium blue/light blue/white cheatline with titles; CofR renewal 18jul17; l/n GDX 11aug22 on charge as of 01jul90 2nd Sverdlovsk Aviation Enterprise; f/n Aramil-Uktus 19aug99, in Aeroflot c/s and titles; a Polish CoFR was allocated for Aerogryf in 1997, but not taken up; soc 02mar00 and canx 17mar00 as sold to Ukraine in a non-airworthy condition
1AJ 008-03	UR-28739 UR-28739	An-28 An-28	ATI Airlines East/West Alliance	KBP no	17may00 reports		ferried from ZIA 17may00; in fleet list 13sep00 canx 13aug08; hulk, without titles, present for long time at the disused airfield at Uzin Sherpelovka (N49.803362 E3044374) and l/n 2018
1AJ 008-03	CCCP-28917 EX-28917 RA-28917	An-28 An-28 An-28	AFL/Kyrgyzstan-Kar Kyrgyzstan Al Region Avia	mfd Kar GYG	07may90 15aug99 05feb09		toc 11may90; rgd 14jun90; in Aeroflot 'red' c/s and titles; photo Isfana 01aug90 without engines; not on Kyrgyzstan Airlines fleet list 31dec03; offered for sale on the internet may07 c/n confirmed in Russian register; in dark Blue/light grey colour scheme with medium blue/light blue/white cheatline, with titles; l/n PKC 15jun12
	RA-28917	An-28	Siberian Light Avn		14jul15		at Omolon, titles not visible in the photo; CofR renewal 10jul17; in dark Blue/light grey colour scheme with medium blue/light blue/white cheatline, with titles; seen TOF 23aug18; mentioned in an incident report 27oct20, when the left engine spontaneously shut down in flight at 12,000 feet, landed safely at Irkutsk on one engine; l/n GDX 19oct23
1AJ 008-04	CCCP-28918 RA-28918 SP-FHP PZ-TST PZ-TST	An-28 An-28 An-28 An-28 An-28	AFL/Komi Komiavia Aerogryf all-white c/s, n/t Blue Wing	toc trf rgd SZZ ORG	05aug90 22feb94 23jun98 02apr04 25jan05		rgd 05sep90 f/n SCW 10jun94, in Aeroflot 'red' c/s and titles; soc 17jun98; canx 18jun98 as to Poland f/n SZZ 24apr03; canx 05mar04 prepared for delivery; l/n REC 05apr04 in all-white c/s with blue titles and tail logo; l/n ORG jun07; Antonov regard this aircraft as no longer airworthy from 10jul94; dbr at Kwamalasamutu 15oct09 when it landed hard, beside the runway on arrival from Paramaribo
1AJ 008-05	CCCP-28919 RA-28919 SP-FHW 9XR-KV	An-28 An-28 An-28 An-28	AFL/Komi Komiavia Aerogryf Aigle Aviation	mfd trf rgd BKY	10jul90 22feb94 27nov98 2005		toc 05aug90; rgd 05sep90 f/n SCW 10jun94, in Aeroflot 'red' c/s and titles; soc and canx 05oct98 as to Poland f/n SZZ jul99, no titles; canx 27feb03 as sold c/n from ICAO/Antonov report jul06; opb by Blue Airlines; Antonov regard this aircraft as no longer airworthy from 10jul94
1AJ 008-06	9XR-KV 9Q-CFQ 9Q-CFQ CCCP-28920 RA-28920 RA-28920	An-28 An-28 An-28 An-28 An-28 An-28	Great Lakes Bus. Afr. A.S. Commuter Tracep Congo, n/t AFL/Far East Aeroflot Vostok Aviakomp.	GOM rgd BKY mfd Khm trf	07mar06 08jul06 13apr10 02oct90 12may95 12jan94		ivory/khaki c/s without cheatline f/n BKY jul07; still regarded as no longer airworthy from 10jul95 white c/s with yellow tail and engines, active; l/n BKY 08nov12 and seen there wfu 12mar21 toc 11oct90; rgd 10nov90 f/n Khabarovsk-Maly 03jul04; l/n Khabarovsk-Maly 18jun06; in fleet list feb07 as stored; still as such in technical inspection document 06jun08; l/n Khabarovsk-Maly 28aug10 many parts missing; CofR renewal 11oct22
1AJ 008-07	CCCP-28921 EY-28921	An-28 An-28	AFL/Tajikistan-DYU Tajikistan Al	toc DYU	12aug90 sep04		rgd 20oct90; in Aeroflot 'red' c/s and titles; l/n DYU 17nov95 in full c/s initially with Tajikistan titles; seen Khorog 13oct07 with Tajik Air titles; JSC Tajik Air was formed 30dec09; l/n DYU 24jun14, operational; out of service since 2015
1AJ 008-08	CCCP-28922 RA-28922 9Q-CRA	An-28 An-28 An-28	AFL/Leningrad-VGD Vologda Avn Ent. Malu Aviation	toc trf rgd	21aug90 16nov93 06feb98		rgd 20sep90 canx 27mar97 as sold to Zaire; soc 01jul98 f/n GOM 18may08; seen 10jul08 in full c/s with titles in good condition; l/n FIH 05aug10, reportedly wfu
1AJ 008-09	CCCP-28923 RA-28923 9Q-CJF 9Q-CSP	An-28 An-28 An-28 An-28	AFL/Leningrad-VGD Vologda Avn Ent. Malu Aviation Malu Aviation	mfd trf rgd rgd	16aug90 16nov93 13may03 04apr98		toc 21aug90; rgd 05oct90 canx 28mar97 as sold to Zaire; soc 01jul98 no longer in fleet list jan08 FIH 11sep03; l/n FIH 21feb04; reg before reported on an An-24; ICAO/Antonov document jul06 lists c/n as 1AJ008-09; Antonov regards the aircraft as no longer airworthy from 16aug97; in Malu fleet list jan08 with c/n 1AJ008-08 in error; l/n BKY 19aug09 in good condition in full c/s with titles, active
1AJ 008-10	9Q-CSP SP-PDC	An-28 An-28B1R	Tracep Congo WSK-Mielec	BKY rgd	13apr10 05oct92		complete but looks wfu (52.3144604 E28.808239) and f/f jun92 with c/n 1AJGP1-01; with c/n 1ANPJ08-10 jun93; canx 04mar97; converted to An-28RM (Ratovnictva Morskigo) and restored 24jul97; seen Mielec 30aug97/30sep98 with c/n 1AJGP1-01 reported for the Navy
	0810	An-28B1R	Polish Navy	d/d	15jan99		trf 19jan99; l/n Mielec 04jul00; seen Siemowice 26aug00 but since 2002 has been involved in trials of partially-retractable and later of MAD gear as "Bryza bis"; l/n Radom 26aug18
1AJ 008-11	CCCP-28924	An-28	AFL/East Sib.-HTA	toc	15aug90		rgd 20oct90; dbr on heavy landing Shelopugino 23oct91; soc and canx 23dec91
1AJ 008-12	CCCP-28925(1) RA-28925(1)	An-28 An-28	AFL/East Sib.-HTA Aeroflot	toc HTA	20oct90 18apr97		rgd 20oct90; see c/n 1AJ001-03 stored without engines by apr97; canx 18mar98; soc 20mar98 as further use economically not viable; is NOT the An-28 in the Oleg Antonov State Aviation Museum at Kiev, although that one carries a c/n plate marked as 1AJ008-12 attached to bulkhead No.1; see c/n 1AJ003-05
1AJ 008-13	CCCP-28926 RA-28926	An-28 An-28	AFL/East Sib.-HTA Aeroflot	mfd HTA	16aug90 18apr97		rgd 20oct90; on charge as of 01jan91 stored without engines by apr97; canx 18mar98; soc 20mar98 as further use economically not viable; did not become ER-AKO, S9-PSV and EK-28925(2), see c/n 1AJ001-03, which carries a c/n plate marked as 1AJ008-13
1AJ 008-14	CCCP-28927 RA-28927 RA-28927	An-28 An-28 An-28	AFL/West Sib.-Koy Kolpashevo Avn Ent Rodina	mfd trf Vls	21aug90 26jan94 14feb03		toc 11sep90; rgd 20oct90 sold by Oil Trans Avia to Goskorporatsiya po OrVD 27nov02, see below in dark blue/red/orange and white c/s with grey undersides and titles; l/n Kolonna-Korobcheyev 25aug03, titles not reported; soc and canx 01jul04 as to ROSTO
	RF-38387	An-28	Goskorp. po OrVD	rgd	07jul04		on the ROSTO register; h/o 31jul04; opb Aeronavigatsiya Yuga, based at Krasnodar-Tsentralny; CofA expired 21sep05; offered for sale 29jan/29jun09 with t/t 1,740 hours and 2,014 cycles; stored at Krasnodar; the local DOSAAF aero club was reported at some time to have been interested in this aircraft; see Nizhny Novgorod-Bogorodsk 30jun13, in dark blue/red/orange and white c/s with grey undersides with Red Star and DOSAAF Rossi titles; l/n Vatulino 12jun23 active toc 11sep90; rgd 20oct90
1AJ 008-15	CCCP-28928 RA-28928 RA-28928 RA-28928	An-28 An-28 An-28 An-28	AFL/West Sib.-Koy Aeroflot Kolpashevo Avn Ent Oil Trans Avia	mfd Ovn trf	21aug90 13jul93 26jan94 10may03		at Krapiwnya; all-white c/s with 'Oil Trans' titles; seen Stupino 14jun03 and Kolonna-Korobcheyev 27aug03 titles not noted at Kirzhach; in all-white c/s with titles; l/n Kirzhach 15jan06; still current on Russian register jan21 with last CoFR issued 20oct90, see next line
1AJ 008-16	RF-01196 CCCP-28929 RA-28929 RA-28929 RA-28929	An-28 An-28 An-28 An-28 An-28	Rodina AFL/Far East Vostok Vostok Vostok	Kiz mfd trf trf KHV	04feb06 06sep90 12jan94 25aug03 12apr08		no c/n painted on; in all-white c/s, with titles; l/n Borki 27jul14 toc 14sep90; rgd 20oct90 f/n Khabarovsk-Maly 12may95, in Aeroflot c/s and titles l/n Khabarovsk-Maly 18jun06, titles not reported; in fleet list feb07
1AJ 008-17	CCCP-28930 RA-28930	An-28 An-28	AFL/Far East Vostok	toc trf	26sep90 01feb94		l/n Khabarovsk-Maly 15aug18/23sep21, wfu; CofR renewal 11oct22 rgd 10nov90 soc 01nov94 as life-time expired; canx 16mar95; sat wfu at Khabarovsk-Maly, f/n Khabarovsk-Maly 12may95, in Aeroflot 'polar' c/s and titles; l/n jul04/sep07
1AJ 008-18	CCCP-28931 RA-28931	An-28 An-28	AFL/Far East Vostok	mfd trf	09sep90 01feb94		toc 18sep90; rgd 10nov90; in 'polar' c/s; in basic 'polar' Aeroflot c/s, no titles; sat wfu at Khabarovsk-Maly (N48.522186 E135.15560) l/n jul04/sep07; still in fleet list feb07; CofR renewal 11oct22
1AJ 008-19	CCCP-28932 RA-28932	An-28 An-28	AFL/Far East Vladivostok Avia	toc trf	04oct90 30mar94		rgd 10nov90 still in full Aeroflot c/s and titles; f/n VVO 19apr97, stored; w/o 29aug02 on approach to Ayan when hit rock in fog and crashed, all 2 crew and 14 passengers killed; soc 01oct02; canx 10jun03
1AJ 008-20	CCCP-28933 RA-28933	An-28 An-28	AFL/Far East-Khm Vladivostok Avia	mfd trf	26sep90 30mar94		toc 04oct90; rgd 10nov90; f/n Kavalerovo 1990 still in full Aeroflot c/s and titles; f/n VVO 19apr97, stored

	RA-28933	An-28	Vostok	trf	2000	in full c/s; f/n BQS jun10; seen Nogliki 16jan11; tender for avionics modernisation published 20jan12; seen GDX 05sep12; seen Khabarovsk-Maly 15aug18, stored; CoFR renewal 11oct22; l/n Khabarovsk-Maly 02aug23
1AJ 008-21	CCCP-28934 UN-28934 EX-28934	An-28 An-28 An-28	AFL/Kyrgyzstan Tyan-Shan Air Kyrgyzstan AI	mfd lsd Kar	29sep90 23apr98 15aug99	rgd 20nov90; on charge as of 01jan91 based at Baiserke seen FRU 24apr02, operational; the assigned life-time expired 29sep02; photo FRU may03, still in basic Aeroflot 'red' c/s with Kyrgyzstan titles; not in Kyrgyzstan Airlines fleet list 31dec03
	EX-28934 EX-018 9Q-COM	An-28 An-28 An-28	Mango Mat not reported Midlandtracpep	BUX GOM rgd	mid03 01mar04 13dec05	already canx 26nov03 f/n GOM 07mar06, in white c/s with blue cheatline, grey undersides, no titles; l/n Bukavu 16mar06; reportedly leased by Trans Air; w/o 03aug06 on a flight from Lugushwa to Bukavu (DR Congo), carrying mining equipment, when descended towards Bukavu in low clouds during a thunderstorm and crashed into a wooded hill 15 km from the airport, all 2 crew and 9 passengers killed; Antonov regard this aircraft as no longer airworthy from 29sep94
1AJ 008-22	CCCP-28935 UP-A2805	An-28 An-28	AFL/Aktyubinsk FS no titles	toc ALA	16nov90 14jun08	rgd 30nov90; f/n AKX 25apr93; l/n as such AKX 14jul93; seen AKX 29jan03 without titles, prefix not noted in white c/s with grey belly; l/n EBB 13aug10/21jul11, stored; w/o 20jan14; whilst en route from Entebbe to Sana'a the pilot reported engine trouble and attempted to divert to ADD but crashed in the Legedadi area of Addis Ababa, a few miles from the airport, destroying the aircraft; two crew were injured; CoFA had been revoked 09oct13
1AJ 008-23	CCCP-28936 UN-28936 UP-A2806	An-28 An-28 An-28	AFL/Aktyubinsk FS no titles not known	toc AKX FJR	28oct90 14jul93 18may12	rgd 10nov90; f/n AKX 25apr93 in basic Aeroflot c/s; l/n AKX 29jan03, but prefix not noted in document mar10; in white c/s, grey undersides; CoFA revoked 04may12; l/n FJR 28nov14/sep22, stored derelict
1AJ 008-24	--	An-28				aircraft ordered for South Africa but not completed
1AJ 008-25	--	An-28		Mie	27sep96	seen under assembly; aircraft ordered for South Africa but not completed
1AJ 009-01	--	An-28				aircraft not completed, customer unknown
1AJ 009-02	--	An-28				aircraft not completed, customer unknown
1AJ 009-03	CCCP-28937 RA-28937 RA-28937	An-28 An-28 An-28	AFL/West Sib.-Koy Kolpashevo Avn Ent Rodina	mfd trf ph.	19oct90 26jan94 2002	rgd 20nov90 sold by Oil Trans Avia to Goskorporatsiya po OrVD 27nov02, see below in dark blue/red/orange and white c/s with grey undersides and titles; l/n Kolonna-Korobcheyev 25aug03, titles not reported; soc and canx 01jul04
	RF-38388	An-28	Goskorp. po OrVD	rgd	07jul04	on the ROSTO register; h/o 31jul04; opb Aeronavigatsiya Yuga, based at Krasnodar-Tsentralny; CoFA expired 19oct05; offered for sale 29jan/29jun09 with t/t 1,754 hours and 1,662 cycles; stored at Krasnodar-Tsentralny; the local DOSAAF aero club was reported at some time to have been interested in this aircraft - at Gryazi-Lipetsk; basic ex Rodina c/s with Red star and DOSAAF Rossii titles; l/n Krasnodar Enem 04aug18 rgd 30nov90; f/n AKX 25apr93; l/n AKX 14jul93; l/n AKX 29jan03, no titles, but prefix not noted
1AJ 009-04	RF-38388 CCCP-28938 UN-28001 UP-A2801	An-28 An-28 An-28 An-28	DOSAAF Rossii AFL/Aktyubinsk FS	ph. toc KDH no	10jun12 15nov90 22mar08 reports	l/n KBL 14jun08 c/n from CAA
1AJ 009-05	CCCP-28939 RA-28939 RA-28939 RF-01195	An-28 An-28 An-28 An-28	AFL/West Sib.-Koy Kolpashevo Avn Ent Rodina privately owned	mfd trf Mya Kiz	14nov90 26jan94 08mar03 jul07	in dark blue/red/orange and white c/s with grey undersides and titles; l/n Korobcheyev 21aug04 c/n checked; on ROSTO register, but owned by a leading figure from ATSK "Strizh" at Kirzhach, still in full Rodina c/s with titles; seen Kirzhach jun09 without titles; rebuilt with the F1 fuselage part of c/n 1AJ002-03, date unknown but must be after jun09
	01195	An-28	privately owned	Kiz	17jan10	prefix crudely removed, still in basic Rodina c/s; opb ATSK "Strizh" at Kirzhach, but not on DOSAAF register 20jan10; fitted with rain-making equipment apr10; l/n Slobodka may16
1AJ 009-06	CCCP-28940 RA-28940 RA-28940 RA-28940	An-28 An-28 An-28 An-28	AFL/West Sib.-Koy Kolpashevo Avn Ent Rodina Rodina	mfd trf 1999 Kir	21nov90 26jan94 1999 jul03	stored by 09sep96 opb Homeland AeroClub (OilTransAvia); in dark blue/red/orange and white c/s with grey undersides and titles seen with the c/n painted as 1AJ007-04 at Kirzhach 05feb06, RA-28719 was also present and wearing the same c/n; one of a number of Rodina An-28s that have been seen with the wrong c/n painted on the fin (perhaps due to parts being swapped or other illicit activities); in dark blue/red/orange and white c/s with grey undersides and titles; only canx 12nov20 with original CoFR 15feb91, see next line in the same c/s, with c/n painted as 1AJ009-06; seen with additional "DOSAAF Rossii" Borki (Kimry) 13oct12; c/n visible on photo 11aug13; l/n Borki (Kimry) nov15
1AJ 009-07	CCCP-28941 RA-28941	An-28 An-28	AFL/East Siberia Vostok	mfd trf	23nov90 09feb95	mfd also given as 26nov90; toc 15jan91; rgd 01feb91; l/n Priargunsk 1992 in full c/s; f/n Khabarovsk-Maly 03jul04; t/t 10,366 hours and 7,820 cycles by 01jul09; seen Khabarovsk-Maly 18feb10; tender for avionics modernisation published 20jan12; seen 12jul13, location withheld; l/n Khabarovsk-Maly 15aug18, stored; CoFR renewal 11oct22
1AJ 009-08	CCCP-28942 RA-28942 RA-28942	An-28 An-28 An-28	AFL/Far East Aeroflot Vostok	mfd VVO trf	18dec90 19apr97 30mar94	rgd 15feb91; on charge as of 01jul91; f/n Dalnegorsk-Tetyukhe 03may92 stored in full c/s; f/n UUS 15apr06; mentioned in an incident report at KHV 17may08; tender for avionics modernisation published 20jan12; seen Nikolaevsk-na-Amure 08dec15; l/n Khabarovsk-Maly 15aug18, stored; CoFR renewal 11oct22
1AJ 009-09	CCCP-28943 RA-28943 YL-KAF	An-28 An-28 An-28	AFL/Leningrad-VGD Vologda Avn Ent. Rigas Aeroklubs	mfd trf rgd	18dec90 16nov93 29dec97	toc 11jan91; rgd 01feb91; in Aeroflot 'red' c/s f/n VGD 13aug97, in Aeroflot 'red' c/s and titles; soc and canx 21nov97 as to Latvia to SIA Profesionalais sporta aviācijas centrs; based at Jelgava; f/n RIX 29dec97, still in full 'red' Aeroflot c/s including titles; leased by Animex from autumn 1998 to spring 1999; repainted in white/light grey c/s with red cheatline and trim, with 'Rigas Aeroklubs' titles; f/n as such HEL 21feb00; severely damaged during a heavy landing in Norway 23jul00 when the nose gear punctured the fuselage and the aircraft overran the runway; repaired on site with the F1 section of c/n 1AJ003-02 by technicians from ANTK im. Antonova; l/n in its c/s AAL 10apr04; seen in bare metal Kiev-Chaika 22may04, c/n checked; f/n after overhaul at Oppdal Fagerhaug 19sep04; l/n Jelgava 18dec09
	ST-TRC	An-28	Tarco Air	rgd	apr10	ferried MSQ-KIV 30apr10 and KIV-ESB 01may10, using a TRQ flight number; operated for 'Supreme Food Program'; l/n UYL 26may10
	ST-TRC EK-2809	An-28 An-28	El Dinder Skiva Air	trf rgd	08jan12 30jan13	Nyala based; in white c/s with pink/purple tail and titles; l/n ELF 04jun13; see rgd next line f/n JUB 13nov14; seen again ELF 22jun15 still in white c/s with pink/purple tail, no titles; canx 21jun18 but still seen JUB 09aug18; c/n and rgd date from CAA, see previous line
	EK-2809 9U-BVZ EK-2809 TL-KGL	An-28 An-28 An-28 An-28	Mars Avia TepAviaTrans JUB JUB	rgd JUB JUB ph.	26feb19 13jun20 oct20 16nov22	included in register dated 01feb20; canx 10feb20 as operating in South Sudan operator reported as such; in white c/s with pink/purple tail, no titles; c/n confirmed, in Ukrainian documents still in white c/s with pink/purple tail, no titles; l/n JUB 12apr22
1AJ 009-10	CCCP-28944 UN-28944	An-28 An-28	AFL/Aktyubinsk FS Aktyubinsk FS	toc AKX	17jan91 29jan03	rgd 01feb91; f/n AKX 25apr93 seen AKX 11jun04; l/n AKX 16mar19, stored
1AJ 009-11	CCCP-28945 RA-28945	An-28 An-28	AFL/Komi Komiavia	mfd trf	02jan91 22feb94	rgd 01feb91; toc 01jul91 f/n SCW 10jun94, in Aeroflot 'red' c/s and titles; l/n BFI 09aug00, in basic Aeroflot c/s, no titles; soc 14jul00 and canx 17jul00 as to Venezuela
	YV-1043CP	An-28	Raul A. Betancourt			CoFA issued 05dec00 with 4,384 t/t hours; damaged on landing 29jan02 at Kavak, near Canaima, probably dbr; ICAO/Antonov document jul06 lists this aircraft as 28945 and operating in Venezuela by Angar 74, deemed no longer airworthy from 02jan95 scheme, 'Kss Voyager' titles; l/n 18oct20 rgd 25feb91
1AJ 009-12	CCCP-28946 EX-28946	An-28 An-28	AFL/Kyrgyzstan-Kar Kyrgyzstan AI	mfd FRU	02jan91 09may95	in basic ex Aeroflot 'red' c/s with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; l/n Karakol 15aug99; not in Kyrgyzstan Airlines fleet list 31dec03
	FLA-3373	An-28	no titles	Brk	24dec05	c/n not confirmed, but cannot be c/n 1AJ007-14 or 1AJ008-01 as those were seen already at SVX 09feb06 as RA-28900 and RA-28901, respectively; registration used to ferry the aircraft from Kyrgyzstan to Borki in 2005; in dark blue/light grey colour scheme with medium blue/light blue/white cheatline; l/n Borki 19feb06, operational
	RA-28902	An-28	Region Avia	rgd	25may07	mentioned in an incident report at Yakutsk-Magan 23may08; in dark Blue/light grey colour scheme with medium blue/light blue/white cheatline, with titles; f/n jul08; offered for sale jul09; l/n YKS aug09; CoFA expired 02jan10; purchased by the Karelia Government from Region Avia in feb11 and by jul14 was again for sale by the new administration, having not been operated and ferried to Vologda before aug13; sold 10oct14 to Pavel Nenastiev
	RA-28902	An-28	Siberian Light Avn	rgd	17dec15	f/n PEE 18aug16, in dark blue/light grey colour scheme with medium blue/light blue/white cheatline and 'SILA' logo on the fin; CoFR renewal 27oct17; seen GDX 24may17 with full titles; l/n TOF 06may18; canx 02aug19; see also RF-01198 at end of file, reported with this c/n
1AJ 009-13	CCCP-28947	An-28	AFL/Aktyubinsk FS	toc	16jan91	at Novotitarovskaya-Azimut; no prefix; striking black and white scheme, 'Kss Voyager' titles; l/n Rostov na Donu Olginskaya 24aug21; l/n Avimuth 01dec21
1AJ 009-14	UN-28947 CCCP-28948 YL-KAA J2-MAT	An-28 An-28 An-28 An-28	Aktyubinsk FS Magadan Avialinii Rigas Aeroklubs Djibouti Air Force	AKX mfd rgd JIB	03may15 mar91 22feb93 oct94	rgd 01feb91; f/n AKX 25apr93; l/n AKX 14jul93; l/n AKX 29jan03, no titles, but prefix not noted; tendered for auction 15jun14 by Kazspetsseksport, Aktobe (Kazakhstan), reg. number but no prefix quoted l/n AKX 16mar19, stored
1AJ 009-15	CCCP-28949 YL-KAB YL-KAB YL-KAB	An-28 An-28 An-28 An-28	Magadan Avialinii Rigas Aeroklubs Air Livonia Rigas Aeroklubs	mfd rgd TLL rgd	20mar91 22feb93 27apr98 14jun02	rgd 15may91; on charge as of 01jan92; in full 'polar' Aeroflot c/s; canx but date unknown f/n Jelgava 28aug93; in basic 'polar' Aeroflot c/s with own titles; canx 08nov94 only carried 'AT'; l/n JIB may01; seen derelict JIB feb11 (N11.543582 E43.145997) in camo c/s wearing full registration
						rgd 15may91; on charge as of 01jan92; in full 'polar' Aeroflot c/s; canx but date unknown to Firma RTS; in 'polar' Aeroflot c/s, no titles; leased to a parachute club at Leopoldsborg (Belgium) in the summers of 1992, 1993 and 1994, seen at Leopoldsborg aug92, 14aug93 and may94
						leased from Rigas Aeroklubs; l/n OSR 26aug99; current on register 08feb02 to Profesionalais sporta aviācijas centrs; initially in basic 'polar' Aeroflot c/s with own titles; f/n already BTS 31may02; l/n as such SQW 05aug02; repainted in white/bright red/bordeaux red c/s, no titles; f/n as such Oppdal-Fagerhaug (Norway) 01jul04, operated for Skydive Voss; dbr 16jul04 on a para-dropping flight from Østre Åra (Norway) when flew close to a large cumulonimbus cloud with severe icing after the parachutists had been dropped, both engines flamed out (due to a combination of factors) and the propellers feathered automatically, the crew was not able to restart the engines as they did not move the feathering levers from the forward to the rear position and forward again as is required after automatic feathering, the aircraft made

1AJ 009-16	CCCP-28950 RA-28950	An-28 An-28	AFL/Far East Koryakavia	toc trf	25may91 14apr94	an emergency landing without flaps (as there was no hydraulic power), overran the runway and came down in the flat marshy area north of the airfield, the nose-gear struck a ditch, collapsed and penetrated the cockpit floor and the aircraft tipped over and came to rest upside-down, suffering major structural damage, both pilots escaped with minor injuries; finally canx between 13jul17 and 02jan18 rgd 25jun91 seen GDX 08jul94, in Aeroflot c/s and titles; damaged 19sep00 on take-off at Tigil, ran off the runway into a ditch; canx 11apr01; soc 12apr01
1AJ 009-17	CCCP-28951 RA-28951 RA-28951 9XR-KA	An-28 An-28 An-28 An-28	AFL/Privolzhsk-UFA Bashkirian Al Magma Coamir	mfd trf trf no	16may91 01jul92 27sep98 reports	f/n UFA 10jul93, in Aeroflot c/s and titles; l/n UFA 29aug97, as such based at Taganrog; soc 09dec00 and canx 13dec00 as to Kazakhstan c/n not confirmed; mentioned in UN report S/2005/436, with operator given as such and said to have been de-registered by the Rwanda CAA; canx 17mar05; according to the Rwanda CAA this aircraft has never been officially registered in Rwanda
1AJ 009-18	9Q-CKC 9Q-CKC CCCP-28952 RA-28952 RA-28952 RA-28952 RA-28952 RA-28952 RA-28952	An-28 An-28 An-28 An-28 An-28 An-28 An-28 An-28 An-28	Comair Tracep Congo AFL/Privolzhsk-UFA Kolpashevo Avn Ent Magma SK-Lizing 000 Magma Rodina	rgd BKY mfd trf trf rgd rgd Krb	05mar05 03feb08 17jan91 01jul92 27sep98 21may01 20feb02 18aug05	c/n in DR Congo register and in UN document given in error as 1AJ009-18; in white/grey c/s without cheatline, no titles; f/n GOM 28apr06; l/n BKY 18jul07 without engines; sat wfu at Goma serving as a source of spare parts, l/n aug09 toc 23may91; rgd 15jun91 f/n UFA 10jul93, in Aeroflot c/s and titles; l/n UFA 29aug97, as such canx 05nov97 as to Ukraine, but see next line soc and canx 21jan04 to ROSTO in dark blue/red/orange and white c/s with grey undersides and titles; c/n 1AJ007-04 read off the fin, see next line; one of a number of Rodina An-28s that have been seen with the wrong c/n painted on the fin (perhaps due to parts being swapped or other illicit activities); l/n Korobcheyev 21aug05 checked with c/n 1AJ009-18 painted on again; in dark blue/light grey colour scheme with medium blue/light blue/white cheatline and titles; see 9Q-CKC c/n 1AJ009-17; for sale jul09 with c/n 1AJ009-18 given in the official prospectus; purchased by the Karelia Government from Region Avia in feb11 and by jul14 was again for sale by the new administration, having not been operated and ferried to Volgoda; l/n VGD 21aug12; sold 10oct14 to Mikhailovich Sidorov in dark blue/light grey colour scheme with medium blue/light blue/white cheatline and very small titles on rear fuselage; l/n VGD 04may15 in dark blue/light grey colour scheme with medium blue/light blue/white cheatline and very small titles on rear fuselage; l/n VGD jul16/oct16, stored, see rgd next line; photos show ex reg RA-28952 bleeding through see last sightings previous line; f/n OVB 27jan17; in dark blue/light grey colour scheme with medium blue/light blue/white cheatline still with Murmansk Avia titles; l/n ABA 21apr17, as such; seen OVB 26may17 with Siberian Light Avn titles; CoFR renewal 26oct17; l/n IKT 01jul19 with left rudder missing, stored; not in fleet according to SiLA website 2020; still current on Russian register jan21
1AJ 009-19	CCCP-28953 RA-28953 RA-28953 RA-28953 RA-28953 RA-3072K RA-3072K RA-28903	An-28 An-28 An-28 An-28 An-28 An-28 An-28 An-28	AFL/Privolzhsk-UFA Bashkirian Al Magma SK-Leasing Magma Y. V. Peretyatko Magma Region Avia	toc trf trf rgd rgd rgd Brk NNM	31may91 01jul92 27sep98 21may01 20feb02 22dec03 18aug05 12sep07	rgd 27jun91 f/n UFA 10jul93, in Aeroflot c/s and titles; l/n UFA 29aug97, as such soc and canx 21jan04 to ROSTO, see next line mentioned in an official document aug04, based at Myachkovo l/n Borki 03dec05 already reported in technical inspection document 14jun06; in dark blue/light grey colour scheme with medium blue/light blue/white cheatline with titles; based in Koryakia since 20nov07; mentioned in an incident report at PKC 14jan08; still as such in technical inspection document 07jul08; seen IAA 10apr09; offered for sale on the internet jul09; CoFR renewal 05feb13; l/n VGD 28oct16; canx between 01dec16 and 10mar17 c/n confirmed by Antonov; l/n ALA 30may18; in all-white c/s, no titles and without registration, operator reported as East Wing; l/n as such ALA 09jul19/jan23 toc 16aug91; rgd 06sep91 sat wfu at Ozero Khalaktyrka (N53.024481 E158.718711) seen 09aug06; CoFR renewal 15mar00; in Aeroflot 'red' c/s and titles; photo 13aug16, in the same c/s without rudders with either the RA- prefix removed or it has just faded away; new CoFR issued 23sep19, see next line; visible on GE images until 2020 at Novosibirsk-Mochishche; dark blue and white c/s with serial crudely painted (the serial could perhaps be AVN rather than ABH), ex Aeroflot 'red' c/s visible on the engine cowling; reported as under refurbishment with ex reg given as RA-28954 in Kirzhach; in very similar c/s to the standard Aeroflot 'blue' scheme with large 'Antonov 28' on the fuselage, Antonov logo on the fin and Aeroflot logo by the nose; in use as a para jumping aircraft; current on the Russian register 01jun23, still with latest CoFR 23sep19; l/n Bolshoye Gryzlovo sep23 aircraft ordered for South Africa but not completed aircraft ordered for South Africa but not completed aircraft ordered for South Africa but not completed aircraft ordered for South Africa but not completed soc under assembly; aircraft ordered for South Africa but not completed toc 02aug91; rgd 26aug91 in Aeroflot c/s and titles; l/n UFA 29aug97, as such; left UFA by 1999; sold to MAGMA as a source of spares (spares used for RA-28952, RA-28953, RA-28956 and RA-28957) toc 01oct91; rgd 22nov91 in Aeroflot c/s and titles; Antonov regard this aircraft as no longer airworthy from 25sep95; l/n UFA 29aug97, still in Aeroflot c/s and titles; canx 05nov97 and soc 06nov97 as to Ukraine in white c/s with dark blue undersides and dark blue/red trim; seen again Kiev-Chaika 12jun99, but prefix not reported; see rgd next line f/n NBO 11aug99; canx 10nov99; rgd again 24dec99; photo LKG dec99, in white c/s with dark blue undersides and dark blue/red trim; operator reported as Valan International this date; canx 20jan00; offered for sale dec00 with t/t 1,508 hours, for \$ 3,000,000; sold to Kenya but ended up in Tanzania; reportedly sat at the Headquarters of the Tanzania Peoples' Defence Force, see next line offered for disposal 03nov14 by the Tanzania Ministry of Finance in an unserviceable condition at Dodoma Airport; visible on may12/jun16; bought at auction by the owner of African Dream Hotels (S6.1593234 E35.765343); photos posted 12may17, with serial just visible, in the same white c/s with dark blue undersides and dark blue/red trim, in the process of being moved from the Airport for use in a children's playground at the hotel and present there on GE aug17/oct20 photo Deblin-Irena sep01 with c/n 1AJB 001-01 f/n at Gdynia Babie Doly 13apr12; l/n KRK 17mar20 toc 29sep91; rgd 22nov91 in Aeroflot c/s and titles; l/n UFA 29aug97, as such; left UFA by 1999 based at Taganrog; soc 09dec00 and canx 13dec00 as to Kazakhstan c/n not confirmed; mentioned in UN report S/2005/436, with operator given as such and said to have been de-registered by the Rwanda CAA; canx 17mar05; according to the Rwanda CAA this aircraft has never been officially registered in Rwanda f/n BKY 16mar06; l/n SHB 26sep06, in white/grey c/s without cheatline, no titles; seen BKY 18jul07, c/n and operator from Antonov document dated 01feb07; Antonov regard this aircraft as no longer airworthy from 20sep97; l/n BKY (S2.3165708 E28.808927) 12apr10, engineless stored, never delivered; l/n Mielec 02oct98 stored; became c/n AJG001-04, see this c/n stored; never delivered; major components to a M28 ? with new c/n AHP1-01; in basic Aeroflot c/s; l/n Mielec 27sep96; canx 20nov96 as to the military toc mar97 with a new c/n AJHP1-01; had just 'An-28' painted on; l/n QYD 17apr08; w/o 31mar09 while practising single-engine landing training at QYD when crashed on finals, all 4 crew killed; t/t some 1.500 hours registration from control-columns; never delivered; became c/n AJG001-02, see this never delivered; major components to c/n 1AJE001-07 never delivered; major components to c/n 1AJE001-08 never delivered; major components to a M28 ? never delivered; major components to c/n 1AJE001-06 never delivered; major components to a M28 ? never delivered; major components to a M28 ? never delivered; major components to a M28 ? never delivered; major components to a M28 ? never delivered; major components to a M28 ? never delivered; major components to a M28 ? never delivered; major components to a M28 ? never delivered; seen Mielec 30sep98 under assembly; became c/n AJG001-03, see this c/n never delivered; major components to a M28 ? rgd 02apr92; canx 06may92; see c/n AJEP1-01 leased from Pezetel; canx 25aug93 to WSK-Mielec, but still seen as such Douala 05mar94 Antonov regard this aircraft as no longer airworthy from 25mar96; l/n EBB 03dec96 CoFA renewed 23jan97 at Entebbe; canx 18feb00 as sold canx 29apr03 as sold to Armenia details from ICAO/Antonov document jul06; canx 24aug05; did not have a valid CoFA according to the Armenian CAA; is the sighting KRT jul10 correct ?, see below not on register by jan07; l/n KRT 17mar07, with titles in all-white c/s; sat without CoFA at KRT (N15.579308 E32.551855), l/n 10feb09/25feb10 with titles again and parked on the dump; l/n mar23
1AJ 009-20	UP-A2808 CCCP-28954 RA-28954	An-28 An-28 An-28	ex Region Avia c/s AFL/Far East Khalaktyrka AE	ALA mfd trf	03mar17 09jul91 25nov93	
1AJ 009-21	--	An-28				
1AJ 009-22	--	An-28				
1AJ 009-23	--	An-28				
1AJ 009-24	--	An-28				
1AJ 009-25	--	An-28				
1AJ 010-01	CCCP-28955 RA-28955	An-28 An-28	Bashkirian Al Bashkirian Al	Mie mfd UFA	27sep96 25jul91 12jun94	aircraft ordered for South Africa but not completed aircraft ordered for South Africa but not completed aircraft ordered for South Africa but not completed aircraft ordered for South Africa but not completed soc under assembly; aircraft ordered for South Africa but not completed toc 02aug91; rgd 26aug91 in Aeroflot c/s and titles; l/n UFA 29aug97, as such; left UFA by 1999; sold to MAGMA as a source of spares (spares used for RA-28952, RA-28953, RA-28956 and RA-28957) toc 01oct91; rgd 22nov91 in Aeroflot c/s and titles; Antonov regard this aircraft as no longer airworthy from 25sep95; l/n UFA 29aug97, still in Aeroflot c/s and titles; canx 05nov97 and soc 06nov97 as to Ukraine in white c/s with dark blue undersides and dark blue/red trim; seen again Kiev-Chaika 12jun99, but prefix not reported; see rgd next line f/n NBO 11aug99; canx 10nov99; rgd again 24dec99; photo LKG dec99, in white c/s with dark blue undersides and dark blue/red trim; operator reported as Valan International this date; canx 20jan00; offered for sale dec00 with t/t 1,508 hours, for \$ 3,000,000; sold to Kenya but ended up in Tanzania; reportedly sat at the Headquarters of the Tanzania Peoples' Defence Force, see next line offered for disposal 03nov14 by the Tanzania Ministry of Finance in an unserviceable condition at Dodoma Airport; visible on may12/jun16; bought at auction by the owner of African Dream Hotels (S6.1593234 E35.765343); photos posted 12may17, with serial just visible, in the same white c/s with dark blue undersides and dark blue/red trim, in the process of being moved from the Airport for use in a children's playground at the hotel and present there on GE aug17/oct20 photo Deblin-Irena sep01 with c/n 1AJB 001-01 f/n at Gdynia Babie Doly 13apr12; l/n KRK 17mar20 toc 29sep91; rgd 22nov91 in Aeroflot c/s and titles; l/n UFA 29aug97, as such; left UFA by 1999 based at Taganrog; soc 09dec00 and canx 13dec00 as to Kazakhstan c/n not confirmed; mentioned in UN report S/2005/436, with operator given as such and said to have been de-registered by the Rwanda CAA; canx 17mar05; according to the Rwanda CAA this aircraft has never been officially registered in Rwanda f/n BKY 16mar06; l/n SHB 26sep06, in white/grey c/s without cheatline, no titles; seen BKY 18jul07, c/n and operator from Antonov document dated 01feb07; Antonov regard this aircraft as no longer airworthy from 20sep97; l/n BKY (S2.3165708 E28.808927) 12apr10, engineless stored, never delivered; l/n Mielec 02oct98 stored; became c/n AJG001-04, see this c/n stored; never delivered; major components to a M28 ? with new c/n AHP1-01; in basic Aeroflot c/s; l/n Mielec 27sep96; canx 20nov96 as to the military toc mar97 with a new c/n AJHP1-01; had just 'An-28' painted on; l/n QYD 17apr08; w/o 31mar09 while practising single-engine landing training at QYD when crashed on finals, all 4 crew killed; t/t some 1.500 hours registration from control-columns; never delivered; became c/n AJG001-02, see this never delivered; major components to c/n 1AJE001-07 never delivered; major components to c/n 1AJE001-08 never delivered; major components to a M28 ? never delivered; major components to c/n 1AJE001-06 never delivered; major components to a M28 ? never delivered; major components to a M28 ? never delivered; major components to a M28 ? never delivered; major components to a M28 ? never delivered; major components to a M28 ? never delivered; seen Mielec 30sep98 under assembly; became c/n AJG001-03, see this c/n never delivered; major components to a M28 ? rgd 02apr92; canx 06may92; see c/n AJEP1-01 leased from Pezetel; canx 25aug93 to WSK-Mielec, but still seen as such Douala 05mar94 Antonov regard this aircraft as no longer airworthy from 25mar96; l/n EBB 03dec96 CoFA renewed 23jan97 at Entebbe; canx 18feb00 as sold canx 29apr03 as sold to Armenia details from ICAO/Antonov document jul06; canx 24aug05; did not have a valid CoFA according to the Armenian CAA; is the sighting KRT jul10 correct ?, see below not on register by jan07; l/n KRT 17mar07, with titles in all-white c/s; sat without CoFA at KRT (N15.579308 E32.551855), l/n 10feb09/25feb10 with titles again and parked on the dump; l/n mar23
1AJ 010-02	CCCP-28956 RA-28956	An-28 An-28	Bashkirian Al Bashkirian Al	mfd UFA	25sep91 10jul93	
1AJ 010-03	1003 1003	M28-TD M28-TD	Polish Air Force Polish Navy	trf trf	oct94 12apr12	
1AJ 010-04	CCCP-28957 RA-28957 RA-28957 9XR-CM	An-28 An-28 An-28 An-28	Bashkirian Al Bashkirian Al Magma Comair	mfd UFA rgd no	20sep91 10jul93 03mar99 reports	
1AJ 010-05	9Q-CCM	An-28	Comair	rgd	05mar05	
1AJ 010-06	CCCP-28958	An-28	Aeroflot	Mie	26apr92	
1AJ 010-07	CCCP-28959 CCCP-28960 SP-PDD 1007	An-28 An-28 An-28B2 M28-RM2	Aeroflot Aeroflot PZL Mielec Polish Navy	Mie Mie rgd d/d	26apr92 26apr92 26apr92 30sep94 22nov96	
1AJ 010-08	28961	An-28	primer/Polar c/s	Mie	30aug97	
1AJ 010-09	CCCP-28962	An-28	Aeroflot			
1AJ 010-10	CCCP-28963	An-28	Aeroflot			
1AJ 010-11	CCCP-28964	An-28	Aeroflot			
1AJ 010-12	CCCP-28965	An-28	Aeroflot			
1AJ 010-13	CCCP-28966	An-28	Aeroflot			
1AJ 010-14	CCCP-28967	An-28	Aeroflot			
1AJ 010-15	CCCP-28968	An-28	Aeroflot			
1AJ 010-16	CCCP-28969	An-28	Aeroflot			
1AJ 010-17	CCCP-28970	An-28	Aeroflot			
1AJ 010-18	CCCP-28971	An-28	Aeroflot			
1AJ 010-19	SP-DDF (1) CS-GAD SP-DFA SP-DFA SP-DFA ER-AJD EK-28019	An-28 An-28 An-28 An-28 An-28 An-28 An-28	WSK-Mielec West Coast Air West Coast Air Malindi Air Serv Tropical Airways Renan Badr Airlines	mfd rgd rgd MRE EBB rgd KRT	24mar92 13may92 14oct93 21mar96 08feb97 05apr00 jul10	
1AJ 010-20	ST-VGA	An-28	Vega Airlines	KRT	19jun06	
1AJ 010-21	ST-VGA	An-28	no titles	KRT	24jun08	
1AJ 010-22	ST-VGA	An-28	Vega Airlines	KRT	25may15	

PZL M28 (Pratt & Whitney powered) Bryza built by WSK Mielec from 1994 to 2013+

Designation was initially An-28B1R but as far as we understood is now PZL M28B Bryza 1 and slight variations on that, the hyphen has been dropped, M-28 now M28. Exact designations are a real pain, the a/c actually mostly wear Bryza 1R or just Bryza 1. C/ns AJG001-08/09/10 were not used.

AJG 001-01	1022	M28-RM	Polish Navy	d/d	25oct94	seen Poznan-Lawica 02apr96 and LID 12sep97; converted to -B1R 1999 and re-delivered 08feb99; ex c/n 1A1010-22 ?; l/n WAW 25oct13
AJG 001-02	1008	M28-B1R	Polish Air Force	d/d	28feb99	seen QYD 04apr01; ex c/n 1A1010-08 !; next reported only WAW 17jun12, eleven years later; l/n ZAG 10feb22
AJG 001-03	1017	M28-B1R	Polish Navy	d/d	31mar99	ex c/n 1A1010-17; f/n Fairford jul03 plus other shows in RAF Coastal Command c/s to remember 60 years since Battle of the Atlantic; white overall, grey, RAF roundels and code 'QO-H' on fuselage, '60' & 'Battle of the Atlantic' on port fin/rudder and '304' squadron badge and 1940-1946 starboard fin/rudder; seen Siemirowice 01sep10 basically the same c/s but the RAF roundels and codes removed; l/n NSY 26feb19
AJG 001-04	1006	M28-B1R	Polish Navy	d/d	09nov99	l/n GKE 30jun17; ex c/n 1A1010-06
AJG 001-05	--	M28-B1R	all-green c/s	Mie	04jul00	under production; ex c/n 1A1011-14
	1114	M28-B1R	Polish Navy	d/d	22nov00	l/n PZN 28oct14
AJG 001-06	--	M28-B1R	Polish Navy	Mie	04jul00	under production; ex c/n 1A1011-15
	1115	M28-B1R	Polish Navy	d/d	08dec00	opb 30.elMW; l/n 15aug11, in flight; l/n FFD 22jul19
AJG 001-07	--	M28-B1R	Polish Navy	Mie	04jul00	under production; ex c/n 1A1011-16
	1116	M28-B1R	Polish Navy	Sim	15dec00	l/n Radom 26aug23
AJG 002-01	1117	M28-B1TD	Polish Navy	f/f	25nov01	h/o 18jan02; ex c/n 1A1011-17; f/n DRS 16sep02; l/n DTM mar23
AJG 002-02	1118	M28-B1TD	Polish Navy	f/f	28dec01	h/o 18jan02; ex c/n 1A1011-18; f/n TRD 26feb02; l/n DTM 14sep23
AJG 002-03	0203	M28-B1TD	Polish Air Force	f/f	30nov01	h/o 26mar02; seen Deblin aug09/aug11 engineless in technical school; l/n PED 26jun22
AJG 002-04	0204	M28-B1TD	Polish Air Force	f/f	22dec01	h/o 26mar02; f/n FFD 20jul02; l/n Radom 26aug23
AJG 002-05	0205	M28-B1TD	Polish Air Force	f/f	10apr02	mfd 15apr02; d/d may02; opb 36. spl't at WAW (disbanded 31dec11); f/n WAW jun02; l/n PED 12may19
AJG 002-06	0206	M28-B1TD	Polish Air Force	mfd	14may02	f/f 07jul02; d/d jul02; opb 36. spl't at WAW (disbanded 31dec11); in green/brown/grey camo c/w with light blue undersides; f/n WAW jun02; l/n Bologna 23mar23
AJG 002-07	0207	M28-BTDII	Polish Air Force	f/f	03mar03	mfd 19may03; d/d 27may03; opb 36. spl't at WAW (disbanded 31dec11); f/n QYD 17feb05; l/n Deblin 14may22
AJG 002-08	0208	M28-BTDII	Polish Air Force	f/f	21mar03	d/d 27may03; f/n POP 21feb04; l/n Paderborn 28nov23
AJG 002-09	0209	M28-BTDII	Polish Air Force	f/f	03mar04	d/d may04; f/n WAW 15oct04; l/n WAW 28sep18
AJG 002-10	0210	M28-BTDII	Polish Air Force	f/f	10mar04	d/d may04; f/n KRK 19may04; l/n Leszno-Strzyzewice 06may23
AJG 002-11	0211	M28-BTDII	Polish Air Force	Mie	oct04	undergoing avionics refit; f/f 18nov04; opb 13.eltr; l/n Deblin 14may22
AJG 002-12	0212	M28-BTDII	Polish Air Force	Mie	oct04	undergoing avionics refit; f/f 18dec04; d/d 21jan05; l/n Radom 26aug23
AJG 003-01	0301	M28-BTDII	Polish Air Force	f/f	18bov06	f/n Mielec dec06; construction originally started as c/n AJE003-14, was originally for Indonesia; this serial related to the c/n
	0213	M28-BTDII	Polish Air Force	rgd	dec06	f/n WAW 20jun07; l/n WAW 06oct23
AJG 003-02	0214	M28-BTDII	Polish Air Force	f/f	24nov06	construction originally started as c/n AJE003-15, was originally for Indonesia; f/n KRK 10sep07; WAW 13sep22
AJG 003-03	0215	M28-BTDII	Polish Air Force	f/f	26jul07	construction originally started as c/n AJE003-12, was originally for Indonesia; f/n GVA 27oct08; l/n WAW 24jul17
AJG 003-04	0216	M28-BTDII	Polish Air Force	f/f	09jul07	construction originally started as c/n AJE003-13, was originally for Indonesia; f/n Radom 01sep07; seen WAW 08mar11; seen PAD 25may12 with type painted on as M28B/PT; l/n WRO 24aug23
AJG 003-05	0217	M28-BTDII	Polish Air Force	f/f	14jul07	construction originally started as c/n AJE003-16, was originally for Indonesia; f/n WAW 02sep07; l/n Lask 23oct23
AJG 004-01	0218	M28B/PT	Polish Air Force	f/f	26nov10	construction originally started as c/n AJE003-18; f/n Mielec 28nov10; d/d 30mar11; l/n Deputytzyce Krolewskie 27oct22
AJG 004-02	0219	M28B/PT	Polish Air Force	Mie	29jul11	construction originally started as c/n AJE003-25; f/f 26aug11; l/n AVB 26jul21
AJG 004-03	0220	M28B/PT	Polish Air Force	f/f	27nov11	construction originally started as c/n AJE003-27; f/n Mielec 09dec11; l/n KRK 28jul17
AJG 004-04	0221	M28B/PT	Polish Air Force	Mie	03mar12	construction originally started as c/n AJE003-28; f/f 23mar12; l/n KRK 14sep21
AJG 004-05	0222	M28B/PT	Polish Air Force	Mie	06jul12	construction originally started as c/n AJE003-30; f/f 07jul12; h/o 27jul12; l/n WAW 12may23
AJG 004-06	0223	M28B/PT	Polish Air Force	f/f	11oct12	construction originally started as c/n AJE003-32; l/n ZAG 07mar23
AJG 004-07	0224	M28B/PT	Polish Air Force	f/f	23apr13	construction originally started as c/n AJE003-33; f/n NRN 23apr14; l/n KRK 14sep21
AJG 004-08	0225	M28B/PT	Polish Air Force	Mie	17aug13	unmarked fuselage only; construction originally started as c/n AJE003-34; f/f 20nov13; f/n Mielec 13dec13; d/d 16dec13; l/n PRG 24aug22

PZL M28 "Skytruck" (Pratt & Whitney powered) built by WSK Mielec from 1993 to 2019+

AJE P1-01	SP-PDF	An-28PT	ORB-SK, Mielec	rgd	03aug93	with this c/n; f/f 22jul93, P&W version; rgd as to M27 31may94 and as M28 30jun95; ex c/n 1A1005-06; became, see next line
	SP-DDF (2)	M28	PZL Mielec	rgd	23apr96	M28 prototype; c/n checked again sep96 at BBS; l/n Mielec 04jul00; canx 22aug01; seen Mielec nov05 unmarked; see c/n 1A1010-19
AJE 001-01	SP-FYV	M28-02W	Aerogryf	f/f	09apr96	rgd 15apr96; in white c/s with green and red trim, small titles below the cockpit and the inscription 'Skytruck' on the rear fuselage; f/n FAB 04sep98, l/n HEW 20feb99
	SP-FYV	M28-02W	PZL Mielec	Ban	31jan01	in white c/s with green and red trim, 'Polskie Zaklady Lotnicze Mielec - Poland' titles and the inscription 'Skytruck' on the rear fuselage; l/n BUD 26feb01
	SP-DDA (1)	M28-05	PZL Mielec	rgd	12apr01	demonstrator of the version M28-05; initially in white c/s with green and red trim, 'Polskie Zaklady Lotnicze Mielec - Poland' titles and the inscription 'Skytruck' on the rear fuselage; f/n LBG jun01; l/n as such Góraszka 06jun09; repainted in grey c/s with dark blue belly and light blue, medium blue and red trim, no titles; f/n as such Mielec 19aug11; l/n as such OST 01apr12; repainted in white c/s with trim in 3 shades of blue, no titles; f/n as such Mielec 17aug13; l/n Mielec 31oct17; arrived at Shell Mera-Rio Amazonas (Ecuador) 24aug18; canx 03sep18; see c/n AJE003-44
	AEE-208	M28-05	Ecuador Army	h/o	28aug18	at Shell Mera-Rio Amazonas; opb Grupo de Aviación del Ejército N° 44 (GAE-44) at Shell Mera-Rio Amazonas; in white c/s with trim in 3 shades of blue, no titles; l/n Latacunga 26feb23
AJE 001-02	SP-DDE	M28PT	PZL Mielec	f/f	20oct95	rgd 02nov95; canx 17jan96
	HK-4066X	M28PT	Latina	rgd	24jan96	f/n BOG 09feb97
	HP-1421X	M28PT		no	reports	details from Venezuelan register, see next line
	YV-1016CP	M28PT	no titles	MAO	12sep04	c/n confirmed in Venezuelan register; in all white c/s with thin blue cheatline and trim
	YV-1173C	M28PT	AdS Caroni	no	reports	CoFA issued 16nov04 with t/t 2,770 hours
	YV1769	M28PT	AdS Caroni	rgd	09jun06	in all white c/s with red and grey cheatline; damaged 19oct09 whilst landing on a soggy airstrip at Las Minas, Honduras with about 4000kgs of cocaine on board; remains trundled away by the Honduran military authorities and later seen TGU 04sep10, condition not reported; l/n TGU 05mar11, fuselage only, no wings or tail, but standing on its undercarriage
AJE 001-03	SP-DFD	M28-02	PZL Mielec	f/f	12sep96	seen Mielec 27sep96; rgd 28nov96; canx 21may97
	GN-96105	M28-02	Venezuelan GarNat	ph.	apr97	official hand-over may97; l/n Caracas-la Carlota 23oct11
	GNB-96105	M28-02	Venezuelan GarNat	ph.	dec13	at Caracas-La Carlota
AJE 001-04	SP-DFE	M28-02	PZL Mielec	f/f	12dec96	rgd 14dec96; seen Mielec 27sep96; delivered via Nice 30dec96 to Venezuela; canx 21may97
	GN-96106	M28-02	Venezuelan GarNat	d/d	early97	official hand-over may97; l/n Caracas-la Carlota 31mar03
AJE 001-05	SP-DFD	M28-02	PZL Mielec	f/f	27jan97	rgd 28jan97; seen Mielec 27sep96 without registration on the production line; canx 21may97
	GN-96107	M28-02	Venezuelan GarNat	d/d	early97	official hand-over may97; l/n Caracas-la Carlota 20mar04
	GNB-96107	M28-02	Venezuelan GarNat	Ccl	26oct14	l/n Maturin 11nov17; suffered a runway excursion and subsequent nose landing gear collapse after landing at the indigenous community Kamarata, located in the Canaima National Park in Venezuela, on 22dec18
AJE 001-06	SP-DFG	M28-02	PZL Mielec	f/f	24apr97	rgd 30apr97; seen Mielec 27sep96 without registration on the production line; canx 22aug97
	GN-96108	M28-02	Venezuelan GarNat	d/d	early97	official hand-over may97; l/n Caracas-la Carlota 25oct11
	GNB-96108	M28-02	Venezuelan GarNat	Ccl	28oct14	
AJE 001-07	SP-DFH	M28-02	PZL Mielec	f/f	26may97	rgd 28may97; seen Mielec 27sep96 without registration on the production line; canx 22aug97
	GN-96109	M28-02	Venezuelan GarNat	d/d	31may97	official hand-over may97; l/n Caracas-la Carlota 10apr11
	GNB-96109	M28-02	Venezuelan GarNat	f/n	jun14	l/n PBM 26nov15
AJE 001-08	SP-DFI	M28-02	PZL Mielec	f/f	13may97	rgd 21may97; seen Mielec 27sep96 without registration on the production line; canx 22aug97
	GN-96110	M28-02	Venezuelan GarNat	d/d	31may97	official hand-over may97; l/n Caracas-la Carlota 20nov00
	GNB-96110	M28-02	Venezuelan GarNat	ph.	30jan09	location unknown; jungle camouflage c/s; l/n Caracas-La Carlota 26oct14
AJE 001-09	SP-DFB	M28-02	PZL Mielec	rgd	06dec96	one of the prototypes, with PT engines and 5-blade propellers with an additional door on the port side; seen Mielec 27sep96 on the production line; delivered via Nice still as SP-DFB; seen APF 09apr97; canx 09may97
	N5091L	M28-02	Skytruck Sales, nt	rgd	30may97	f/n SCL spring 1998; canx to Panama 09mar00
	HP-1416	M28-02	Skytruck Americas	rgd	13mar00	f/n PAC 21apr02; l/n CUR 01dec04; canx 30jun05 as exported to Venezuela
	GN-96131	M28-02	Venezuelan GarNat	CCS	06nov08	l/n VLC 14nov08
	GNB-96131	M28-02	Venezuelan GarNat	ph.	30jul11	at Barquisimeto; l/n BPM 30jul16
AJE 001-10	SP-DFC	M28-02	PZL Mielec	Mie	27sep96	under assembly; one of the prototypes, with PT engines and 5-blade propellers with an additional door on the port side; rgd 28jan97; still present 30aug97; canx 14jun99
	SP-DFC	M28-02	Overtec SA CCS	rgd	29dec99	canx 01jun00 as sold to Venezuela
	YV-117CP	M28-02	Overtec SA	BLA	nov00	in white c/s with grey undersides and wingtips, 'Skytruck' titles; crashed on take-off following a total loss of power at Puerto Cabello 12jul01, killing the 2 crew and 11 passengers
AJE 001-11	--	M28-02	PZL Mielec	Mie	30aug97	and 30sep98/04jul00 under assembly; aircraft later completed as M28-05 c/n AJE003-01
AJE 001-12	--	M28-02	PZL Mielec	Mie	30aug97	and 30sep98 under assembly, still as such mar00; never completed
AJE 001-13	--	M28-02	PZL Mielec	Mie	30aug97	and 30sep98 under assembly
	SP-DFK	M28-02	PZL Mielec	f/f	23mar99	rgd 08apr99; canx 20dec99
	GN-97119	M28-02	Venezuelan GarNat	d/d	early99	l/n CCS 26mar04
	GNBV-97119	M28-02	Venezuelan GarNat	ph.	12mar10	at Caracas-la Carlota, active; l/n Caracas-La Carlota 23oct11
AJE 001-14	--	M28-02	PZL Mielec	Mie	30aug97	and 30sep98 under assembly
	SP-DFL	M28-02	PZL Mielec	f/f	30apr99	rgd 19may99; canx 20dec99
	GN-97120	M28-02	Venezuelan GarNat	d/d	early99	l/n Caracas-la Carlota 20mar04
	GNBV-97120	M28-02	Venezuelan GarNat	Ccl	10apr10	l/n Caracas-la Carlota 25nov12

AJE 001-15	GNB-97120 -- SP-DFM GN-97121	M28-02 M28-02 M28-02 M28-02	Venezuelan GarNat PZL Mielec PZL Mielec Venezuelan GarNat	Ccl Mie f/f NCE	02nov14 30aug97 28jul99 02feb00	and 30sep98 under assembly rgd 06aug99; canx 15may00; l/n REC dec99 seen this date on delivery; l/n Caracas-la Carlota 20mar04; crashed 10dec04 after take-off Puerto mountainous terrain at an altitude of FL115
AJE 001-16	-- SP-DFN GN-97122	M28-02 M28-02 M28-02	PZL Mielec PZL Mielec Venezuelan GarNat	Mie f/f d/d	30sep98 07oct99 dec99	under assembly rgd 15oct99; canx 15may00 l/n Caracas-la Carlota 20mar04; was damaged 11feb09 on landing San Carlos injuring 10 of the 11 people on board, repaired
AJE 001-17	GNB-97122 -- SP-DFO GN-97123 GNBV-97123	M28-02 M28-02 M28-02 M28-02 M28-02	Venezuelan GarNat PZL Mielec PZL Mielec Venezuelan GarNat Venezuelan GarNat	Ccl Mie f/f NCE Ccl	26oct14 30sep98 02nov99 02feb00 10apr10	under assembly rgd 19nov99; canx 15may00 seen this date on delivery; l/n CCS 03nov08 l/n Caracas-la Carlota 25nov12
AJE 001-18	-- SP-DFP GN-97124 GNB-97124	M28-02 M28-02 M28-02 M28-02	PZL Mielec PZL Mielec Venezuelan GarNat Venezuelan GarNat	Mie rgd d/d Ccl	30sep98 26oct00 early01 10apr11	fuselage under assembly; f/f 11jan00; seen jul00; VIP version canx 12apr01; VIP version
AJE 001-19	-- SP-DFR EV-9960 EB-09690	M28-02 M28-02 M28-02 M28-02	PZL Mielec PZL Mielec Venezuelan Army Venezuelan Army	Mie f/f NCE ph.	30sep98 03dec99 09jan00 sep16	l/n Caracas-La Carlota 26oct14 under assembly rgd 08dec99; in Venezuelan Army c/s; canx 27apr00 on delivery; l/n Charallave 25oct11 c/n not confirmed; could also be ex ENBV-0069 ?
AJE 001-20	-- SP-DFS EV-9961	M28-02 M28-02 M28-02	PZL Mielec PZL Mielec Venezuelan Army	Mie f/f NCE	30sep98 30dec99 07feb00	under assembly rgd 28jan00; canx 27apr00 on delivery; l/n Charallave 11feb07
AJE 002-01	SP-DFT EV-0062	M28-05 M28-05	PZL Mielec Venezuelan Army	f/f d/d	25apr00 02jun00	rgd 05may00; canx 05sep00 l/n Charallave 25nov12, stored
AJE 002-02	SP-DFU EV-0063 ENBV-0063	M28-05 M28-05 M28-05	PZL Mielec Venezuelan Army Venezuelan Army	f/f d/d ph.	10may00 27jun00 13mar10	rgd 19may00; canx 05sep00 l/n Inowroclaw-Latkowo 01dec07 at Jacmel, Haiti; went missing 12jun10 en route from Valle de Pascua to Caracas-La Carlota and wreckage found 14jun10
AJE 002-03	EV-0064 SP-DFW EV-0064 00604	M28-05 M28-05 M28-05 M28-05	Venezuelan Army PZL Mielec Venezuelan Army Venezuelan Army	Mie f/f Ccl ph.	04jul00 25jul00 20nov00 24jun18	on the production line rgd 28jul00; canx 13dec00 l/n CCS 20mar04 at Charallave Oscar Machado Zuluaga, no prefix, in grey/dark green camouflage c/s, code BA on the fin
AJE 002-04	EB-00604 -- SP-DFZ EV-0065 ENBV-0065	M28-05 M28-05 M28-05 M28-05 M28-05	Venezuelan Army all-green c/s PZL Mielec Venezuelan Army Venezuelan Army	ph. Mie f/f Ccl Ccl	may19 04jul00 16aug00 20nov00 25oct11	on the production line rgd 21aug00; canx 13dec00 l/n Charallave 01dec07
AJE 002-05	EB-00605 -- SP-DFY EV-0066 ENBV-0066	M28-05 M28-05 M28-05 M28-05 M28-05	Venezuelan Army all-green c/s PZL Mielec Venezuelan Army Venezuelan Army	ph. Mie f/f d/d Ccl	24jun18 04jul00 20sep00 late00 25oct11	at Charallave; c/n not confirmed; all grey c/s, no titles on the production line rgd 20sep00; canx 07feb01 l/n Charallave 21mar04
AJE 002-06	EV-0066 -- SP-DFX EV-0067 ENBV-0067	M28-05 M28-05 M28-05 M28-05 M28-05	Venezuelan Army all-green c/s PZL Mielec Venezuelan Army Venezuelan Army	Ccl Ccl Mie f/f d/d Ccl	25nov12 04jul00 17oct00 late00 25oct11	stored on the production line rgd 31oct00; canx 26feb01 l/n Charallave 31mar03
AJE 002-07	-- SP-DFV EV-0068 EBV-0068	M28-05 M28-05 M28-05 M28-05	all-green c/s PZL Mielec Venezuelan Army Venezuelan Army	Mie f/f d/d Ccl	04jul00 13dec00 early01 01dec07	fuselage under assembly rgd 13dec00; canx 10may01 l/n Charallave 21mar04 l/n Charallave 25oct11
AJE 002-08	SP-DGA EV-0069 ENBV-0069	M28-05 M28-05 M28-05	PZL Mielec Venezuelan Army Venezuelan Army	f/f d/d Ccl	11jan01 early01 25oct11	rgd 16jan01; canx 10may01 f/n Caracas-La Carlota 31mar03; l/n Charallave 06nov08 l/n Caracas-La Carlota 25nov12
AJE 002-09	SP-DGB EV-0070 ENBV-0070	M28-05 M28-05 M28-05	PZL Mielec Venezuelan Army Venezuelan Army	f/f d/d Ccl	03feb01 2001 28oct14	rgd 16feb01; canx 22aug01 seen Caracas-La Carlota 21mar04; l/n Charallave 01dec07
AJE 002-10	00700 SP-DGC EV-0071 ENBV-0071	M28-05 M28-05 M28-05 M28-05	Venezuelan Army PZL Mielec Venezuelan Army Venezuelan Army	Ccl f/f d/d ph.	04jul00 23feb01 mar01 dec13	in grey/dark green camouflage c/s, code BA on the fin rgd 26feb01; f/n NCE 10mar01 on delivery to Venezuela; canx 22aug01 seen Caracas-La Carlota 20mar04; l/n Charallave 01dec07 photo
AJE 003-01	00701 SP-DGD RAN-41 NA-041	M28-05 M28-05 M28-05 M28-05	Venezuelan Army PZL Mielec Royal Nepal AAW Nepal Army Avn	ph. PBM f/f d/d	26nov15 28mar02 30oct02	at Caracas-La Carlota, in grey/dark green camouflage c/s, code BA on the fin; l/n El Libertador aug14 in grey/dark green camouflage c/s, code BA on the fin rgd 30aug02; construction originally started as c/n AJE001-11; canx 21nov02 l/n KTM 05jun08
AJE 003-02	NA-041 SP-DGE RAN-48 NA-048	M28-05 M28-05 M28-05 M28-05	PZL Mielec Royal Nepal AAW Nepal Army Avn	KTM f/f d/d KTM	31jan11 14jan04 early04 31jan11	l/n KTM 05dec23 without engines rgd 16jan04; canx 01jun04 l/n KTM nov08 l/n KTM 20oct16; w/o Bajura 30may17, on a flight from Surkhet to Simikot it diverted to Bajhang on account of high winds at Simikot, on arrival it overran the runway and overturned in a paddy field, one of the crew was killed and the other two were injured
AJE 003-03	SP-DGF P-2036 P-4201	M28-05PI M28-05PI M28-05PI	PZL Mielec Indonesian Police Indonesian Police	f/f photo photo	24aug04	rgd 01sep04; canx 03nov04 as to Indonesia c/n not confirmed; in white/blue c/s with red trim and 'Polisi' titles c/n not confirmed; in white/blue c/s with red trim and 'Polisi' titles; w/o 03dec16 on a flight from Pangkal Pimang to Batam-Hang Nadim when it crashed in the sea about 74 km SE of Tanjung Pinang; all five crew and 10 passengers killed
AJE 003-04	SP-DGG P-2037 P-4202	M28-05PI M28-05PI M28-05PI	PZL Mielec Indonesian Police Indonesian Police	f/f MES BPN	07sep04 15feb05 05jan09	rgd 09sep04; photo exists in Indonesian Police c/s; canx 03nov04 as to Indonesia c/n not confirmed; in white/blue c/s with red trim and 'Polisi' titles c/n checked; in white/blue c/s with red trim and 'Polisi' titles; w/o 02nov09 on a flight from Jayapura-Sentani to deliver logistics for police personnel in the Puncak Jaya Regency when crashed in a mountainous area near the village of Kanggime (between Toikara and Puncak Jaya), all 4 crew killed; wreck found only 03nov09 test registration; initially still in primer; l/n as such BTS 25nov04; painted in white c/s with thin blue cheatline and light grey belly; f/n as such BTS 08dec04; seen LBG 09dec04; ferried from PIK to RKV 15dec04; canx 06jan05
AJE 003-05	SP-DGK N305ST N305ST N305ST N305ST 8R-BKW	M28-05 M28-05 M28-05 M28-05 M28-05	PZL Mielec Skytruck Company MWC Aircraft Sierra Nevada Corp Straight Flight JAGS Aviation	f/f rgd rgd rgd rgd ORG	19nov04 13jan05 28apr05 01apr09 02may12 11aug15	rgd 09sep04; photo exists in Indonesian Police c/s; canx 03nov04 as to Indonesia c/n not confirmed; in white/blue c/s with red trim and 'Polisi' titles c/n checked; in white/blue c/s with red trim and 'Polisi' titles; w/o 02nov09 on a flight from Jayapura-Sentani to deliver logistics for police personnel in the Puncak Jaya Regency when crashed in a mountainous area near the village of Kanggime (between Toikara and Puncak Jaya), all 4 crew killed; wreck found only 03nov09 test registration; initially still in primer; l/n as such BTS 25nov04; painted in white c/s with thin blue cheatline and light grey belly; f/n as such BTS 08dec04; seen LBG 09dec04; ferried from PIK to RKV 15dec04; canx 06jan05 Skytruck Company LLC of Naples, FL; in white c/s with thin blue cheatline and light grey belly, with 'Skytruck' titles; f/n APF 05feb05; l/n APF 20feb05 MWC Aircraft LLC of Naples, FL; initially in white c/s with thin blue cheatline and light grey belly, with 'Skytruck' titles; f/n APF 25jun05; l/n as such APF 26oct05; repainted in all-white c/s with 'Skytruck' titles; f/n as such APA 07dec08 had reportedly the USAF serial 09-0305 allocated; in all-white c/s, no titles; f/n APF 13may09; experimental CoFA issued 13jul11 for research and development; l/n APA 22aug11 Straight Flight Nevada Commercial Leasing LLC of Sparks, NV; in all-white c/s, no titles; arrived at OGL 23dec14; canx 24dec14 as sold to Guyana in white c/s with dark blue belly and trim, no titles; offered for sale by SkyQuest International 20may16 with t/t 1,679 hours and 3,664 cycles, but could not be sold; offered for sale again by SkyQuest International 13feb19, now with t/t 2,174 hours and 4,374 cycles
AJE 003-06	SP-DGH P-2038 P-4203	M28-05PI M28-05PI M28-05PI	PZL Mielec Indonesian Police Indonesian Police	f/f Mie OKL	04nov04 oct04 22jul07	rgd 10nov04; seen BKK 07dec04 on delivery; canx 23dec04 on the flight line; c/n not confirmed; in white/blue c/s with red trim and 'Polisi' titles; l/n MES 15feb05 c/n not confirmed; in white/blue c/s with red trim and 'Polisi' titles; l/n Pondok Cabe 07sep18, in all-white c/s with red trim, no titles
AJE 003-07	SP-DGI P-2039 P-4204	M28-05PI M28-05PI M28-05PI	PZL Mielec Indonesian Police Indonesian Police	f/f ph. photo	16nov04 nov07 photo	rgd 23nov04; seen BKK 07dec04 on delivery; canx 23dec04 c/n not confirmed; in white/blue c/s with red trim and 'Polisi' titles c/n not confirmed; in white/blue c/s with red trim and 'Polisi' titles; crashed near Wami 27oct10 on a flight from Nabire to Ambon-Pattimura, all five crew were killed
AJE 003-08	SP-DGL 311	M28-05 M28-05	PZL Mielec Vietnam Air Force	f/f d/d	10dec04 30dec04	rgd 13dec04; seen Mielec oct04 under production; canx 21jan05 l/n SGN 16sep17; seen stored/wfu behind a former military hangar at SGN feb19/jun22
AJE 003-09	SP-DGM 312	M28-05 M28-05	PZL Mielec Vietnam Air Force	f/f d/d	20dec04 30dec04	rgd 23dec04; seen Mielec oct04 under production; canx 21jan05 opb 918th ATR; w/o 04nov05 when crashed into a field near Dong Xuyen village in Hanoi's Gia Lam district, all three crew killed
AJE 003-10	U-632 SP-DGN N310MV N310MV	M28-05 M28-05 M28-05	Indonesian Navy PZL Mielec Sierra Nevada Corp US Air Force	Mie f/f rgd rgd	nov07 10jul08 23jan09 25aug09	in grey c/s with 'TNI ANGKATAN LAUT' titles and a 'Skwadron Udara 600' badge below the cockpit; never delivered as the contract was cancelled test registration; in white c/s with trim in 3 shades of blue, no titles; f/n Mielec 12oct08; rgd 02dec08; ferried SVQ-LPA-SID 08dec08; l/n DFW 16dec08; canx 23dec08 in white c/s with trim in 3 shades of blue, no titles to the US Air Force Special Operations Command; in white c/s with trim in 3 shades of blue, no titles; f/n CVS 01dec09; l/n TUS 18jan11; still current on register mar19, see below
	08-0310	M28-05	US Air Force	PIE	18may14	USAF designation C-145A; modification Block 5/D; initially opb 318th SOS at Cannon AFB; in white c/s with trim in 3 shades of blue, no titles; returned to base from CHASE 18oct12; trf to 6th SOS at Duke Field jan13; l/n operational EDI 25apr15; arrived with 309th AMARG at Davis-Monthan for storage 28may15, left 'on paper' 30oct19; passed through ANR 27/28jan21 and then via Pula and Athens on delivery to the Kenyan Air Force
	2001	M28-05	Kenyan Air Force	ph.	20apr21	commissioned this day at Moi AFB, Eastleigh, Nairobi; in dark grey c/s with 'Kenya Air Force' titles; l/n may21

AJE 003-11	SP-PDG	M28-05	PZL Mielec	f/f	14feb06	f/n GDN 27mar06; l/n GDN 30mar06; was not entered into the register books as per many other SP-P.. registered aircraft
	--	M28-05	Pol. Border Guard	Mie	nov05	delivery expected mar06
	SN-60YG	M28-05	Pol. Border Guard	GDN	14apr06	believed re-serialised this day; l/n Radom 27aug11
	SP-VSB	M28-05	Pol. Border Guard	rgd	06oct11	re-painted as such at Gdansk-Rebiechowo 04oct11 l/n Szczecin Goleniow 09jul13; canx 31dec13
	SN-60YG	M28-05	Pol. Border Guard	GDN	26feb14	l/n GDN 19aug21
AJE 003-12	--	M28-05	Indonesian Navy	Mie	nov05	in final assembly; order cancelled; aircraft later completed as c/n AJG003-03
AJE 003-13	--	M28-05	Indonesian Navy	Mie	nov05	in final assembly; order cancelled; aircraft later completed as c/n AJG003-04
AJE 003-14	--	M28-05	Indonesian Navy	Mie	nov05	in early assembly; aircraft later completed as c/n AJG003-01
AJE 003-15	--	M28-05	Indonesian Navy	Mie	nov05	in early assembly; order cancelled; aircraft later completed as c/n AJG003-02
AJE 003-16	--	M28-05	Indonesian Navy	Mie	nov05	in early assembly; aircraft later completed as c/n AJG003-05
AJE 003-17	SP-DGP (1)	M28-05	Sierra Nevada Corp	f/f	05sep09	test registration; in white c/s with trim in 3 shades of blue, no titles; f/n Mielec 10sep09; rgd 18sep09 (not to PZL Mielec); ferried via KEF and Greenland to the USA 22/23sep09; canx 03nov09; see c/n AJE003-54 arrived at CVS 04nov10
	N317JG	M28-05	Sierra Nevada Corp	rgd	13nov09	to the US Air Force Special Operations Command; in white c/s with trim in 3 shades of blue, no titles; f/n CLE 08mar11; l/n MHZ 13mar11; canx 12feb19 as to Estonia, see below
	N317JG	M28-05	US Air Force	rgd	26jan11	USAF designation C-145A; modification Block 5/D; initially opb 318th SOS at Cannon AFB; in dark grey c/s with light grey wings and belly; l/n PIK 26may12; trf to 6th SOS at Duke Field jan13; arrived with 309th AMARG at Davis-Monthan for storage 24jun15; left Davis-Monthan 'on paper' 14may18 under the Excess Defense Articles programme
	09-0317	M28-05	US Air Force	STR	20may12	at -rmari; in dark grey c/s with light grey wings and belly, no titles; l/n FFD 17jul22
AJE 003-18	44	M28-05	Estonian Air Force	h/o	12mar19	nose only; aircraft later completed as c/n AJG004-01
AJE 003-19	SP-DGO (1)	M28-05	PZL Mielec	f/f	29mar09	test registration; in white c/s with trim in 3 shades of blue, no titles; f/n Mielec 30mar09; rgd 10apr09; l/n SVQ 15apr09; canx 05may09; see c/ns AJE003-45 and AJE003-55
	N319TW	M28-05	Sierra Nevada Corp	rgd	22may09	in white c/s with trim in 3 shades of blue, no titles; arrived at CVS 27oct10; f/n CLE 08mar11; l/n MHZ 13mar11
	N319TW	M28-05	US Air Force	rgd	13apr11	to the US Air Force Special Operations Command; in white c/s with trim in 3 shades of blue, no titles; still current on register mar19, see below
	09-0319	M28-05	US Air Force	ph.	18dec11	USAF designation C-145A; modification Block 5/D; opb 318th SOS at Cannon AFB; in white c/s with trim in 3 shades of blue, no titles; deployed to the 318th Expeditionary SOS at Kandahar (Afghanistan) in 2011; dbr 18dec11 on the leg from Qalat to Walaan Rabat dirt strip of a round flight from Kandahar when landed with an excessive tail wind and veered off the prepared surface to the right, the nose gear encountered rough terrain and collapsed, causing the aircraft to nose over, all 3 crew and 4 passengers escaped basically unhurt; t/t 1,164 hours and 1,273 cycles; the hull was reported hanged with the 6th SOS at Duke Field may13
AJE 003-20	SP-DGR (1)	M28-05	Sierra Nevada Corp	f/f	20nov09	test registration; f/n Mielec 21nov09; rgd 07jan10 (not to PZL Mielec); seen on delivery TER 27jan10; canx 10feb10; see c/n AJE003-41
	N824KD	M28-05	Sierra Nevada Corp	rgd	16feb10	arrived at CVS 02nov10
	N824KD	M28-05	US Air Force	rgd	02dec10	to the US Air Force Special Operations Command; in white c/s with trim in 3 shades of blue, no titles; f/n TUS 21jan11; l/n MHZ 13mar11; still current on register mar19, see below
	09-0320	M28-05	US Air Force	STR	20may12	USAF designation C-145A; modification Block 5/D; initially opb 318th SOS at Cannon AFB; in white c/s with trim in 3 shades of blue, no titles; trf to 6th SOS at Duke Field jan13; l/n operational MHZ 31jul15; arrived with 309th AMARG at Davis-Monthan for storage 26aug15; left Davis-Monthan 'on paper' 23may18 under the Excess Defense Articles programme; to be h/o to the Estonian Air Force in late 2019
	43	M28-05	Estonian Air Force	h/o	feb20	f/n WAW 05feb21; l/n VNO 12jul23
AJE 003-21	SP-DGS	M28-05	PZL Mielec	f/f	feb10	test registration; in white c/s with trim in 3 shades of blue, no titles; f/n Mielec 23mar10; rgd 29mar10; seen on delivery PIK 03apr10; canx 21apr10
	N279DH	M28-05	Sierra Nevada Corp	rgd	28apr10	to the US Air Force Special Operations Command; in white c/s with trim in 3 shades of blue, no titles; f/n CVS 05may11; l/n Hurlburt Field 14aug11; current on register mar19, see below
	N279DH	M28-05	US Air Force	rgd	10jan11	USAF designation C-145A; modification Block 5/D; initially opb 318th SOS at Cannon AFB; in dark grey c/s with light grey undersides; trf to 6th SOS at Duke Field jan13; l/n operational LT 05sep14; arrived with 309th AMARG at Davis-Monthan for storage 17jun15, left 'on paper' 22oct19; passed through ANR 26/27jun21 and then to Split on delivery to the Kenyan Air Force
	10-0321	M28-05	US Air Force	LIT	05sep14	at Uhuru Gardens; c/n not confirmed; in dark grey c/s with 'Kenya Air Force' titles
AJE 003-22	SP-DGT (1)	M28-05	Kenyan Air Force	ph.	28may22	test registration; in white c/s with trim in 3 shades of blue, no titles; f/n Mielec 14sep10; l/n Mielec 20sep10; see c/ns AJE003-42 and AJE003-44
	N322PW	M28-05	Sierra Nevada Corp	rgd	23sep10	in white c/s with trim in 3 shades of blue, no titles; seen Mielec 25sep10
	N322PW	M28-05	US Air Force	rgd	03may11	to the US Air Force Special Operations Command; current on register mar19, see below
	10-0322	M28-05	US Air Force	SAN	10nov11	USAF designation C-145A; modification Block 5; initially opb 318th SOS at Cannon AFB; in white c/s with trim in 3 shades of blue, no titles; trf to 6th SOS at Duke Field jan13; l/n operational MHZ 18nov13; arrived with 309th AMARG at Davis-Monthan for storage 17jun15, still present there may23
AJE 003-23	SP-DGU (1)	M28-05	PZL Mielec	f/f	17dec10	test registration; in white c/s with trim in 3 shades of blue, no titles; l/n Mielec 18dec10; see c/ns AJE003-38/AJE003-46 and AJE003-56
	N323FG	M28-05	Sierra Nevada Corp	rgd	27dec10	in white c/s with trim in 3 shades of blue, no titles; f/n Mielec 29dec10; delivered to CVS 02feb11
	N323FG	M28-05	US Air Force	rgd	10may11	to the US Air Force Special Operations Command; seen Castle Creek, ID 05jun11; current on register mar19, see below
	10-0323	M28-05	US Air Force	MGM	20apr15	USAF designation C-145A; modification Block 5/D; initially opb 318th SOS at Cannon AFB; in dark grey c/s with light grey undersides; trf to 6th SOS at Duke Field jan13; arrived with 309th AMARG at Davis-Monthan for storage 24jun15, still present there may23
AJE 003-24	SP-DGW (1)	M28-05	PZL Mielec	f/f	20mar11	f/f also reported as 14dec10; test registration; in white c/s with trim in 3 shades of blue, no titles; seen flying Mielec 20mar11; rgd 30mar11; departed Mielec on delivery 01apr11; canx 14apr11; see c/n AJE003-47
	N324HA	M28-05	Sierra Nevada Corp	rgd	29apr11	arrived at CVS 10aug11
	N324HA	M28-05	US Air Force	rgd	31aug11	to the US Air Force Special Operations Command; in white c/s with trim in 3 shades of blue, no titles; current on register mar19, see below
	10-0324	M28-05	US Air Force	CVS	09jan13	USAF designation C-145A; modification Block 5; initially opb 318th SOS at Cannon AFB; in white c/s with trim in 3 shades of blue, no titles; trf to 6th SOS at Duke Field jan13; l/n operational DAL 12apr15; arrived with 309th AMARG at Davis-Monthan for storage 01jul15, still present there may23
AJE 003-25	--	M28				aircraft later completed as c/n AJG004-02
AJE 003-26	SP-DGZ	M28-05	PZL Mielec	f/f	sep11	test registration; in white c/s with trim in 3 shades of blue, no titles; seen Mielec 04sep11
	N362DD	M28-05	Sierra Nevada Corp	rgd	13sep11	and not N326DD as the c/n might suggest; in white c/s with trim in 3 shades of blue, no titles; f/n BGR 19sep11; arrived at CVS 18jan12
	N362DD	M28-05	US Air Force	rgd	21feb12	to the US Air Force Special Operations Command; current on register mar19, see below
	11-0326	M28-05	US Air Force	MGM	12jun15	USAF designation C-145A; modification Block 5; initially opb 318th SOS at Cannon AFB; in white c/s with trim in 3 shades of blue, no titles; trf to 6th SOS at Duke Field jan13; l/n operational MHZ 07feb13; arrived with 309th AMARG at Davis-Monthan for storage 01jul15, and left 'on paper' 09jun20, reportedly as destined for the Kenyan Air Force and seen London Southend 10feb22 on delivery to Kenya and Saragossa 11feb22
AJE 003-27	--	M28				aircraft later completed as c/n AJG004-03
AJE 003-28	--	M28				aircraft later completed as c/n AJG004-04
AJE 003-29	SP-DGY (1)	M28-05	PZL Mielec	f/f	nov11	test registration; in white c/s with trim in 3 shades of blue, no titles; seen flying at Mielec 04nov11; see c/ns AJE003-37 and AJE003-39
	N329JD	M28-05	Sierra Nevada Corp	rgd	18nov11	in white c/s with trim in 3 shades of blue, no titles; ferried from Mielec via Narsarsuaq-Goose Bay-Bangor-Buffalo-Ankeny-Denver 21/22nov11
	N329JD	M28-05	US Air Force	rgd	14apr12	to the US Air Force Special Operations Command; in white c/s with trim in 3 shades of blue, no titles; current on register mar19, see below
	11-0329	M28-05	US Air Force	PIK	25aug12	USAF designation C-145A; modification Block 5; initially opb 318th SOS at Cannon AFB; in white c/s with trim in 3 shades of blue, no titles; arrived on site 04sep12; trf to 6th SOS at Duke Field jan13; l/n operational MHZ 31jul15; arrived with 309th AMARG at Davis-Monthan for storage 26aug15, still present there may23
AJE 003-30	--	M28				aircraft later completed as c/n AJG004-05
AJE 003-31	SP-DGV (1)	M28-05	PZL Mielec	f/f	jun12 ?	tie-up not confirmed; test registration; in white c/s with trim in 3 shades of blue, no titles; seen undergoing ground tests 25jun12; l/n Mielec 10jul12; see c/ns AJE003-36 and AJE003-40
	N331MF	M28-05	Sierra Nevada Corp	rgd	28sep12	in white c/s with trim in 3 shades of blue, no titles; ferried via YR and BGR 01/02oct12 on delivery; arrived at Duke Field 01feb13
	N331MF	M28-05	US Air Force	rgd	16jul13	to the US Air Force Special Operations Command; current on register mar19, see below
	12-0331	M28-05	US Air Force	MGM	13nov16	USAF designation C-145A; modification Block 5; initially opb 6th SOS at Duke Field; in white c/s with trim in 3 shades of blue, no titles; trf to 711th SOS at Duke Field in 2015; l/n MKC 12aug17; wfu around 2017/18; seen active again Atlanta Fulton County 02feb22; offered for sale by auction on the internet with location given as Duke Field, Florida and closing date for accepting bids 24mar23
AJE 003-32	--	M28				aircraft later completed as c/n AJG004-06
AJE 003-33	--	M28				aircraft later completed as c/n AJG004-07
AJE 003-34	--	M28				aircraft later completed as c/n AJG004-08
AJE 003-35	N335RH	M28-05	Sierra Nevada Corp	rgd	31oct12	Polish test registration quoted as SP-DGY (2), but not confirmed; in white c/s with trim in 3 shades of blue, no titles; already carried the USAF serial '20335' as well; seen on delivery YR 05nov12; arrived at SNC nov12
	N335RH	M28-05	US Air Force	rgd	14nov13	to the US Air Force Special Operations Command; current on register mar19, see below
	12-0335	M28-05	US Air Force	COS	11jul15	USAF designation C-145A; modification Block 10; initially opb 6th SOS at Duke Field; in white c/s with trim in 3 shades of blue, no titles; trf to 711th SOS at Duke Field in 2015; wfu around 2017/18; offered for sale by auction on the internet with location given as Duke Field, Florida and closing date for accepting bids 24mar23
AJE 003-36	SP-DGV (2)	M28-05	PZL Mielec	f/f	08dec12	test registration; in white c/s with trim in 3 shades of blue, no titles; already carried the USAF serial '20336' as well; see c/ns AJE003-31 and AJE003-40
	N336MJ	M28-05	Sierra Nevada Corp	rgd	26dec12	in white c/s with trim in 3 shades of blue, no titles; seen on delivery YR 15jan13; arrived at SNC 24jan13
	N336MJ	M28-05	US Air Force	rgd	14nov13	to the US Air Force Special Operations Command; current on register mar19, see below
	12-0336	M28-05	US Air Force	no	reports	USAF designation C-145A; modification Block 10; initially opb 6th SOS at Duke Field; in white c/s with trim in 3 shades of blue, no titles; trf to 711th SOS at Duke Field in 2015; l/n operational MCF 10jan17; wfu

	N336MJ	M28-05	Longs Flight Serv.	rgd	06jun23	around 2017/18; offered for sale by auction on the internet with location given as Duke Field, Florida and closing date for accepting bids 24mar23
AJE 003-37	2-CPDD SP-DGY (2)	M28-05 M28-05	PD Sicherheit PZL Mielec	rgd f/f	29nov23 apr13	ferried from the Bob Sikes 28jul23 to Magdeburg 30jul23 via Charlottesville, Albemarle, Bangor, Keflavik and Wick to PD Sicherheit û Privat Defence and Education Services GmbH test registration; in white c/s with trim in 3 shades of blue, no titles; already carried the USAF serial '20337' as well; seen flying Mielec 08apr13; see c/ns AJE003-29 and AJE003-39
	N337GU	M28-05	Sierra Nevada Corp	rgd	25apr13	in white c/s with trim in 3 shades of blue, no titles; already carried the USAF serial '20337' as well; seen on delivery EBJ 27apr13; l/n APA 13sep13
	N337GU 12-0337	M28-05 M28-05	US Air Force US Air Force	rgd	15nov13 12may14	to the US Air Force Special Operations Command; current on register mar19, see below at Soto Cano Air Base; USAF designation C-145A; modification Block 10; initially opp 6th SOS at Duke Field; in white c/s with trim in 3 shades of blue, no titles; trf to 111th SOS at Duke Field in 2015; l/n Lampasas 22nov15; wfu around 2017/18; offered for sale by auction on the internet with location given as Duke Field, Florida and closing date for accepting bids 24mar23
AJE 003-38	SP-DGU (2)	M28-05	PZL Mielec	no	reports	test registration; possibly not taken up as made its f/f as N338CH; see c/ns AJE003-23/AJE003-46 and AJE003-56
	N338CH	M28-05	Sierra Nevada Corp	f/f	26jun13	rgd 27jun13; in white c/s with trim in 3 shades of blue, no titles; already carried the USAF serial '20338' as well; ferried from Mielec via REK, UAK, YR, BGR, YNG and IRK to APA 29jun13/03jul13
	N338CH 12-0338	M28-05 M28-05	US Air Force US Air Force	rgd TGU	18dec13 23jun14	to the US Air Force Special Operations Command; current on register mar19, see below USAF designation C-145A; modification Block 10; initially opp 6th SOS at Duke Field; in white c/s with trim in 3 shades of blue, no titles; trf to 711th SOS at Duke Field in 2015; l/n MGM 13jul16; wfu around 2017/18; l/n Atlanta Fulton County 22sep22; offered for sale by auction on the internet with location given as Duke Field, Florida and closing date for accepting bids 24mar23
AJE 003-39	SP-DGY (3)	M28-05	PZL Mielec	f/f	08aug13	test registration; originally built for the US Air Force (modification Block 10), but replaced by c/n AJE003-41; l/n in primer Mielec 09sep13; rgd 06nov13; painted in white c/s with trim in 3 shades of blue, no titles; f/n as such Mielec oct13; l/n as such DWC 26nov13; repainted in full Jordanian Air Force colours including roundels and serial; f/n as such Mielec 15nov14; left Mielec for Jordan 18dec14; l/n SSH 20dec14; canx 30dec14; see c/ns AJE003-29 and AJE003-37
	355	M28-05	Jordanian AF	h/o	dec14	opb 3 Sqn at ADJ; in dark grey c/s with light grey undersides; f/n CBG 12aug16; modified by Sierra Nevada Corporation in 2016/17; l/n ADJ 10may18
	AJE 003-40	SP-DGV (3)	M28-05	PZL Mielec	f/f	30oct13
356		M28-05	Jordanian AF	h/o	dec15	opb 3 Sqn at ADJ; in ochre/brown/olive drab camo c/s with light grey undersides; modified by Sierra Nevada Corporation in 2017/18; f/n SEN 02jun18; l/n SEN 10apr19
AJE 003-41		SP-DGR (2)	M28-05	PZL Mielec	f/f	01dec13
	N341ML	M28-05	Sierra Nevada Corp	rgd	13dec13	in white c/s with trim in 3 shades of blue, no titles; already carried the USAF serial '30341' as well; ferried from Mielec via EIN to WIC 18dec13
	N341ML 13-0341	M28-05 M28-05	US Air Force US Air Force	rgd PHX	10jun14 18jun15	to the US Air Force Special Operations Command; see below USAF designation C-145A; modification Block 10; opb 6th SOS at Duke Field; in white c/s with trim in 3 shades of blue, no titles; ferried to PHX 18jun15
AJE 003-42	N341ML	M28-05	AZDPS	h/o	18jun15	Arizona Department of Public Safety at Phoenix; acquired via the US Government's 1033 programme; in white c/s with trim in 3 shades of blue, no titles; still carried the USAF serial '30341' as well; rgd 10nov15; l/n PHX 30may17; current on register mar19
	N341ML SP-DGT (2)	M28-05 M28-05	Classic Rotors Mus PZL Mielec	rgd f/f	07apr20 23jan14	registration and ownership change posted as pending on this day; f/n Perris Valley 25nov22 test registration; in white c/s with trim in 3 shades of blue, no titles; already carried the USAF serial '30342' as well; see c/ns AJE003-22 and AJE003-44
	N342BD	M28-05	Sierra Nevada Corp	rgd	31jan14	in white c/s with trim in 3 shades of blue, no titles; already carried the USAF serial '30342' as well; ferried from Mielec to GRQ 04feb14
AJE 003-43	N342BD 13-0342	M28-05 M28-05	US Air Force US Air Force	rgd PHX	02apr14 10jun15	to the US Air Force Special Operations Command; see below USAF designation C-145A; modification Block 10; opb 6th SOS at Duke Field; in white c/s with trim in 3 shades of blue, no titles; ferried to PHX 18jun15
	N342BD	M28-05	AZDPS	h/o	18jun15	Arizona Department of Public Safety at Phoenix; acquired via the US Government's 1033 programme; in white c/s with trim in 3 shades of blue, no titles; still carried the USAF serial '30342' as well; rgd 10nov15; seen PHX 21nov16; current on register mar19; l/n Denver Centennial 25may20
	AJE 003-43	SP-DGR (3)	M28-05	PZL Mielec	Mie	06may14
B-58816		M28-05	Global Airlines	Mie	15jun15	in white/blue/gold c/s, no titles, Taiwanese titles partly taped over and the registration '...816' visible, still with SP-DGR taped on; not delivered due to issues with paperwork for the commencing of services
SP-DGR (3)		M28-05	PZL Mielec	Mie	22dec15	active in the same c/s as noted previously, no titles but Taiwanese registration fully visible on the tail, still with SP-DGR taped on; seen Mielec 12aug17; l/n Mielec 25oct19, with '...816' still visible on the tail
AJE 003-44	N590QP	M28-05	Sierra Nevada Corp	rgd	18jun20	photo Denver Centennial jun20, in white/blue/gold c/s; converted and became the prototype of the MC-145B SOMA (Special Ops aircraft); with a reinforced wing to allow the mounting of weapons and other equipment beneath the wings, an elongated nose with an optoelectronic head and additional equipment mounted in a large blister/dome on top of the fuselage, together with other equipment below the fuselage; f/n Denver Centennial 27jul21 still in white/blue/gold c/s; seen POZ 11oct21 and Bemowo 27oct21, in brown c/s with five white stripes and USAF roundel; l/n YFB 20nov21
	SP-DGR (3)	M28-05	PZL Mielec	Mie	06may14	and 07may14, flying in primer c/s with white detachable panel with registration; rgd 15jul14; see c/ns AJE003-20 and AJE003-41
	B-58816	M28-05	Global Airlines	Mie	15jun15	Taiwanese titles partly taped over and the registration '...816' visible, still with SP-DGR taped on; not delivered due to issues with paperwork for the commencing of services
AJE 003-45	SP-DGR (3)	M28-05	PZL Mielec	Mie	22dec15	active in the same c/s as noted previously, no titles but Taiwanese registration fully visible on the tail, still with SP-DGR taped on; seen Mielec 12aug17; l/n Mielec 25oct19, with '...816' still visible on the tail
	N590QP	M28-05	Sierra Nevada Corp	rgd	18jun20	f/n Denver Centennial 27jul21 in white/blue/gold c/s with a dome on top and a large nose with a rotating camera; l/n POZ 11oct21 and Bemowo 27oct21 in brown c/s with stripes and USAF roundel
	SP-DGT (3)	M28-05	PZL Mielec	rgd	21aug14	f/f 22nov14; f/n Mielec 23nov14; in primer c/s; seen test flying at Mielec 08jan15; l/n Mielec 12aug17/25aug18 still in primer; see c/n AJE003-22 and AJE003-42
AJE 003-46	SP-DDA (2)	M28-05	PZL Mielec	rgd	unknown	f/n Mielec 10nov20 in all-white c/s; seen Rzeszów-Jasionka 18nov20; still active jan23 according to flight trackers; see c/n AJE001-01
	SP-DGO (2)	M28-05	PZL Mielec	Mie	23nov14	in primer with detachable registration panels; rgd 14oct14 f/f 14jan15; l/n ZQW 13jul17; canx 06oct17; see c/ns AJE003-19 and AJE003-55
	D-CPDA	M28-05	PD AIR Operation	res	17aug15	to be used for parachute training of the German Army; reservation cancelled in 2016 and renewed 28sep17; rgd 03nov17; handed over at Mielec 27nov17; l/n ANR 24oct23
AJE 003-47	SP-DGU (3)	M28-05	PZL Mielec	rgd	05dec14	in primer with detachable registration panels; f/f 17feb15; l/n Mielec 23sep15; canx 06oct17; see c/ns AJE003-23/AJE003-38 and AJE003-56
	D-CPDB	M28-05	PD AIR Operation	res	04sep15	to be used for parachute training of the German Army; reservation cancelled in 2016 and renewed 28sep17; rgd 03nov17; f/n SCN 21mar18; l/n ANR 24oct23
	SP-DGW (2)	M28-05	PZL Mielec	rgd	11feb15	test registration; f/f 16mar15, still in primer; painted in white c/s with trim in 3 shades of blue, no titles; f/n as such Mielec 11dec15; departed Mielec 24feb17 on a Latin America sales trip, routing via the North Atlantic; l/n GYM 10may17; canx 16jan19; see c/n AJE003-24
AJE 003-48	D-CPDC	M28-05	PD AIR Operation	h/o	07feb19	at Mielec; rgd 07feb19; in white c/s with trim in 3 shades of blue, no titles; left for Goose Bay (Canada) 09feb19, but returned to Germany later that month; l/n Groningen 26nov22
	SP-DOA	M28-05	PZL Mielec	rgd	23mar15	f/f 05may15; in primer c/s; reg previously worn by An-ZT c/n 1G116-59; seen active Rzeszów-Jasionka 05nov21 still in primer; l/n Radom Sadkow 26aug23, all white
	SP-DOB	M28-05	PZL Mielec	rgd	23mar15	f/f 18may15; in primer c/s; l/n Mielec 12aug17 stored
AJE 003-49	SP-DOD	M28-05	PZL Mielec	rgd	24apr15	f/f 30jun15, in primer c/s; l/n Mielec 12aug17/25aug18 stored
	SP-DOD	M28-05	PZL Mielec	rgd	06aug15	f/f 12nov15, in primer c/s; l/n Mielec 12aug17 stored
	SP-DOE	M28-05	PZL Mielec	Mie	18jun15	f/f 18jun15; rgd 25jun15; in primer c/s; l/n Mielec 12aug17 stored
AJE 003-50	SP-DOD	M28-05	PZL Mielec	res	2015	
	SP-DOF	M28-05	PZL Mielec	Mie	19apr18	in primer c/s; stored; see c/n AJE003-17
	SP-DGP (2)	M28-05	PZL Mielec	Mie	02dec19	departed this day on delivery to the Nepal Army; arrived Kathmandu 08dec19 and handed over 18dec19; photo exists; see c/ns AJE003-19 and AJE003-45
AJE 003-55	SP-DGO (3)	M28-05	PZL Mielec	Mie	18dec19	l/n KTM 05dec23 without engines
	NA-063 SP-DGU (4)	M28-05 M28-05	Nepal Army Avn PZL Mielec	h/o Mie	18dec19 02dec19	departed this day on delivery to the Nepal Army; arrived Kathmandu 08dec19 and handed over 18dec19; see c/ns AJE003-23/AJE003-38 and AJE003-46
	NA-064	M28-05	Nepal Army Avn	h/o	18dec19	

Aircraft with unknown construction numbers include

---	RF-01198	An-28	Murmansk Avia	ph.	20sep15	at Slobodka; in dark blue/light grey colour scheme with medium blue/light blue/white cheatline; sold and ferried from Slobodka to Turfatovo nov15; l/n VGD 08jul16/28oct16 stored; was reported as c/n 1AJ009-12, but the last sighting conflicts with photo proof of RA-28902 in aug16
---	RA-1094K	An-28	Oil Trans Avia	rgd	19aug03	mentioned in an official document aug04, based at Myachkovo
---	RA-1557K	An-28	Oil Trans Avia	rgd	10sep02	mentioned in an official document aug04, based at Myachkovo
---	RA-1928K	An-28	Oil Trans Avia	rgd	18aug03	mentioned in an official document aug04, based at Myachkovo
---	RA-2098K	An-28	not reported	Mya	12apr05	
---	RA-2124K	An-28	Oil Trans Avia	rgd	10jan02	mentioned in an official document aug04, based at Myachkovo
---	RA-2127K	An-28	Oil Trans Avia	rgd	10sep02	mentioned in an official document aug04, based at Myachkovo
---	RA-3012K	An-28	no titles	RIX	10apr04	
---	RA-3071K	An-28	O. S. Bashnakov	rgd	22dec03	
---	RA-3092K	An-28		Mya	12apr05	mentioned in an official document aug04, based at Myachkovo

---	RA-3157K RF-01009	An-28 An-28	Oil Trans Avia no titles	rgd RVH	05apr04 14may06	mentioned in an official document aug04, based at Myachkovo in dark blue/light grey colour scheme with medium blue/light blue/white cheatline; l/n RVH 23jul06; the same c/s were also worn by LA-3371/3372 and FLA-3373 and adopted by Region Avia registration still visible under the paint when seen at Enem 09sep06, see below
---	RF-38385 "70" red	An-28	ROSTO	no reports	Ene 09sep06	in white c/s with light blue undersides and dark blue cheatline, no titles, with Red Stars confirmation needed as an An-28 !
---	C5-GJD	An-28	ROSTO	BjL	sep03	photo exists, in white c/s with red trim; probably c/n 1AJ006-21 or 1AJ007-25 ?
---	GBP-10005	An-28	Georgian Bor. Pol.	TBS	29apr22	probably c/n 1AJ006-21 or 1AJ007-25 ?
---	GBP-10016 JW9031	An-28	Georgian Bor. Pol.	TBS	29apr22	seen DAR 12nov08, rudders missing (S6.8725652 E39.199962); l/n DAR 17oct13; offered for disposal 03nov14 by the Tanzania Ministry of Finance in an unserviceable condition at Dar Es Salaam
---	JW9032	An-28	Tanzanian AF	DAR	02oct04	offered for disposal 03nov14 by the Tanzania Ministry of Finance in an unserviceable condition at Mwanza; l/n Mwanza 10nov14, (S2.451840, E32.943260), light blue underside, lower nacelles and rudders
---	LA-3371	An-28	no titles	Brk	05nov05	either c/n 1AJ007-14 or 1AJ008-01, see there; registration used to ferry the aircraft from Kyrgyzstan to Borki in 2005; in dark blue/light grey colour scheme with medium blue/light blue/white cheatline; l/n Borki 24dec05
---	LA-3372	An-28	no titles	Brk	05nov05	either c/n 1AJ007-14 or 1AJ008-01, see there; registration used to ferry the aircraft from Kyrgyzstan to Borki in 2005; in dark blue/light grey colour scheme with medium blue/light blue/white cheatline; l/n Borki 24dec05
---	LY-AHU	An-28		mfd	30oct87	CoFA canx 26oct99 (c/n 1AJ004-08 regarding mfd of previous and next c/n ?)
---	PZ-PSA	An-28	all-white	BGI	11nov03	not PZ-TSA c/n 1AJ007-21 as this was rgd 06feb04 ! but might have been the same c/n painted 'PZ-PSA' initially
---	TL-ACO	An-28	Aeroflot c/s, n/t	RKT	20sep99	registration was before a Yak-40 c/n 9511639; no further details
---	TL-AOG	An-28	red cheatline, n/t	KGL	27nov00	no further details known
---	TL-KFT	An-28	all white c/s, n/t	ph.	27apr21	reportedly opb Wagner Group forces; l/n 13aug22, active
---	TL-KPF	An-28	all white c/s, n/t	ph.	27feb21	used as medevac for the victims of a SA-341 crash in the Central African Republic; reportedly opb Wagner Group forces; l/n BGF 13oct21
---	3C-DPC	An-28	no titles	GOM	2004	in all white c/s with four shades of blue on the tail; was probably opb Great Lakes Business (one of the Viktor Bout companies)
---	3C-JJW	An-28	no titles	NBO	30jul99	in all-white c/s with a broad pale blue cheatline outlined in black, black nose cone
---	3C-KKA	An-28		CEJ	02may99	l/n CEJ 15jun99
---	9XR-AC	An-28	Franklin Group	IEV	04jul99	d/d 06jul99; no further details known; according to the Rwanda CAA this aircraft was never officially registered in Rwanda
---	9XR-AE	An-28		FJR	06nov99	no further details known; according to the Rwanda CAA this aircraft was never officially registered in Rwanda
---	9XR-DA	An-28		QIW	07mar00	no further details known; according to the Rwanda CAA this aircraft has never been officially registered in Rwanda
---	9XR-DP	An-28	Regional Intl A.S.			canx dec03 as exported to South Africa; according to the Rwanda CAA this aircraft has never been officially registered in Rwanda

Antonov An-30

The Antonov 30 began life as the An-24FK, a variant designed for aerial photography and mapping, with development assigned to the Beriev Design Bureau based at Taganrog in 1966.

The aircraft chosen for the task was a 1965 built series production An-24B c/n 57302003. It first flew in its modified state, with its extended glazed nose on 25 August 1967 from Taganrog-Yuzhny but retained the An-24FK designation. In 1971, Kiev-Svyatoshino was identified as the serial plant, to be built alongside the An-24 and An-26.

The total manufactured, as quoted by the factory (that blackboard again!) was 123, although the data suggests 124, mostly for Aeroflot (66), with another 25 examples exported to Afghanistan (1), Bulgaria (1), China (13), Cuba (2), Czechoslovakia (1), Mongolia (1), Romania (3) and Vietnam (3). The Soviet military also received 33 aircraft (An-30B with a different avionics fit, radio rangefinder system and IRCM), with deliveries to Krasnoyarsk (9 with 151 odrae), Chernivtsi (11 with 86 odrae), Semipalatinsk-21 (3 with 2 otae) and the remaining 10 were distributed among Tiraspol (3 odrae), Bratsk (5 odrae) and Irkutsk-1 (181 osae). After the break-up of the Soviet Union, eight ended up with the Ukrainian Air Force.

A number of conversions have appeared over the years including the following, An-30M (rain maker), An-30IKI and An-30P (laboratory aircraft for remote sensing of the Earth and study of the natural resources of the Earth respectively), An-30D (9 converted for long range ice and fish reconnaissance), An-30RR (2 converted in 1977 for radiation reconnaissance), An-30R (2 converted in 1984 for radiation, chemical and bacteriological reconnaissance), An-30A-100 (6 converted for passenger/ VIP layouts with up to 34 seats).

As with other Antonovs coming out of the Kiev's number 473 factory, they were built in batches. Batch one consists of one aircraft, batch two consists of two aircraft, batches three and four have five each, batches five to fifteen had ten aircraft and the final 16th batch had one aircraft, thus reaching the total of 124. Deliveries were as follows: 1973 - 8, 1974 - 17, 1975 - 30, 1976 - 23, 1977 - 23, 1978 - 14 and 1979 - 8.

Production ceased in 1979. In recent years several examples have been seen in the United Kingdom and other western European countries carrying out "Open Skies" missions, inspecting military installations and airspace. But to see the type in any numbers one had to go to the now closed Myachkovo Airfield, south of Moscow, where a maintenance base for the type could yield upwards of 20 at any one time. The c/n can be found on the port side under the horizontal stabilizer and in usual Kiev-Antonov fashion it consists of the batch number and the number of the aircraft in the batch.

124 An-30 built by factory # 473 as Kiev-Svyatoshino from 1972 to 1979

01 01	not known "01" "16"	An-30 An-30 An-30	Soviet Air Force Soviet Air Force Soviet Air Force	f/f KBL	12mar73 oct87	mfd 13jun73; tested in both "A" and "B" variants until mar74 see next line c/n not confirmed; was based at Chernovtsy and coded "01" before deployment to Afghanistan with 50 osap; returned to Chernovtsy after the campaign and reverted to its old code "01"; see next line
	"01" blue	An-30	Ukraine Air Force	trf	1992	c/n confirmed; last overhaul 28jan93; opb 86 odrae at Chernovtsy until 1996, trf 18 odrae at Nizhyn; f/n Nizhyn 22may98; l/n KBP 26jun99
	"85" blue	An-30	Ukraine Air Force	KBP	02jul08	in all-grey c/s, with 'Eagle and Camera' badge on starboard side below cockpit; l/n KBP 29sep10/16apr19, stored and for sale
02 01	CCCP-46632 CCCP-46632 CCCP-46632 CCCP-46632 RA-46632	An-30 An-30 An-30 An-30 An-30	AFL/GosNII GA AFL/Kirovograd FS AFL/Central Region MAP Kumertau APO Kumertau Express	mfd trf trf trf trf	27jul73 17jun75 12jan84 16apr84 15oct92	mfd also given as 31jul73 in another document; toc 29may74 rgd 18oct76 based on a decree dated 21feb84; rgd 14sep84; f/n BKA 07jul92 in Aeroflot c/s f/n SVO 14sep93, in Aeroflot c/s and titles; seen UFA 12jun94, in red/white c/s with grey undersides; l/n BKA 29jul00; seen BKA 02jun01, in c/s similar to Aeroflot, no titles; l/n 10sep02 in c/s similar to Aeroflot, no titles; still reported in technical inspection document 24jul06 as opb Lukiaviatrans; l/n BKA jun09
	RA-46632	An-30	Lukiaviatrans	rgd	17sep02	toc 05oct73; rgd 27oct76; f/n MHP 10sep87; last overhaul 30nov90; l/n IEV 08sep92 l/n IEV 08jul99
02 02	CCCP-46633 UR-46633 UR-46633 UR-46633	An-30 An-30 An-30 An-30	AFL/Ukraine Avialini. Ukrayiny Ukraine National ARP-410	mfd IEV IEV trf	31aug73 16jun93 28aug01 13feb02	still in fleet list 31dec03; canx 13aug08, operator still given as Ukraine National toc 01feb74; opb Myachkovski OAO; in standard 'blue' c/s; f/n SXF 16may76; rgd only 07sep76; l/n Myachkovo 17sep92
03 01	CCCP-46634 RA-46634	An-30 An-30	AFL/Central Region Aeroflot	mfd Mya	sep73 01sep93	opb Myachkovo Air Service; sat wfu (with the 'RA-' prefix totally faded so that 'CCCP-' became visible again) at Myachkovo, seen aug02/jul06; canx but date unknown; scrapped at Myachkovo feb07/mar07
03 02	not known "02" blue "12" blue	An-30 An-30 An-30	Soviet Air Force Ukraine Air Force MNS Ukrayiny	mfd trf CWC	1973 1992 26may05	opb 86 odrae at Chernovtsy until 1996, trf 18 odrae at Nizhyn; f/n Nizhyn 22may98 used call-sign 252108XC; opb sao MNS (later sao DSNS) at Nizhyn; initially still in all-grey c/s, l/n as such KWG 10apr06; repainted in light grey c/s with blue/yellow cheatline, no titles; f/n as such IEV 17apr06; later received the inscription 'Sky Photographer' on both sides of the nose; l/n as such IEV 12sep14; repainted in white c/s with red cheatline and trim and 'Sluzhba Porjatunku Ukrayina'/Rescue Service Ukraine' titles; f/n as such IEV 24dec14; l/n Nizhyn 18oct18
03 03	not known "03" red "03" blue "88" blue	An-30 An-30 An-30 An-30	Soviet Air Force Ukraine Air Force Ukraine Air Force Ukraine Air Force	mfd trf Niz KBP	25dec73 1992 22may98 jul08	f/n IEV 04jul96, c/n checked, opb 86 odrae at Chernovtsy until 1996; last overhaul 24jul96 c/n checked; opb 18 odrae at Nizhyn; l/n KBP 26jun99 offered for sale by SkyBirdHeli 27may06 with t/t 4,341 hours and 4,155 cycles, c/n only mentioned; in all grey c/s; c/n checked 04aug08; l/n KBP 29sep10/06apr19, stored and for sale
03 04	not known "03" red "33" yellow	An-30B An-30B An-30B	Soviet Air Force Russian Air Force Russian Air Force	mfd KJA IKT	30dec73 01jul92 15aug06	c/n not checked; opb 151 odrae at Krasnoyarsk until apr98 initially opb 181 osae at Irkutsk-1 (disbanded dec09); in light grey c/s with an unknown coat-of-arms behind the cockpit; opb 6953 AB at Byelaya from jan10; l/n Ivanovo-Severnny 04feb12, awaiting overhaul location withheld; also carrying code 33" yellow; opb 6953 AB at Byelaya; l/n OVB 2021
03 05	RF-94254 "04"	An-30B An-30	Russian Air Force Soviet Air Force	ph. trf	jan14 1980/81	laboratory aircraft; opb NPO Vzlyot at Yermolino; no reports c/n only mentioned in legal documents, with regards to repairs carried out in 1995
04 01	not known "09" red	An-30 An-30	Soviet Air Force Russian Air Force	mfd KJA	30dec73 01jul92	in all-grey c/s with Red star on the fin and code on the forward fuselage; l/n KJA 09jul94, minus engines; overhaul completed 10dec99 without port engine; in basic Aeroflot c/s with Russian flag on the fin; seen again Voronezh-Baltimor may05/18aug12 in good condition, still without port engine
	RF-36053	An-30	Russian Air Force		may16	reported on forums.airforce.ru; trf to 4 orae at Shtalovo after overhaul; photo exists 'Aviation and Cosmonautics No. 5, 2016'; l/n Levashovo 12aug18, in basic Aeroflot c/s with 'VVS Rossi' titles and Russian stars, also carried code "41" red
04 02	not known "08" red	An-30B An-30B	Soviet Air Force Russian Air Force	mfd KJA	15apr74 12jun94	opb 151 odrae at Krasnoyarsk

	"30" yellow	An-30B	Russian Air Force	IKT	ph.2000	opb 181 osae at Irkutsk-1 (disbanded dec09); tender for repair of wings and fin published 29may09; opb 6953 AB at Byelaya from jan10; reported as RF-94253 by oct13, but serial is not worn as such; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; l/n Byelaya sep20, in white c/s, blue cheatline and grey undersides, no titles to 05jun74; rgd 07sep76; f/n BKA 20aug91; l/n Myachkovo 10sep92 with Guinea-Bissau flag on tail
04 03	CCCP-30021 RA-30021 RA-30021 RA-30021	An-30 An-30 An-30 An-30	AFL/Central Region Rep Guinea-Bissau Aeroflot c/s, n/t Myachkovo Air Serv	mfd Mya Mya Mya	feb74 jul93 01sep93 23aug94	in Aeroflot c/s, no titles; l/n Myachkovo 15aug05, RA- prefix totally faded, wfu; canx but date unknown
04 04	CCCP-30022 UR-30022 UR-30022 UR-30022	An-30 An-30 An-30 An-30	AFL/Ukraine Avialini. Ukrayiny ARP-410 Ukraine National	mfd IEV IEV trf	15aug05 25feb74 16jun93 22oct99	Ghanaian flag on tail l/n Myachkovo 20apr06; seen again 01jul06 but without titles to 12mar74; f/n HAJ 28apr74; rgd 1jul78; last overhaul 11jun91; l/n IEV 08sep92 l/n IEV 08jul99, as such seen stripped down IEV 06dec99 in bare metal Natsionalni avialiniyi Ukrayiny; still in fleet list 31dec03; canx 13aug08; l/n IEV (N50.404295 E30.430737) dec11/apr19 still stripped down in bare metal without engines, registration very faded
04 05	"07" red	An-30B	Soviet Air Force	mfd	29mar74	laboratory aircraft, undertook tests in the late 1980s of various navigational systems and side-looking radars were placed along the sides of the fuselage at Zhukovskii; last overhaul completed 08jan91
	"07" red	An-30B	Russian Air Force	ZIA	03sep93	operated by the Flight Research Institute (LII); in all grey c/s with code on forward fuselage; still present aug95/29sep12 stored; c/n was checked 17aug01
05 01	CCCP-30023 RA-30023 RA-30023	An-30 An-30 An-30	AFL/Central Region Aeroflot Myachkovo Air Serv	mfd Mya trf	apr74 01sep93 23aug94	toc 07jun74; rgd 07sep76; f/n BTS 09mar82; l/n Myachkovo 10sep92 l/n Myachkovo 29mar07, in Aeroflot c/s and titles, RA- prefix totally faded, wfu; canx but date unknown; broken up Myachkovo apr12
05 02	CCCP-30024 CCCP-30024 CCCP-30024 CCCP-30024 CCCP-30024 RA-30024 RA-30024 RA-30024	An-30 An-30 An-30 An-30 An-30 An-30 An-30 An-30	AFL/West Siberia AFL/Tyumen AFL/West Siberia AFL/Leningrad-RVH AFL/Central Region Aeroflot Rzhhevka Air Polet	mfd trf trf trf RVH trf IEV	14may74 10jan80 16feb80 22dec89 01jan90 15jun93 20jul95 21may04	reported in an incident report at SWT 07apr87 transfer not mentioned in MGA document f/n RVH 03jul90; l/n RVH 06sep92, in 'polar' c/s in 'polar' c/s in Aeroflot 'polar' c/s, no titles; seen RVH 08dec98; l/n RVH 23aug02; Ist Liviaviatrans 20apr/31dec03 in full c/s; last overhaul completed 27jan04; offered for sale 16feb06 with t/t 11,515 hours and 6,275 cycles, CofA valid until 16jun06; seen VOZ oct12/10may15 seemingly stored; Polet suspended operations 24nov14; canx between 04aug17 and 13sep17; l/n VOZ 28mar19 with no prefix and reportedly for 'Aerostroy' ex Polet colours, no titles or prefix; l/n 2023, location withheld
05 03	30024 CCCP-30025 CCCP-30025 UR-30025 UR-30025 UR-30025	An-30 An-30 An-30 An-30 An-30 An-30	Aerostroy AFL/Kazakhstan AFL/Ukraine Avialini. Ukrayiny Ukraine National ARP-410	BQS mfd trf IEV IEV trf	01jul19 25jun74 12oct74 16jun93 28aug01 26dec01	toc 05jul74 rgd 27oct76; f/n mar83; last overhaul 04mar91 l/n IEV 11sep99 Natsionalni avialiniyi Ukrayiny; based at Kiev seen IEV 06aug02 stripped down in bare metal without prefix; canx 13aug08, operator still given as Ukraine National; l/n IEV 14apr19 photo 1980s, in all-grey c/s with code on the forward fuselage, Red star on the fin; l/n KJA 01jul92 as such, c/n checked; opb 151 odrae
05 04	"06" red	An-30B	Soviet Air Force	mfd	28jun74	initially opb 181 osae at Irkutsk-1 (disbanded dec09); opb 6953 AB at Byelaya from jan10; l/n Byelaya 12feb11, in c/s similar to Aeroflot with Russian flag on the fin, type painted as just 'An-30'
	"06" red "32" yellow	An-30B An-30B	Russian Air Force Russian Air Force	ZIA IKT	02oct02 14aug07	also carried code "32" yellow; in c/s similar to Aeroflot with Russian stars on the fin, type painted as just 'An-30'
	RF-94251	An-30B	Russian Air Force	Iva	17aug13	in c/s similar to Aeroflot with Russian flag on the fin and 'Open Skies' titles, type painted as just 'An-30'; l/n ZIA jan19; c/n from russianplanes.net
	"05" black	An-30B	Russian Air Force	Kub	aug14	on charge as of 01oct74; rgd 22jul76 last overhaul 03jan90; f/n IEV 14apr92 l/n IEV 08jul99
05 05	CCCP-30026 CCCP-30026 UR-30026 UR-30026 UR-30026	An-30 An-30 An-30 An-30 An-30	AFL/West Siberia AFL/Ukraine Avialini. Ukrayiny Ukraine National ARP-410	mfd trf IEV IEV trf	30aug74 07mar81 16jun93 28aug01 28dec01	Natsionalni avialiniyi Ukrayiny; based at Kiev still in fleet list 31dec03; canx 13aug08, operator still given as Ukraine National; seen IEV 26apr12 bare metal without prefix; l/n IEV (N50.404055 E30.430604) 14apr19, bare metal marked as 30026
05 06	CCCP-30027 CCCP-30027	An-30 An-30	AFL/Leningrad AFL/Central Region	mfd trf	aug74 31jan77	toc 17sep74; rgd 27oct76 f/n BKA 13feb90; converted to An-30M 'cloud seeder' (rain maker) in 1986; a poor quality photo exists with the serial barely readable; l/n Myachkovo 10sep92
	RA-30027 RA-30027	An-30 An-30	Aeroflot Myachkovo Air Serv	Mya trf	01sep93 23aug94	l/n Myachkovo 01jul06, in Aeroflot c/s, RA- prefix totally faded, wfu; canx but date unknown; broken up mar07
05 07	not known RA-30078	An-30B An-30B	Soviet Air Force Russian Air Force	mfd Spr	30aug74 23aug93	used for 'Open Skies' flights; carried 'Otkrytoye nebo' (Open Skies) titles from at least jun01; seen Kubinka 28oct10; tender for modernisation of 'Open Skies' suite published 21nov11; seen Ivanovo-Severny 02jan22 on overhaul without tail; l/n Kubinka 19aug22 overhaul completed 28dec91 opb military unit 45809 at Kubinka
05 08	not known not known 30508	An-30B An-30B An-30B	Soviet Air Force Russian Air Force United Nations	mfd Iva	25aug74 17aug05	at 308 ARZ; lsd from the Russian Air Force; in all-white c/s with Russian flag, 'UN' on the fin and on the forward fuselage; seen 09aug06 in the static at the Ivanovo-Severny open day; l/n Ivanovo-Severny at 308 ARZ 30aug07/22aug18, wfu confirmed in Antonov list; fate unknown
05 09	not known	An-30	Soviet Air Force	mfd	28sep74	toc 13mar75; instrument test aircraft used to develop An-30 operational techniques; in Aeroflot c/s; rgd 15nov76; f/n SVO 13sep75; l/n SVO 14aug92
05 10	CCCP-30028	An-30	AFL/GosNII GA	mfd	22jan75	soc by jan01; l/n SVO 19aug01; in Aeroflot c/s and titles on overhaul seen PKV 27jun08 no titles; still as Gromov Air in technical inspection document 29may08; l/n IEV 02oct13; Polet suspended operations 24nov14 soc in 1975
	RA-30028 30028 RA-30028	An-30 An-30 An-30	GosNII GA primer c/s Gromov Air	SVO IEV BKA	20apr93 06aug02 29jun04	seen PKV 27jun08 no titles; still as Gromov Air in technical inspection document 29may08; l/n IEV 02oct13; Polet suspended operations 24nov14
06 01	not known	An-30	Soviet Air Force	mfd	04nov74	opb 86 odrae at Chernovtsy until 1996, trf 18 odrae at Nizhyn; c/n checked Nizhyn 22may98
06 02	not known "06" blue "86" blue	An-30 An-30 An-30	Soviet Air Force Soviet Air Force Ukraine Air Force Ukraine Air Force	mfd LWO KBK	25nov74 aug92 26jun99	c/n checked KBP 26jun99 and again KBP 13mar12; opb 15 BrTrA at KBP; initially in light grey c/s, no titles; stored at KBP, seen aug08/sep12; towed by road from KBP to ARP-410 during the night 27/28nov14; repainted in dark grey c/s with light grey undersides, with large 'Ukrainian Armed Forces' titles in Ukrainian and English and small 'Open Skies' titles, named 'Hero of Ukraine Kostyantyn Mohylko' after the pilot of An-30B c/n 0608 who was shot down 06jun14; f/f after overhaul 30jun15; l/n KBP 26oct21 probably an An-30B opb 70 osap on at Yermolino; in grey c/s; converted to a VIP aircraft for the commander of MVD aviation; wfu in 2003, t/t 4,002 hours 51 minutes; sat wfu at Yermolino, seen oct09/dec11; scrapped at Yermolino in spring 2012
06 03	"01" yellow "01" yellow	An-30 An-30	Soviet MVD/VV Russian MVD/VV	mfd trf	25dec74 1992	registration never painted on toc 15feb75; version given as 'RV' in MGA document; rgd 27jan77; f/n ALA 22apr84; l/n BXJ 23apr93 l/n BXJ 14may98, titles not reported l/n BXJ 01sep02 Russian 'Kazaviaspas MChS RK' titles on r/h side and Kazakh 'KR TZhM Kazaviaktykaru' titles on l/h side (Kazakh Aviation Rescue of the Ministry of Emergency Situations of the Republic of Kazakhstan); reg without dash; l/n LED 29jul07 l/n BXJ 03jul16; not in fleet list 26mar19; l/n BXJ 08jul19, stored on charge as of 01apr75; f/n LBG 02jun75, with exhibition code '363'; rgd 26jul76 with additional 'Aeroflot' titles l/n IEV 11sep99 version confirmed, VIP cabin c/n from CAA; in white c/s with black/white/red cheatline, green flag on tail, no titles; seen KRT 25nov14, now with titles in English and Arabic; seen Sebera Geneina 23jun16; l/n KRT 09mar23 version given as 'RV' in the MGA listing; toc 07apr75; opb Burundaiski OAO; rgd only 27jan77; f/n ALA 22apr93 reported for Burundiavia; l/n BXJ 14may98, titles not reported no titles; l/n BXJ 27sep00 reported for Burundiavia; l/n ALA 17mar03
06 04	RF-30081 CCCP-30029 UN-30029 UN-30029 UN-30029	An-30 An-30 An-30 An-30 An-30	Russian MVD/VV AFL/Kazakhstan Kazakhstan Airlines Burundiavia Kazaviaspas	rgd mfd BXJ BXJ ALA	2006 ? 28jan75 oct94 29jun99 01mar03	reported for Burundiavia; l/n BXJ 14may98, titles not reported no titles; l/n BXJ 27sep00 reported for Burundiavia; l/n ALA 17mar03
06 05	UP-AN301 CCCP-30030 CCCP-30030 UR-30030 UR-30030 ST-GFD	An-30 An-30 An-30 An-30 An-30A-100 An-30A-100	Kazaviaspas AFL/Ukraine Avialini. Ukrayiny Avialini. Ukrayiny Kiev ARP 410 AI Green Flag	ALA mfd IEV IEV ZIA IEV	11sep09 feb75 14apr92 16jun93 20aug03 18may06	l/n BXJ 03jul16; not in fleet list 26mar19; l/n BXJ 08jul19, stored on charge as of 01apr75; f/n LBG 02jun75, with exhibition code '363'; rgd 26jul76 with additional 'Aeroflot' titles l/n IEV 11sep99 version confirmed, VIP cabin c/n from CAA; in white c/s with black/white/red cheatline, green flag on tail, no titles; seen KRT 25nov14, now with titles in English and Arabic; seen Sebera Geneina 23jun16; l/n KRT 09mar23 version given as 'RV' in the MGA listing; toc 07apr75; opb Burundaiski OAO; rgd only 27jan77; f/n ALA 22apr93 reported for Burundiavia; l/n BXJ 14may98, titles not reported no titles; l/n BXJ 27sep00 reported for Burundiavia; l/n ALA 17mar03
06 06	CCCP-30031 UN-30031 UN-30031 UN-30031 UN-30031 30031	An-30 An-30 An-30 An-30 An-30 An-30A-100	AFL/Kazakhstan Kazakhstan Airlines Kazakhstan Airlines Kazaviaspas Kazakhstan MVD/VV Kazakhstan MVD/VV	mfd BXJ BXJ BXJ KZO IEV	feb75 oct94 29jun99 09jun01 20may04 23oct06 31may10	in white c/s with blue trim and 'Kazakhstan' titles; l/n IEV 28apr10 overhauled and converted by Zavod No. 410 GA at Kiev may10/jul10; test-flown in bare metal without any markings apart from the registration from IEV 31may10; painted in white c/s with blue engines, 'Kazakhstan' titles and a Kazakh MVD badge below the cockpit; f/n as such IEV 15jun10; l/n ALA 13oct13 in white c/s with blue engines, 'Kazakhstan' titles and a Kazakh MVD badge below the cockpit; f/n ALA 01may14; l/n active ALA 27may14; flown by Mi-26T UP-M1602 from BXJ to the 'Skalny gorod' training area of the Kazakh National Guard west of Zarechnoye 15mar16
	30031	An-30A-100	Kazakh Nat. Guard	trf	21apr14	first digit of the registration changed from 3 to 8 and badge below the cockpit painted out; used as a ground training aid for anti-terrorist operations at the 'Skalny gorod' training area of the Kazakh National Guard (N43.71866 E77.01040), seen may18
	80031	An-30A-100	Kazakh Nat. Guard	ph.	22may18	used as a ground training aid for anti-terrorist operations at the 'Skalny gorod' training area of the Kazakh National Guard (N43.71866 E77.01040), seen may18
06 07	CCCP-30032 RA-30032 RA-30032	An-30 An-30 An-30	AFL/Central Region Aeroflot Myachkovo Air Serv	mfd Mya trf	feb75 24may94 23aug94	toc 11apr75; rgd 07sep76; f/n SXF 20sep76; l/n Myachkovo 03jun92 in Aeroflot c/s and titles; l/n Myachkovo 29mar07, no engines, RA- prefix totally faded, wfu; canx but date unknown; broken up Myachkovo apr12
06 08	not known "80" yellow	An-30B An-30B	Soviet Air Force Ukraine Air Force	mfd trf	24mar75 1992	opb 86 odrae at Chernovtsy, trf 15 BrTrA (military unit A2215) at KBP and converted by the Antonov Design Bureau for flights under the Open Skies Treaty; version painted as such; in basic 'blue' Aeroflot c/s with

					'Zbroini Syly Ukrayiny' (Armed Forces of Ukraine) and 'Blakytna stezha' (Blue Path) titles; f/n KBP 18mar97; seen BRU 10aug05 with '46918' on the instrument panel; call-sign reported KBP 26jul13 as UR-26945; slightly damaged 22apr14 on a reconnaissance flight in the vicinity of Slayvansk when was hit by small-arms fire from the ground, 1 crew member injured; w/o 06jun14 on a reconnaissance flight over positions of Novorossiia forces in the vicinity of Slayvansk when the right engine was hit by a shoulder-fired SAM and caught fire, the aircraft went out of control and crashed near Drobyshevo (between Krasny Liman and Nikolayevka), 5 of the 8 crew killed while 3 crew managed to bail out and sustained injuries	
06 09	not known "81" yellow	An-30B An-30B	Soviet Air Force Ukraine Air Force	mfd trf	28mar75 1992	opb 86 odrac at Chernovtsy, trf 15 BTrA at KBP and converted by the Antonov Design Bureau for flights under the Open Skies Treaty; in basic 'blue' Aeroflot c/s with blue propeller tips, with 'Zbroini Syly Ukrayiny' (Armed Forces of Ukraine) and additional 'Blakytna stezha' (Blue Path) titles; tests commenced 14sep93; f/n Scampton 28apr94; used call-sign '30185' when seen WAW 29may04; seen KBP 18oct19; contract for prolongation of life-time by 1 year signed 27jul20; l/n LWO 28sep21
06 10	CCCP-30033 RA-30033 RA-30033	An-30 An-30 An-30	AFL/Centr.Reg.-Mya Aeroflot Myachkovo Air Serv	mfd Mya trf	apr75 24may94 23aug94	toc 11may75; rgd 21oct76; reported IWA 29apr87 in an incident report; f/n Myachkovo 26sep91
07 01	CCCP-30034 RA-30034 RA-30034 RA-30034	An-30 An-30 An-30 An-30D	AFL/West Siberia Aeroflot Novosibirsk AE Novosibirsk AE	mfd Ovn trf Ovn	30apr75 12jul93 11mar94 15aug04	in Aeroflot c/s and titles; l/n Myachkovo 15aug05, RA- prefix totally faded, wfu; canx but date unknown; broken up Myachkovo, photo of remains 29mar07
07 02	CCCP-30035 RA-30035 RA-30035 RA-30035	An-30 An-30 An-30 An-30	AFL/Central Region Aeroflot Myachkovo Air Serv Myachkovo Air Serv	mfd Mya trf Tag	23may75 24may94 23aug94 2000	in Aeroflot c/s and titles; l/n Myachkovo 29jul00, as such
07 03	CCCP-30036 CCCP-30036 UR-30036 UR-30036 UR-30036 UR-30036 UR-30036 UR-30036 RA-30036	An-30 An-30 An-30 An-30 An-30 An-30 An-30 An-30 An-30	AFL/Leningrad AFL/Ukraine Avialini. Ukrayiny Ukraine National VAT AS AS Avia South Airlines Smart Avialeasing	mfd trf IEV IEV IEV IEV ODS rgd	30may75 07feb77 16jun93 28aug01 21may04 09jun06 30apr07 17jun09	l/n Myachkovo 29mar07; carries 'Myachkovskiy Aviauslugi' titles; t/t 12,055 hours and 4,306 cycles as 01jul09; broken up Myachkovo apr12
07 04	"04" red "04" black	An-30B An-30B	Russian Air Force Russian Air Force	mfd CKL	1975 15aug99	opb Kievski OAO; f/n IEV 22aug91; l/n IEV 08sep92 l/n IEV 19jun01 still carried 'Avialiniyi Ukrayiny' titles; stored at IEV, seen jun02/aug02; no longer in fleet list 31dec03 l/n IEV 31may05
07 05	"05" red	An-30	Soviet Air Force	mfd	28jun75	l/n ODS 18oct07; stored (without engines) at ODS, l/n feb09; departed ODS 01jun09 for an airport in Moscow and returned 14sep09, presumably after maintenance; see rgd date below did not have a CoFA by aug10; reportedly ferried to PKV in 2011; was to be opb Lukiaviatrans; in very faded South Airlines c/s with faded registration; current on register 13jan20; stored at PKV, l/n 12feb20; canx 17nov20
07 06	VN-B374 CCCP-26226 CCCP-26226 RA-26226	An-30 An-30 An-30 An-30	Hàng Không Vietnam Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd trf trf Kub	18jun75 1989 1992 08jul05	f/n BZZ jun97; in all-grey c/s with Red star on the fin; l/n BZZ 02jul97, operating 'Open Skies' missions type painted on as just 'An-30'; initially opb 237 TsPAT at Kubinka; trf to 4 GTs PAV I VI at Lipetsk, date unknown; RA-70167 (the call sign ?) pencilled on the flight deck; repainted in basic Aeroflot c/s with 'Otkrytoye nebo' (Open Skies) titles; f/n as such CGN 23apr05; seen Kubinka apr06 with additional small 'Promexport Arms from Russia' advertising below the cockpit; w/o 23may12 on landing at Cáslav after an Open Skies mission over Czechia when came in too fast, touched down hard on the nose gear (at 260 km/h) and bounced twice (touching down with 1.6 to 3.3 g), the nose gear collapsed, the aircraft overran the runway, caught fire and burnt out, 6 of the 23 occupants (belonging to the cabin crew) injured opb 50 osap at Kabul; w/o 11mar85 on return to Kabul from a reconnaissance mission south of the Panjshir Valley when the left engine was hit by a "Strela" shoulder-fired SAM 25 km north of Kabul and caught fire, 4 of the 6 crew members bailed out, but the two pilots tried to land the burning aircraft at Bagram, shortly before touch-down on the second approach the aileron linkage was destroyed by the fire and the aircraft crashed, killing the two brave pilots; according to the Antonov list, however, this c/n was soc in 1982 (with no serial given)
07 07	CCCP-30037 RA-30037 RA-30037	An-30 An-30 An-30	AFL/West Siberia Aeroflot Novosibirsk AE	mfd Ovn trf	jun75 21apr93 23aug94	returned to the Soviet Union in 1989 it is not clear whether the aircraft was converted into an An-30B f/n Kubinka 06sep94; l/n Ivanovo-Severnny jul02, still with the prefix 'CCCP-' but with a Russian flag on the fin opb AvGr at Savasleika; used for 'Open Skies' flights; in basic Aeroflot c/s with Russian flag and 'Otkrytoye nebo' (Open Skies) titles on fin; tender for the modernisation of the 'Open Skies' suite published 21nov11; l/n Kubinka 19aug22
07 08	CCCP-30038 UN-30038 UN-30038 UN-30038	An-30 An-30 An-30 An-30	AFL/Kazakhstan Kazakstan Airlines Burundaivavia Kazaviaspas	mfd BXJ BXJ KZO	jul75 oct94 29jun99 20may04	toc 12aug75; rgd 22jul76; f/n Novosibirsk-Severnny 01jul92 damaged on landing Olekminsk 04aug94 but repaired in Aeroflot c/s and titles; l/n Novosibirsk-Severnny 23jul00, wfu; soc 18apr02 and canx same date; broken up Novosibirsk-Severnny jul07; l/n Novosibirsk-Severnny 30aug07, cockpit only, registration from local engineer toc 25aug75; rgd 29aug75; version given as 'RV' in MGA document; f/n BXJ 23apr93
07 09	"23" CCCP-27205	An-30B An-30B	Soviet Air Force Soviet AF/AFL c/s	KBL rgd	may86 13jul86	l/n BXJ 01jul10/03dec11, no engines; l/n 03jul16 devoid of all marks and derelict; reported apr19 to have been scrapped but noted 29aug21 at what appears to be a training facility in the Almaty region, supported on concrete blocks; complete except for engines; l/n Kapchagai 04jun23, no titles or registration, reportedly owned by the Ministry of Emergency Situations opb 50 osap at Kabul initially opb 50 osap at Kabul; f/n KBL 04aug86; deployed to Angola in 1986/1987; returned to 50 osap afterwards; c/n checked on engine covers at Welzow 13apr93
07 10	RA-27205 CCCP-30039 RA-30039 RA-30039 RA-30039 RA-30039 RA-30039	An-30B An-30 An-30 An-30 An-30 An-30 An-30	Russian Air Force AFL/Central Region Aeroflot Myachkovo Air Serv Geodynamika Myachkovo Air Serv Lukiaviatrans	Spr mfd IEV trf rgd DME rgd	14jun93 20aug75 16jun93 23aug94 15jan03 28jun06 03jun10	version given as 'RV' in the MGA listing; toc 18sep75; rgd 10sep76; opb Myachkovski OAO; in standard 'blue' c/s; f/n Myachkovo 20aug91; l/n Myachkovo 10sep92 initially still in full Aeroflot c/s including titles; l/n as such Myachkovo 29jul00; received 'Myachkovskiy Aviauslugi' titles; f/n as such Myachkovo 12aug01; l/n Myachkovo 27jun04, see rgd next line in basic 'blue' Aeroflot c/s, no titles; seen BKA 25jun05 in full red c/s; l/n VOZ 20aug08; reported in a technical inspection document 15aug06 as opb Lukiaviatrans; l/n BKA 12jul09 in white c/s with light grey belly and engines, no titles; f/n BKA 04oct10; new CoFR issued 24oct14; l/n NNM 18mar17; CoFA expired 20jun18; stored as of jun22
08 01	RA-30039 CCCP-30040 UN-30040 UN-30040 UN-30040	An-30 An-30 An-30 An-30 An-30	NPP Mir AFL/Kazakhstan Aeroflot c/s, n/t Kazakstan Airlines Burundaivavia	trf mfd BXJ ALA BXJ	01jun22 aug75 oct97 29mar98 01sep02	no sightings; CoFR renewal 01jun22 and 23jan23, canx 25apr23 as sold abroad toc 24sep75; rgd 27jun77; f/n LED 15jul91; l/n BXJ 23apr93 l/n BXJ 15may98, titles not reported l/n LAD 19aug99
08 02	UN-30040 055	An-30 An-30	Burundaivavia Bulgarian AF	BXJ mfd	01sep02 28aug75	l/n BXJ 02dec11, stored opb 16 TrAB at SOF; in white/light grey c/s with blue cheatline and trim; f/n SXF 14sep78; l/n without titles OKH 22jul00; received 'Bulgarian Air Force' titles; f/n as such AAL 28may03; l/n as such SOF 06may16; received 'Open Skies' titles; f/n as such SOF 02dec16; l/n SOF 14mar18; tender for overhaul published 19dec18 but withdrawn 28jan19, t/t 10,915 hours and 11,690 cycles by then; ferried from SOF to IEV 20jan21 for overhaul by Zavod No. 410 GA
08 03	not known "83" red	An-30B An-30B	Soviet Air Force Russian Air Force	mfd Kub	23sep75 17may94	based at Kubinka in the 1990s and later at Voronezh-Baltimor; in all-grey c/s with Red star on the fin; f/n Kubinka 17may94; l/n Voronezh-Baltimor 30apr03, as such; seen Voronezh-Baltimor 09jul05, now with white fuselage and blue cheatline but retaining the all-grey tail with Red star and additional small triangle shaped Russian flag; overhaul completed 21sep06; repainted in basic Aeroflot c/s with Russian flag on fin, no titles; version painted as such; c/n checked Pushkin 02jun12; deployed to Latakia-Hmeimim oct15/nov15; l/n LTK 04nov15; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life, version given as such
08 04	RF-36057 "84"	An-30B An-30B	Russian Air Force Soviet Air Force	Iva mfd	11aug18 30sep75	overhauled at 308 ARZ; in basic Aeroflot c/s with Russian stars and 'VKS Rossii' titles on the fin, also carried code "83" red, type now painted as just 'An-30'; based at Voronezh-Baltimor whilst Shatalovo is upgraded; seen Kursk-Ryshkovo aug19; l/n aug21, location withheld opb 5 odrac at Bratsk; dbr while parked at Burevestnik (Iturup island) when typhoon "Tip" (the largest and most intense ever recorded) struck the island 19/20oct79, a steel-mat taxiway was lifted by the typhoon and "wrapped" the aircraft which broke its back; black and white photos as such 20oct79, in all-grey c/s, the colour of the code was probably red; the cockpit remained lying on the shore for some years; according to the Antonov list this c/n was soc in 1980 (with no code given), but seems to coincide with the above details which took place in late 1979
08 05	CCCP-30041 RA-30041 RA-30041	An-30 An-30 An-30	AFL/West Siberia Aeroflot Novosibirsk AE	mfd OMS trf	30sep75 11jul93 11mar94	toc 07oct75; rgd 22jul76; f/n Novosibirsk-Severnny 01jul92 in Aeroflot c/s and titles; l/n Novosibirsk-Severnny jul01/jul05 wfu, in faded Aeroflot c/s, without prefix; t/t 6,806 hours and 2,366 cycles as of 01jan06; broken up Novosibirsk-Severnny jul07; l/n Novosibirsk-Severnny 30aug07, cockpit only, registration from local engineer
08 06	"86" red "86" red	An-30B An-30B	Soviet Air Force Russian Air Force	mfd ZIA	15nov75 03sep93	laboratory aircraft, undertook tests with side-looking radars placed along the sides of the fuselage at Zhukovskii in the late 1980s operated by the Flight Research Institute (LII); in all grey c/s; still present ZIA aug95/jan02, c/n checked 17aug01; seen Ivanovo-Severnny 14jun06; tender for repair of outer wing published 07oct08; repainted in white c/s, blue cheatline and grey undersides; l/n Voronezh-Baltimor 17aug13; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life, version given as such

08 07	RF-36056 not known "87" red "87" black	An-30B An-30B An-30B An-30B	Russian Air Force Soviet Air Force Russian Air Force Russian Air Force	ph. mfd FEL Kub	09oct20 29oct75 26may01 08jun05	location withheld; head on photo with registration not visible, in white c/s, blue cheatline and grey undersides in all grey c/s; used for 'Open Skies' missions; l/n Kubinka 22mar03 overhaul completed 27oct04; based at Kubinka; opb AvGr at Savasleika; used for 'Open Skies' missions, with 'Otkrytoye nebo' ('Open Skies') titles; in white c/s, blue cheatline and grey undersides; l/n Ivanovo-Severnoy 09aug14
08 08	RF-36052 "88" ?	An-30B An-30B	Russian Air Force Soviet Air Force	Kub mfd	may17 31oct75	still coded "87" black with the RF registration painted just under the wings only and type painted as just An-30; seen Kubinka Jul19 with RF serial now painted on the side of the fuselage; l/n 23aug22, location withheld identity not confirmed; opb 5 odrae at Bratsk; dbr 25dec80 on the leg from Irkutsk to Bratsk of a positioning flight from Chita to Bratsk when diverted to Zheleznogorsk-Ilimsk due to below-minima weather conditions at Bratsk but then returned to Bratsk, on approach to Bratsk at night the aircraft ran out of fuel so that the left engine flamed out, the crew opted for a forced landing on the ice of zaliv Tareva bay of the Bratsk reservoir (some 40 km west of Vidim), the aircraft suffered substantial damage, but all 6 crew escaped unhurt; according to the Antonov list this c/n was soc in 1980 (with no serial given) which coincides with the year of the accident
08 09	not known "01"	An-30 An-30RR	Soviet Air Force Soviet Air Force	mfd	21nov75	converted in 1977 to An-30RR (radiation survey) opb otae 2-go GNP at Semipalatinsk-21; w/o 06jan78 on a flight from Semipalatinsk to the Plankton airfield of the Semipalatinsk-21 nuclear test site at night when the pilot wanted to divert to Chagan because of below-minima weather conditions (snowfall and poor visibility), but the commander of the test site (who was on board) insisted on landing at Semipalatinsk-21, the aircraft encountered a snow flurry with zero visibility on final approach, crashed close to the runway, broke into 2 parts and caught fire, 3 of the 5 crew were killed, whilst the fate of the 6 passengers is not clear; according to the Antonov list this c/n was soc in 1978 (with no serial given) which coincides with the year of the accident
08 10	not known "10" red	An-30B An-30B	Soviet Air Force Russian Air Force	mfd	30nov75 27oct94	seen St. Petersburg-Gorelovo, c/n not checked; seen again Voronezh-Baltimor 30apr03, with white fuselage and light blue cheatline, all-grey tail with Red star on the fin and small triangle shaped Russian flag, carrying a badge depicting an 'An-30' and a 'bat' and the inscription 'Rossiya' (suggesting a relation to the Main Reconnaissance Directorate or GRU) below the cockpit and a 'bat' emblem on the engine cowling, c/n not checked; seen again Ivanovo-Severnoy 10apr04, c/n still not checked; seen KZN 25jun05, in basic Aeroflot c/s with Russian flag, no titles; c/n checked this date; l/n Voronezh-Baltimor 17aug13, c/n not checked in basic Aeroflot c/s with 'VVV Rossi' titles and Russian stars, also carried code "10" red with the type painted as just 'An-30'; photo jun19 with the type now overpainted
09 01	CCCP-30042 RA-30042 RA-30042	An-30 An-30 An-30	AFL/Central Region Aeroflot Myachkovko Air Serv	mfd IEV trf	10dec75 29aug93 23aug94	in Aeroflot c/s and titles; l/n Myachkovko 28mar02; RA- prefix totally faded, wfu; canx date unknown, but later restored with 'Myachkovskiy Aviauslugi' titles; l/n Myachkovko 22aug03 1st Lukiaviatrans since 30sep03; l/n GOJ 06may06, titles not visible on photo in full red c/s; l/n PEE 10aug07; reported in technical inspection document 07mar07 as opb Lukiaviatrans; l/n PEE may11, no titles
09 02	30042 871	An-30 An-30	Lyotnyye proverki Civ Avn Adm China	ZIA d/d	21may14 1976	Aeroflot polar type c/s, no titles; l/n IKT 19sep22 Chinese Air Force; f/n SVO 15aug91
09 03	872 872	An-30 An-30	Civ Avn Adm China China United AI	d/d SVO	1976 21mar90	Chinese Air Force; f/n SIA 02nov86 l/n SHA 23mar94, reported as Chinese Air Force
09 04	872 "04" red	An-30 An-30B	Civ Avn Adm China Russian Air Force	mfd	10oct09 22jun76	at Dangyang, Chinese Air Force f/n Voronezh-Baltimor 19aug06, in basic Aeroflot c/s with Russian flag on the fin, no titles; version painted as such; l/n Voronezh-Baltimor 14aug11
09 05	RF-36055	An-30B	Russian Air Force	Vob	10aug13	in basic Aeroflot c/s with Russian flag on the fin and 'VVV Rossi' titles, also carrying "04" red; seen Chelyabinsk-Shagol 13sep14; l/n URS jan18 toc 04mar76; rgd 06jan77; opb Myachkovski OAO; in standard 'blue' c/s; f/n jan85; l/n Myachkovko 03jun92
09 06	CCCP-30043 RA-30043 RA-30043	An-30 An-30 An-30	AFL/Central Region Aeroflot Myachkovko Air Serv	mfd Mya trf	30jan76 01sep93 23aug94	initially still in full Aeroflot c/s including titles; l/n as such LED may99; CofA expired 10jan01; received 'Myachkovskiy Aviauslugi' titles; f/n as such Myachkovko 12aug01; t/t 10,833 hours and 3,438 cycles by 01jan07; sat wfu at Myachkovko, seen 29mar07; rgd 22apr10 to Lukiaviatrans, but obviously not taken up; canx 27oct10; radome, engine nacelles and fin painted with yellow and black stripes, preserved (without engines and propellers) on plinths at Lytkarino (N55.560969 E37.962261), seen 04oct11/sep19 rgd 27oct76; f/n DEL 16nov80; operated in Laos 1980/1982; in 1986 went to Nicaragua, having first been sent by sea and re-assembled in Cuba, returning in 1989; l/n IEV 08sep92
09 07	UR-30044 UR-30044 7704	An-30 An-30 An-30	Avialini. Ukrayiny Kiev ARP 410 AI Sudanese Air Force	IEV ZIA EGN	16jun93 17aug01 14mar07	l/n IEV 08jul99 with VIP interior; l/n DME 16aug02; no longer in fleet list 12jan03 in white c/s with black/white/red cheatline, no titles; still as such UYL 22feb10; seen KRT nov16; l/n KRT 09mar23 toc 12mar76; rgd 21oct76; f/n Myachkovko 13apr92; in 'polar' red c/s; l/n Myachkovko 10sep92
09 08	CCCP-30045 RA-30045 RA-30045	An-30 An-30 An-30	AFL/Central Region Aeroflot Myachkovko Air Serv	mfd Mya trf	feb76 01sep93 23aug94	in full 'polar' Aeroflot red c/s; l/n Myachkovko 29mar07, RA- prefix totally faded, wfu; canx but date unknown; broken up at Myachkovko apr12 toc 11mar76; f/n SVO 03aug76; rgd 27jan77; version given as 'RV' in MGA document; l/n BXJ 23apr93 l/n BXJ 09jun01 seen BXJ 02dec11/04may12, stored; l/n BXJ 03jul16, prefix scrubbed out and by 08jul19 Aeroflot titles visible again toc 30mar76; rgd 02nov76; converted to An-30M in 1986; f/n BKA 19may91; l/n Myachkovko 10sep92
09 09	CCCP-30047 RA-30047 RA-30047	An-30 An-30 An-30	AFL/Central Region Air Transp. Europe Myachkovko Air Serv	mfd Mya trf	19mar76 01sep93 23aug94	seen BKA 11jul98, still with Air Transport Europe titles; l/n Myachkovko 20jul03, as such; lsd Lukiaviatrans 30sep03/31dec03 with 'Myachkovskiy Aviauslugi' titles; t/t 12,165 hours and 4,210 cycles as of 01jul09; l/n Myachkovko 03aug12/12jul21 wfu toc 01apr76; rgd 22jul76 f/n LED 04apr87; l/n RVH 31may92
09 10	CCCP-30048 CCCP-30048 RA-30048 RA-30048 RA-30048 RA-30048 RA-30048	An-30 An-30 An-30 An-30 An-30 An-30 An-30	AFL/West Siberia AFL/Leningrad Aeroflot Rzhevka Air Aeroflot c/s, n/t Polet	mfd trf RVH trf RVH	26mar76 21mar87 11sep93 20jul95 08dec98 07nov05	1st Lukiaviatrans 25jun31dec03; l/n ULY 09jan04; last overhaul completed 27dec04 reported in technical inspection document; photo 21feb06 in basic Aeroflot c/s with 'Polet' titles; f/n PES 28aug06 in full c/s; offered for sale 16feb06 with t/t 10,091 hours and 3,591 cycles, CofA valid until 15sep07; seen VOZ aug12/26aug17 seemingly stored; canx 16aug17 in full ex Polet c/s, no titles or prefix, l/n ZIA 07dec23 active Chinese Air Force; f/n IEV 08sep92; seen Hanzhong-Chengdu 12oct09 seen preserved in the China Aviation Museum at Shahezhon AFB (N40.185807 E116.36078 Changping) 21sep16; l/n 17jun23 Chinese Air Force; photos exist, location and date unknown; l/n Hanzhong may17/jul21, stored Chinese Air Force; f/n NKG 08apr86; l/n Jinan Zhang Zhuan Air Base 13may02 operational toc sep76; rgd 15nov76; in Aeroflot c/s; f/n SVO 03aug76
10 01	30048 873	An-30 An-30	Aerostroy Civ Avn Adm China	VOZ d/d	25aug18 1976	in Aeroflot c/s and titles; f/n without titles Novosibirsk-Severnoy 08jul05; sat without engines at Novosibirsk-Severnoy, seen jul03/jul08; Novosibirsk Aviation Enterprise ceased operations 29sep10; offered for sale 09feb11, and sold to Aviaglobal, a spare parts company, 15jun11; cannibalised and scrapped sep11; reported still present may12, so confirmation needed toc 26jun76; rgd 20jul76; f/n ATH 09sep83
10 02	874	An-30	Civ Avn Adm China	d/d	1976	in Aeroflot c/s and titles; l/n Myachkovko 29mar07, RA- prefix totally faded, wfu; canx but date unknown toc 08jul76; rgd 22jul76; f/n Novosibirsk-Severnoy 01jul92; l/n Novosibirsk-Severnoy 21apr93
10 03	875	An-30	Civ Avn Adm China	d/d	1976	l/n Novosibirsk-Severnoy 08aug02, titles not reported with Novosibirsk Avia titles; sat at Novosibirsk-Severnoy without engines, l/n 11jul09; Novosibirsk Aviation Enterprise ceased operations 29sep10; offered for sale 09feb11 and sold to Aviaglobal (a spare parts company) 15jun11; cannibalised and scrapped 20dec11 toc 06aug76; rgd 30aug76; f/n IKT 05sep89 in 'polar' red c/s f/n Novosibirsk-Severnoy 03jul03; still in ex 'polar' c/s; sat without engines at Novosibirsk-Severnoy, l/n 11jul09; Novosibirsk Aviation Enterprise ceased operations 29sep10; offered for sale 09feb11, and sold to Aviaglobal (a spare parts company) 15jun11; cannibalised and scrapped dec11; forward fuselage and cockpit seen at Mochische (N55.171708 E83.141331) 06oct13/20may23 toc 16aug76; rgd 02sep76; version given as 'RV' in MGA document f/n LED 12sep87; l/n RVH 07apr91; converted to An-30D with additional fuel tanks on fuselage with 'Sibiryak' badge behind cockpit; l/n RVH 11sep93 seen RVH 09jul98 and BKA 21aug01, in Aeroflot c/s, without titles l/n BKA 03oct02 as such; leased to Lukiaviatrans 15apr02/21dec03; seen PKV 20aug03, titles not read off; seen IEV 22may04 bare metal in yellow c/s with blue trim; l/n KXK nov20 f/n SGN 30nov87 f/n SGN jan91; l/n SGN 25oct93 seen SGN 09jan04/29jan14, stored; moved circa jul15/aug15 to a compound opposite the Tropicana Beach Hotel, (N10.4077238, E107.2779227) in the village of Puoc Hai, Dat Do district Ba Ria, Vung Tang; f/n apr16, still present oct17, but unable to determine the exact c/s and markings worn as only seen after it was dark toc 30sep76; rgd 25oct76; l/n BKA 29sep89; l/n Myachkovko 10sep92
10 04	CCCP-30049 CCCP-30049 RA-30049 RA-30049	An-30 An-30 An-30 An-30	AFL/GosNII GA AFL/East Siberia Aeroflot Novosibirsk AE	mfd trf Ovn trf	28may76 07sep81 21apr93 11mar94	in Aeroflot c/s and titles; f/n without titles Novosibirsk-Severnoy 08jul05; sat without engines at Novosibirsk-Severnoy, seen jul03/jul08; Novosibirsk Aviation Enterprise ceased operations 29sep10; offered for sale 09feb11, and sold to Aviaglobal, a spare parts company, 15jun11; cannibalised and scrapped sep11; reported still present may12, so confirmation needed toc 26jun76; rgd 20jul76; f/n ATH 09sep83
10 05	CCCP-30050 RA-30050 RA-30050	An-30 An-30 An-30	AFL/Central Region Aeroflot Myachkovko Air Serv	mfd Mya trf	jun76 01sep93 23aug94	in Aeroflot c/s and titles; l/n Myachkovko 29mar07, RA- prefix totally faded, wfu; canx but date unknown toc 08jul76; rgd 22jul76; f/n Novosibirsk-Severnoy 01jul92; l/n Novosibirsk-Severnoy 21apr93
10 06	CCCP-30051 RA-30051 RA-30051 RA-30051	An-30 An-30 An-30 An-30	AFL/West Siberia Aeroflot Novosibirsk AE Novosibirsk AE	mfd Ovn trf Ovn	30jun76 12jul93 11mar94 03jul03	l/n Novosibirsk-Severnoy 08aug02, titles not reported with Novosibirsk Avia titles; sat at Novosibirsk-Severnoy without engines, l/n 11jul09; Novosibirsk Aviation Enterprise ceased operations 29sep10; offered for sale 09feb11 and sold to Aviaglobal (a spare parts company) 15jun11; cannibalised and scrapped 20dec11 toc 06aug76; rgd 30aug76; f/n IKT 05sep89 in 'polar' red c/s f/n Novosibirsk-Severnoy 03jul03; still in ex 'polar' c/s; sat without engines at Novosibirsk-Severnoy, l/n 11jul09; Novosibirsk Aviation Enterprise ceased operations 29sep10; offered for sale 09feb11, and sold to Aviaglobal (a spare parts company) 15jun11; cannibalised and scrapped dec11; forward fuselage and cockpit seen at Mochische (N55.171708 E83.141331) 06oct13/20may23 toc 16aug76; rgd 02sep76; version given as 'RV' in MGA document f/n LED 12sep87; l/n RVH 07apr91; converted to An-30D with additional fuel tanks on fuselage with 'Sibiryak' badge behind cockpit; l/n RVH 11sep93 seen RVH 09jul98 and BKA 21aug01, in Aeroflot c/s, without titles l/n BKA 03oct02 as such; leased to Lukiaviatrans 15apr02/21dec03; seen PKV 20aug03, titles not read off; seen IEV 22may04 bare metal in yellow c/s with blue trim; l/n KXK nov20 f/n SGN 30nov87 f/n SGN jan91; l/n SGN 25oct93 seen SGN 09jan04/29jan14, stored; moved circa jul15/aug15 to a compound opposite the Tropicana Beach Hotel, (N10.4077238, E107.2779227) in the village of Puoc Hai, Dat Do district Ba Ria, Vung Tang; f/n apr16, still present oct17, but unable to determine the exact c/s and markings worn as only seen after it was dark toc 30sep76; rgd 25oct76; l/n BKA 29sep89; l/n Myachkovko 10sep92
10 07	CCCP-30052 RA-30052 RA-30052	An-30 An-30 An-30	AFL/West Siberia Aeroflot Novosibirsk AE	mfd Ovn trf	22jul76 21apr93 11mar94	in Aeroflot c/s and titles; f/n without titles Novosibirsk-Severnoy 08jul05; sat without engines at Novosibirsk-Severnoy, seen jul03/jul08; Novosibirsk Aviation Enterprise ceased operations 29sep10; offered for sale 09feb11, and sold to Aviaglobal, a spare parts company, 15jun11; cannibalised and scrapped sep11; reported still present may12, so confirmation needed toc 26jun76; rgd 20jul76; f/n ATH 09sep83
10 08	CCCP-30053 CCCP-30053 RA-30053 RA-30053 RA-30053	An-30 An-30 An-30D An-30D An-30D	AFL/Kazakhstan AFL/Leningrad Aeroflot Rzhevka Air Rzhevka Air	mfd trf RVH trf LED	24jul76 28dec86 15jun93 20jul95 29jul02	l/n Novosibirsk-Severnoy 08aug02, titles not reported with Novosibirsk Avia titles; sat at Novosibirsk-Severnoy without engines, l/n 11jul09; Novosibirsk Aviation Enterprise ceased operations 29sep10; offered for sale 09feb11 and sold to Aviaglobal (a spare parts company) 15jun11; cannibalised and scrapped 20dec11 toc 06aug76; rgd 30aug76; f/n IKT 05sep89 in 'polar' red c/s f/n Novosibirsk-Severnoy 03jul03; still in ex 'polar' c/s; sat without engines at Novosibirsk-Severnoy, l/n 11jul09; Novosibirsk Aviation Enterprise ceased operations 29sep10; offered for sale 09feb11, and sold to Aviaglobal (a spare parts company) 15jun11; cannibalised and scrapped dec11; forward fuselage and cockpit seen at Mochische (N55.171708 E83.141331) 06oct13/20may23 toc 16aug76; rgd 02sep76; version given as 'RV' in MGA document f/n LED 12sep87; l/n RVH 07apr91; converted to An-30D with additional fuel tanks on fuselage with 'Sibiryak' badge behind cockpit; l/n RVH 11sep93 seen RVH 09jul98 and BKA 21aug01, in Aeroflot c/s, without titles l/n BKA 03oct02 as such; leased to Lukiaviatrans 15apr02/21dec03; seen PKV 20aug03, titles not read off; seen IEV 22may04 bare metal in yellow c/s with blue trim; l/n KXK nov20 f/n SGN 30nov87 f/n SGN jan91; l/n SGN 25oct93 seen SGN 09jan04/29jan14, stored; moved circa jul15/aug15 to a compound opposite the Tropicana Beach Hotel, (N10.4077238, E107.2779227) in the village of Puoc Hai, Dat Do district Ba Ria, Vung Tang; f/n apr16, still present oct17, but unable to determine the exact c/s and markings worn as only seen after it was dark toc 30sep76; rgd 25oct76; l/n BKA 29sep89; l/n Myachkovko 10sep92
10 09	RA-30053 VN-B376 VN-B376 VN-B376	An-30D An-30 An-30 An-30	Lukiaviatrans Hàng Không Vietnam Vietnam Airlines Vietnam AS Comp.	PKV d/d fr.	29jun04 aug76 1990 20mar95	in Aeroflot c/s and titles; f/n without titles Novosibirsk-Severnoy 08jul05; sat without engines at Novosibirsk-Severnoy, seen jul03/jul08; Novosibirsk Aviation Enterprise ceased operations 29sep10; offered for sale 09feb11, and sold to Aviaglobal, a spare parts company, 15jun11; cannibalised and scrapped sep11; reported still present may12, so confirmation needed toc 26jun76; rgd 20jul76; f/n ATH 09sep83
10 10	CCCP-30054 RA-30054	An-30 An-30	AFL/Central Region Aeroflot	mfd Mya	aug76 01sep93	in Aeroflot c/s and titles; f/n without titles Novosibirsk-Severnoy 08jul05; sat without engines at Novosibirsk-Severnoy, seen jul03/jul08; Novosibirsk Aviation Enterprise ceased operations 29sep10; offered for sale 09feb11, and sold to Aviaglobal, a spare parts company, 15jun11; cannibalised and scrapped sep11; reported still present may12, so confirmation needed toc 26jun76; rgd 20jul76; f/n ATH 09sep83

	RA-30054	An-30	Myachkovo Air Serv	trf	23aug94	in Aeroflot c/s and titles; l/n Myachkovo 29mar07, RA- prefix totally faded, wfu; canx but date unknown; broken up at Myachkovo apr12
11 01	CCCP-30055	An-30	AFL/Central Region	mfd	sep76	toc 24oct76; rgd 16nov76; converted to An-30R in 1986; f/n Myachkovo 20aug91 equipped with instruments used for researching the Chernobyl accident; will not fly again due to the radiation it received; l/n Myachkovo 10sep92
	RA-30055 RA-30055	An-30R An-30R	Aeroflot Myachkovo Air Serv	Mya trf	01sep93 23aug94	in 'polar' c/s without props l/n Myachkovo 15aug05, RA- prefix totally faded, wfu; canx but date unknown; broken up at Myachkovo in 2006
11 02	CCCP-30056 RA-30056 RA-30056	An-30 An-30 An-30	AFL/West Siberia Aeroflot Novosibirsk AE	mfd Ovn trf	30sep76 12jul93 11mar94	in Aeroflot c/s and titles; l/n Novosibirsk-Severnoy jul00/jul05, wfu without prefix; t/t 7,868 hours and 2,599 cycles; broken up aug07; the nose/cockpit section only seen Novosibirsk-Severnoy 21jun12
11 03	103 1103	An-30 An-30	Romanian Air Force Romanian Air Force	mfd ph.	30oct76 feb80	d/d dec76; f/n OTP 14aug78 in dark khaki green/light grey camouflage; last overhaul completed 19jan89; l/n OTP 22jun04; for sale oct05 with t/t 2,839 hours and 3,001 cycles; seen stored on grass at OTP 28jul06, see next line
	ER-AWZ	An-30A	Aerop. Marculesti	rgd	16feb05	rgd from Moldovan register dec06 (did not appear on register dec05); f/n Marculesti 14sep07 still camouflaged, no titles, in good condition, with version painted as such; seen Marculesti 18sep10; current on register 20may14; canx 01oct14; l/n Marculesti jul18/mar20 in poor condition
11 04	104 1104	An-30 An-30	Romanian Air Force Romanian Air Force	mfd ph.	1976 feb80	f/n OTP 14aug78 in dark khaki green/light grey camouflage; repainted in grey c/s with 'Romanian Air Force' titles; seen stored on the grass at OTP jul06; see active oct10; a unit badge was later added by the nose; became an "Open Skies" aircraft; seen BRU 12dec21 with modified chin radar housing; l/n WAW 30jun23
11 05	105 1105	An-30 An-30	Romanian Air Force Romanian Air Force	mfd ph.	1976 feb80	f/n OTP 14aug78 in dark khaki green/light grey camouflage; became an "Open Skies" aircraft, with first mission in nov90; repainted in grey c/s with 'Romanian Air Force' titles and a unit badge on the nose by jul06; l/n Rostov-na-Donu-Tsentalny 23sep20
11 06	CCCP-30057 RA-30057 UN-30057 LZ-AEG	An-30 An-30 An-30 An-30	AFL/Kazakhstan Aeroflot Kazakstan Airlines Balkan	mfd BXJ i/s	dec76 early94 29jun99 sep77	toc 11jan77; rgd 04feb77; version given as 'RV' in MGA document; f/n BXJ 23apr93 operated for Conoco Oil Company; leased from Burundaivia l/n BXJ 09jun01; reported for Burundaivia; photo BXJ 2004/08jul19 in basic ex Aeroflot c/s, no titles; stored opb SOAU - 'Specialised Aviation Services detachment'; seen SOF 12sep78; l/n SOF 04feb86; might have had CCCP-30058 allocated originally
	LZ-AEG 1107 1107	An-30 An-30 An-30FG	Hemus Air Czechoslovak AF Czech Air Force	ZRH Hrd trf	28may88 03mar91 01jan93	still in basic Hemus Air c/s, no titles; l/n Hradec Králové 29jul91, as such converted to An-30FG for the Open Skies Treaty in 1994 and carried 'Open Skies' titles since; l/n Kbely sep06/jun08, stored and for sale; dismantled by nov09 prior to moving to Zruc Air Park in dec09; l/n Zruc Air Park 14sep21
11 08	CCCP-30059 RA-30059 RA-30059	An-30 An-30 An-30	AFL/West Siberia Aeroflot Novosibirsk AE	mfd Ovn trf	18jan77 21apr93 11mar94	toc 25feb77; rgd 18mar77; f/n Novosibirsk-Severnoy 01jul92
11 09	CCCP-30060	An-30	AFL/Kazakhstan	mfd	feb77	in Aeroflot c/s and titles; l/n Novosibirsk-Severnoy jul00/jul05 wfu, in faded Aeroflot c/s without prefix; t/t 7,814 hours and 3,172 cycles; broken up in 2007, photos show just remains of the cockpit section
	UN-30060 RA-30060 CCCP-30061 RA-30061 RA-30061	An-30D An-30D An-30 An-30 An-30	Kazakstan Airlines Burundaivia AFL/Central Region Aeroflot Myachkovo Air Serv	BXJ BXJ mfd Mya trf	oct94 02dec11 feb77 01sep93 23aug94	toc 01mar77; rgd 23mar77; version given as 'RV' in MGA document; converted to An-30D with additional fuel tanks on the fuselage; f/n BXJ 23apr93 l/n BXJ 01sep02; reported for Burundaivia stored; l/n BXJ 08jul19 titles and registration completely faded toc 14mar77; rgd 01apr77; f/n Myachkovo 13apr92
12 01	CCCP-30062	An-30	AFL/Kazakhstan	mfd	28feb77	in Aeroflot c/s and titles; l/n Myachkovo 29mar07, RA- prefix totally faded wfu; canx but date unknown; broken up Myachkovo apr12
	CCCP-30062 RA-30062 RA-30062	An-30 An-30 An-30	AFL/Leningrad-RVH Aeroflot Rzhevka Air	trf RVH trf	27dec86 15jun93 20jul95	c/n checked many times as '1207', painting error; toc 20mar77; rgd 13apr77; version given as 'RV' in MGA document; f/n ATH 13nov82 l/n RVH 06sep92, in Aeroflot 'polar' c/s in Aeroflot 'polar' c/s; seen RVH 09jul98 without titles; l/n BKA aug02/aug03, stored ?; last overhaul completed 25sep03
	RA-30062	An-30	Polet	rgd	03jun04	in full c/s; f/n TJM 09jul04; l/n NSK 22aug05; offered for sale 16feb06 with t/t 8,246 hours and 2,699 cycles, CoFA valid until 02jun06
	RA-30062 ST-PLL 7708	An-30 An-30 An-30	ex Polet c/s Sudanese Air Force Sudanese Air Force	KRT no KRT	03jul07 reports 01jan08	c/n confirmed in UN document 11feb14; ex Polet c/s; seen KRT 31mar09 and 17jan11; l/n KRT 25may16; photo 2022, in all sand c/s (rather than light grey ?) with titles in Arabic on the starboard side; l/n KRT 09mar23; based upon the known location in mar23, this aircraft was probably destroyed KRT by 21apr23 during fighting between different factions of the military
12 02	CCCP-30063	An-30	AFL/West Siberia	mfd	30mar77	toc 14apr77; rgd 04may77; converted to An-30D with additional fuel tanks on the fuselage, f/n as such Novosibirsk-Severnoy 01jul92
	RA-30063 RA-30063 RA-30063	An-30D An-30D An-30D	Aeroflot Novosibirsk AE Novosibirsk AE	Ovn trf Ovn	21apr93 11mar94 08jul05	with 'Sibiryak' badge behind the cockpit l/n KJA 05jul03, titles not read off with 'Sibiryak' badge behind the cockpit and Novosibirsk Avia titles; l/n operational BKA 19aug09; Novosibirsk Aviation Enterprise ceased operations 29sep10; offered for sale 09feb11, sold to Aviaglobal 15jun11 and resold later
	RA-30063	An-30D	LIATs	trf	dec11	Lyotno-issledovatel'ski aerogeofizicheski tsentr (Aerogeophysical Flight Test Centre) at Yermolino; l/n Krasnoyarsk-Cheremshanka 17oct13
12 03	30063 CCCP-30064 RA-30064 RA-30064	An-30D An-30 An-30 An-30	LIATs AFL/Central Region Aeroflot Myachkovo Air Serv	GOJ mfd Mya trf	nov14 20apr77 13sep93 23aug94	reported without prefix but reg not visible in photo; seen CEK 23oct16, no prefix; l/n ZIA dec23 toc 14may77; rgd 01jun77; f/n BKA 15mar90; l/n Myachkovo 10sep92
	EX-107 TN-AHJ CCCP-30065 RA-30065 RA-30065	An-30A-100 An-30A-100 An-30 An-30 An-30	Aéro-Frêt Business AFL/Central Region Aeroflot Myachkovo Air Serv	no rgd mfd Mya trf	reports 08apr06 apr77 01sep93 23aug94	in Aeroflot c/s and titles; l/n Myachkovo 27jun04, RA- prefix totally faded, wfu; canx but date unknown; offered for sale 06aug04 by Novaya Aviatsiya Holding/Kapitan Nesterov Flying School with t/t 10,296 hours; converted to An-30A-100 during overhaul at IEV oct05; soc 22nov05 as to Congo identity confirmed by Kyrgyz CAA; canx 13feb06 to Bilmer Ltd, details from register; f/n CAI nov08; l/n PNR 08sep09; CoFA has expired; canx 26apr15 toc 08jul77; rgd 02aug77; f/n Myachkovo 13apr92
12 05	VN-B378 VN-B378 VN-B378	An-30 An-30 An-30	Hàng Không Việt Nam Vietnam Airlines Vietnam AS Comp.	d/d fr. fr.	1977 1990 mar95	in Aeroflot c/s and titles; l/n Myachkovo 29mar07, RA- prefix totally faded, wfu; canx but date unknown; broken up at Myachkovo apr12 f/n SGN 23feb82; seen HAN nov89; l/n HAN 01sep90, see next line f/n SGN jan91; l/n SGN 25oct93 seen SGN mar97/mar11, stored in faded full Vietnam Airlines c/s and titles; l/n SGN 29jan14 in very poor condition; moved circa jul15/aug15 to a compound opposite the Tropicana Beach Hotel, (N10.4077238, E107.2779227) in the village of Puoc Hai, Dat Do district Ba Ria, Vung Tang; f/n apr16, although only VN-B376 given in the report of the two aircraft present; still present oct17, but unable to determine exact c/n and markings worn as only seen after it was dark; l/n Bobia Waterfall, Di Linh, Lam Dong, 19feb21, overall dark green colours; reg not visible; l/n 02jan23
12 06	CCCP-30066 CCCP-30066 RA-30066 RA-30066	An-30 An-30 An-30 An-30	AFL/GosNII GA AFL/Central Region Aeroflot Myachkovo Air Serv	mfd trf Mya trf	30jul77 12oct79 01sep93 23aug94	toc 05jul78; rgd 19jul78 f/n BKA 02aug90; l/n Myachkovo 10sep92
12 07	237	An-30	Afghan Air Force	KBL	1978	in Aeroflot c/s and titles; l/n Myachkovo 29mar07, RA- prefix totally faded, wfu; t/t 12,244 hours and 4,026 cycles; broken up at Myachkovo apr12 delivered by jul77; photo proof of type; opb 373 transport regiment at Kabul; was rarely flown and only used as a transport aircraft; l/n operational KBL may82; sat wfu at Kandahar, seen 17oct00 toc 14jul77; rgd 09aug77
12 08	CCCP-30067 CCCP-30067	An-30 An-30	AFL/West Siberia AFL/Ukraine	mfd trf	30jun77 05mar81	converted in 1981 to An-30IKI (laboratory aircraft for remote sensing of the Earth); was later modified to An-30P (laboratory for the study of the natural resources of the Earth and equipped with an IR scanner) f/n LED 04may89; in Aeroflot colours with blue tail; l/n RVH 06sep92
	CCCP-30067 RA-30067 RA-30067 RA-30067	An-30 An-30 An-30 An-30	AFL/Leningrad-RVH Aeroflot Rzhevka Air BaltAeroTrans	trf LED trf RVH	23jan87 15jun93 20jul95 22feb00	in basic 'polar' Aeroflot colours with blue tail in basic 'polar' Aeroflot colours with blue tail and titles; l/n RVH 08dec98 in basic 'polar' Aeroflot c/s, no titles (as the paint faded, 'Aeroflot' titles seemed to re-appear around 2002); leased to Lukiaviatrans 01nov02/31dec03, 05feb04/31dec04 and 15jan08/15nov10; t/t 11,927 hours and 3,946 cycles by 01jan08; l/n PKV 23mar10, flying; arrested at Pskov 22aug11 because of debts of BaltAeroTrans; still current on Russian register 04dec20 with latest CoFR issued 17feb20 to ? toc 11aug77; rgd 29aug77; f/n SVO sep90; converted to An-30D with additional fuel tanks on the fuselage, f/n as such Novosibirsk-Severnoy 01jul92
12 09	CCCP-30068	An-30	AFL/West Siberia	mfd	28jul77	with 'Sibiryak' badge behind the cockpit in Aeroflot c/s and titles; l/n IKT 06jun01 in rework plant, still with 'Aeroflot' titles with 'Sibiryak' badge behind the cockpit and Novosibirsk Avia titles; stored at Novosibirsk-Severnoy, l/n jul08; Novosibirsk Aviation Enterprise ceased operations 29sep10; offered for sale 09feb11, and sold to Aviaglobal, a spare parts company, 15jun11; cannibalised and scrapped dec11 toc 12aug77; rgd 01sep77; f/n ATH may83; l/n Myachkovo 10sep92
	RA-30068 RA-30068 RA-30068	An-30D An-30D An-30D	Aeroflot Novosibirsk AE Novosibirsk AE	Ovn trf Ovn	21apr93 11mar94 03jul03	
12 10	CCCP-30069 RA-30069 RA-30069	An-30 An-30 An-30	AFL/Central Region Aeroflot Myachkovo Air Serv	mfd Mya trf	jul77 01sep93 23aug94	in Aeroflot c/s and titles; l/n Myachkovo 29mar07, RA- prefix totally faded, wfu; canx but date unknown; broken up at Myachkovo apr12
13 01	CCCP-30070 RA-30070 RA-30070 EX-116	An-30 An-30 An-30 An-30	AFL/Central Region Aeroflot Myachkovo Air Serv ex-Aeroflot c/s	mfd Mya trf Mya	aug77 20may93 23aug94 13aug06	toc 08sep77; rgd 21sep77; f/n VOG 16sep87 in Aeroflot c/s and titles; l/n Myachkovo 20apr06 RA- prefix totally faded, wfu blue cheatline, no titles; flight plan DME-IEV 17aug06, operator reported as AVJ (Avia Traffic); was already canx by Kyrgyz CAA 27feb06

	TN-AHP	An-30A-100	Aéro-Frêt Business	rgd	26jan07	f/n PNR 26oct08; stored PNR since mid 2009 and l/n there in ever-deteriorating condition 25jan11/jan12; in blue/white c/s with logo on the rear fuselage; seen Mogadishu 30aug13 opf Jubba Airways; l/n PNR 08dec13; advertised for sale 2014 with t/t 9967 hours; canx 26apr15, see next line
	TN-AHP	An-30A-100	South Stone AI		photo	in blue/white c/s with South Stone titles; overran on landing at Yambio, South Sudan on arrival from Juba on 04Jun16; nose u/c collapsed; no injuries to the 36 people on board; photo oct22, derelict with very dirty paint work; l/n 30jan23
13 02	CCCP-30071 UN-30071 UN-30071	An-30 An-30 An-30	AFL/Kazakhstan Kazakhstan Airlines Burundaivavia	mfd BXJ BXJ	aug77 oct94 02dec11	toc 21sep77; rgd 06oct77; version given as 'RV' in MGA document; f/n TAS 15apr92; l/n BXJ 23apr93 l/n BXJ 01sep02; reported for Burundaivavia stored; l/n BXJ 15may19, stored with faded prefix and titles
13 03	CCCP-30072 RA-30072 RA-30072 EX-118 TN-AHS	An-30 An-30 An-30 An-30A-100	AFL/Central Region Aeroflot Myachkovo Air Serv ex-Aeroflot c/s Aéro-Frêt Business	mfd Mya Mya Mya rgd	aug77 01sep93 23aug94 13aug06 24may07	in Aeroflot c/s and titles; l/n Myachkovo 01jul06, RA- prefix totally faded, wfu blue cheatline, no titles; l/n IEV 22aug06; was already canx by Kyrgyz CAA 20jun06 f/n BZV 16sep07; see c/n 1301; stored PNR since mid 2009; l/n there in ever deteriorating condition 25jan11/jan12; CofA has expired; canx 26apr15; seen being scrapped 24jun17 toc 19jan78; rgd 25jan78; f/n Myachkovo 20aug91; l/n Myachkovo 10sep92
13 04	CCCP-30073 RA-30073 RA-30073	An-30 An-30 An-30	AFL/Central Region Aeroflot Myachkovo Air Serv	mfd Mya trf	nov77 01sep93 23aug94	in Aeroflot c/s and titles; l/n Myachkovo 29jul00, RA- prefix totally faded, wfu; soc 04jul01 and canx 09jul01, see next line in basic Aeroflot c/s, no titles l/n BKA aug03/aug04, in basic Aeroflot c/s without prefix, no titles
	RA-30073 30073	An-30 An-30D	Rosaviakosmos, n/t LIATs ? LIATs	KLF Erm BKA CKH	18aug01 02sep02 20apr06 13apr08 apr12	in smart two-tone blue c/s and carries small "Flight Research Aerogeophysical Centre" titles in red on the nose; converted to An-30D in 2011 two-tone blue c/s and carries small "Flight Research Aerogeophysical Centre" titles in red on the nose, with additional fuel tanks on the fuselage; l/n OMS 24jun22 toc 17nov77; rgd 05dec77; f/n Myachkovo 03jun92; l/n Myachkovo 10sep92
13 05	CCCP-30074 RA-30074 RA-30074	An-30 An-30 An-30	AFL/Central Region Aeroflot Myachkovo Air Serv	mfd Mya trf	oct77 01sep93 23aug94	in Aeroflot c/s and titles; l/n Myachkovo 29mar07, RA- prefix totally faded, wfu; canx but date unknown; broken up at Myachkovo apr12
13 06	CCCP-30075 RA-30075 RA-30075	An-30 An-30D An-30D	AFL/Central Region Aeroflot Myachkovo Air Serv	mfd Mya trf	28oct77 17may93 23aug94	toc 17nov66; rgd 05dec77; converted to An-30D with additional fuel tanks on fuselage; f/n BKA 22feb92 with 'Sibiryak' badge behind cockpit; in Aeroflot c/s and titles; l/n Myachkovo 16aug99; seen Myachkovo 29aug00, with RA- prefix totally faded; l/n Myachkovo 17feb01, as such carried initially 'Myachkovskiy Aviaslugi' titles; named 'Mikhail Razzhivak' in late 2004 after a pilot killed when Tu-154B-2 RA-85556 was blown up by terrorists 24aug04; seen BKA 25jul07 with 'Myachkovo' titles no titles; still named 'Mikhail Razzhivak'; l/n MMK 15oct15, active; reportedly stored since jul16; CofR renewal 23jan23
	RA-30075	An-30D	Myachkovo Air Serv	Mya	12aug01	
	RA-30075	An-30D	Lukiaviatrans	LED	23apr08	
13 07	not known "01" red "01" black	An-30B An-30B An-30B	Soviet Air Force Russian Air Force Russian Air Force	mfd CKL Kub	15nov77 22aug03 22mar08	in all-grey c/s with Red star on the fin; f/n with 'Open Skies' titles Voronezh-Baltimore 19aug06 version painted on as just 'An-30'; opb military unit 45809 at Kubinka; in basic 'blue' Aeroflot c/s with Russian flag on fin and 'Open Skies' titles in Russian and English; used for 'Open Skies' flights; tender for modernisation of 'Open Skies' suite published 21nov11; seen WAW 17sep15; under overhaul with 308 ARZ in 2016; seen Kubinka aug17 with RF-36093 under the wing, confirmed; l/n BRU 14oct17, see next line
	RF-30083	An-30B	Russian Air Force	Kub	24aug18	version painted on as just 'An-30'; in basic 'blue' Aeroflot c/s with Russian flag on fin and 'Open Skies' titles in Russian and English, also carrying "01" blue; l/n Kubinka 2021
13 08	not known "17" ? "31" yellow	An-30B An-30B An-30B	Soviet Air Force Russian Air Force Russian Air Force	mfd IKT	30nov77 20aug06	possibly opb 151 odrae at Krasnoyarsk initially opb 181 osae at Irkutsk-1 (disbanded dec09); in basic Aeroflot c/s with Russian flag on the fin, no titles; named 'Svyatitel Innokenti Irkutski' 19may05 after a 17th century Russian Orthodox bishop residing at Irkutsk; f/n IKT 20aug06; opb 6953 AB at Byelaya from jan10; l/n Byelaya 06oct10; type painted as just 'An-30'
	RF-94252	An-30B	Russian Air Force	SVX	25aug14	in basic Aeroflot c/s with Russian stars on the fin and 'VVS Rossi' titles, coded "31" yellow and still named 'Svyatitel Innokenti Irkutski'; type painted as just 'An-30'; l/n Byelaya 2018
13 09	not known "05" blue "87" blue	An-30 An-30 An-30	Soviet Air Force Ukraine Air Force Ukraine Air Force	mfd trf KBP	18dec77 1992 26jun99	f/n UCK jul95; opb 86 odrae at Chernovtsy until 1996, trf 18 odrae at Nizhyn; l/n Nizhyn 22may98 offered for sale by SkyBirdHeli 27may06 with t/t 4,163 hours and 4,055 cycles, but was not sold; stored at KBP from 2003; seen again KBP 04aug08, initially in light grey c/s; l/n sep10/sep12; overhauled by ARP 410 and repainted in olive drab c/s with light grey underside and small 'Open Skies' titles; f/n as such IEV 21nov14; l/n KBP 20jan22
13 10	not known "10" blue "11" blue	An-30 An-30 An-30	Soviet Air Force Ukraine Air Force MNS Ukrainyiny	mfd trf HRK	1977 1992 21jul06	last overhaul completed 26mar93; opb 86 odrae at Chernovtsy until 1996, trf 18 odrae at Nizhyn; l/n Nizhyn 22may98 used call-sign 252107XC; opb sao MNS (later sao DSNS) at Nizhyn; in light grey c/s with blue/yellow cheatline, no titles; received a badge with a bear below the cockpit in 2012; l/n Nizhyn 26mar14; probably stored by autumn 2014
14 01	CCCP-30000 UR-30000 UR-30000	An-30 An-30 An-30A-100	AFL/Ukraine-IEV Avialini. Ukrayiny Kiev ARP 410 AI	mfd IEV Gos	31jan78 16jun93 14sep00	toc 16feb78; rgd 07mar78; first reported DNK 17oct87 in an incident report; f/n IEV 14apr92; l/n IEV 08sep92 l/n IEV 04jul99 in Aeroflot c/s, no titles; l/n IEV 09jun05, as such; seen in special FC Chernomoret's c/s KBP 11jun06; l/n ODS 23feb07
	UR-30000 D2-MBO T-240 D2-MBO	An-30A-100 An-30A-100 An-30A-100 An-30A-100	South Airlines South Airlines Angolan Air Force Angolan Air Force	ODS ADB LAD ODS	05may07 20may07 06aug07 29feb08	additional large 'FC Chernomoret's' titles; reported as exported 18may07; became, see next line still with FC Chernomoret's titles c/n not checked; in all-grey c/s reportedly flew ALY-ODS this date as D2-MBO; stored at ODS, seen feb09, registration not read off; seen again ODS 27feb11 and 13mar12, in all-grey c/s with props removed, but being worked on, c/n confirmed from photo
	T-240 D2-MBO	An-30A-100 An-30A-100	Angolan Air Force Angolan Air Force	LAD LAD	23jul12 06jun13	l/n LAD nov12, in all-grey c/s in all-grey c/s; seen LAD 20nov16 in good condition; l/n 04jan23 preserved in the LAD base museum
14 02	CCCP-30001 CCCP-30001	An-30 An-30R	AFL/Central Region AFL/Central Region	mfd Mya	14feb78 18aug92	toc 12mar78; rgd 27mar78; opb Myachkovski OAO converted to an An-30R 16aug84; opb Myachkovski OAO; in standard 'blue' c/s; l/n Myachkovo 10sep92; the same registration (without prefix) was worn by Ka-32T c/n 8603 at the same time
	RA-30001 RA-30001	An-30 An-30	Aeroflot Myachkovo Air Serv	Mya trf	01sep93 23aug94	opb Myachkovo Air Service initially still in full 'blue' Aeroflot c/s including titles; f/n Myachkovo 28aug95; l/n as such Myachkovo 28mar02, stored (with the 'RA-' prefix totally faded); repainted in white c/s with grey belly, no titles; f/n as such Myachkovo 06jul02
	RA-30001	An-30	Geodynamika	rgd	07aug02	version in register as just 'An-30'; in white c/s with grey belly, no titles; f/n Myachkovo 11aug02; CofA expired 16may09; new CofR issued 31mar10; l/n BKA 27apr11; sold to Grodno, ferried to GNA and seen there 26sep11
	EW-281CN RA-30001	An-30 An-30	Grodno Abakan Air	GNA rgd	27sep11 26apr19	in white c/s with grey belly, with small titles on the rear fuselage and a logo on the fin; l/n MSQ 17sep17 version given in several sources as 'An-30M', but in register as just 'An-30'; in white c/s with grey belly, with small 'AVIATC Transportnaya Kompaniya' titles on the nose; f/n YKS 24dec19; l/n operational YKS 03mar20; was for maintenance by Lukiaviatrans at PKV apr20; canx 05oct21; seen parked at PKV 07nov21, without titles now
	30001	An-30	NPP "Mir"	rgd	2021/22	on the Russian experimental aviation register; opb Region-98; in white c/s with grey belly, no titles; arrived in Yakutiya 02jun22; f/n YKS 06jun22; dbr 22jun22 on a cargo flight (with 6,300 kg of food on board) from Yakutsk to Olenyok when both engines flamed out and the aircraft made a forced landing in a sparse forest 17 km from Olenyok airport, sustaining substantial damage, all 7 crew members were injured (5 of them just slightly)
14 03	CCCP-30002	An-30	AFL/Centr.Reg.-Mya	mfd	feb78	toc 21mar78; rgd 13apr78; f/n BKA 29aug89; opb Myachkovo-avia (Myachkovski OAO UGATS) by 1992; w/o 22mar92 on the leg from Chokurdakh to Tiksi of a cargo flight from Anadyr to Baku when the crew committed an error in handling the auto-pilot while flying at an altitude of 5,400 metres, the aircraft started to oscillate with ever increasing amplitudes, the crew lost control, the aircraft entered a steep downward spiral, broke up under high g-forces (> 4) at a height of some 2,000 metres and crashed on a frozen river 53 km east of Nizhneyansk (Yakutiya), all 5 crew and 5 passengers killed; the same registration (without prefix) was worn by a Ka-32T c/n 8605 at the same time
14 04	CCCP-30003 UN-30003 UN-30003	An-30 An-30 An-30	AFL/Kazakhstan Kazakhstan Airlines Burundaivavia	mfd TAS BXJ	mar78 08may95 29jun99	toc 11apr78; rgd 28jun78; version given as 'RV' in MGA document; the same registration (without prefix) was worn by a Ka-32T c/n 8605 at the same time l/n BXJ 14may98, titles not reported seen BXJ 30nov13, prefix scrubbed out and faded Aeroflot titles visible; l/n BXJ 03jul16, with titles and faded registration without prefix; seen BXJ 08jul19 titles and registration painted out
14 05	CCCP-30004 RA-30004 RA-30004	An-30 An-30D An-30D	AFL/West Siberia Aeroflot Novosibirsk AE	mfd Ovn trf	25mar78 21apr93 11mar94	toc 01apr78; rgd 03may78; opb Novosibirski OAO; converted to an An-30D with additional fuel tanks on the lower fuselage in 'polar' c/s with a 'Sibiryak' logo behind the cockpit; the same registration was allocated to Ka-32T c/n 8607 at the same time based at Novosibirsk-Severnny; in basic 'polar' Aeroflot c/s with a 'Sibiryak' logo behind the cockpit; initially no titles; l/n as such IKT 04jun01; f/n KUF 27jun02 with Novosibirsk Avia titles; new CofR issued 05jul06; l/n operational GOJ oct09; CofA expired 25mar10; excluded from the operator's certificate 26mar10; Novosibirsk Aviation Enterprise ceased operations 29sep10; converted into an atmosphere research laboratory in 2010; offered for sale 09feb11, but could not be sold; stored at Novosibirsk-Severnny from 2011, l/n 11may14
	RF-49405	An-30D	DOSAAF	trf	12aug14	rgd (or registration painted on ?) 20aug14; initially still in basic 'polar' Aeroflot c/s with a 'Sibiryak' logo behind the cockpit, no titles; ferried from Novosibirsk-Severnny to OVB 22nov14 (was the last An-30 at Novosibirsk-Severnny); based at KXX, f/n there 24nov14; l/n in its old colours KXX 23jun17; repainted in

14 06	CCCP-30005	An-30	AFL/Ukraine	mfd	31mar78	grey c/s with Russian stars, no titles; seen in the process of painting (still without markings) KXK 26/28jun17; f/n with markings KKK 29jun17; l/n KHV 30nov19 rgd 03may78; on charge as of 01jul78; the same registration was allocated to a Ka-32T c/n 8608 at the same time; last overhaul 06aug90; f/n IEV 14apr92; l/n IEV 08sep92
	CCCP-30005 UR-30005 UR-30005 UR-30005	An-30 An-30 An-30 An-30	Air Transp. Europe Air Transp. Europe Avial. Ukr c/s n/t UEkraine National	PRG IEV IEV IEV	10nov92 16jun93 22sep94 06aug02	l/n IEV 08jul99 trf 17apr09 to Joint Stock Company Commercial Bank 'TK-Credit'; seen IEV sep09 stored; canx 07jul11; l/n IEV 08jul12 as such; moved to the Oleg Antonov State Aviation Museum at IEV 15nov12 for display in the Oleg Antonov State Aviation Museum at Kiev; seen 05dec21 doing engine runs in the museum; l/n 24jan22
	CCCP-30005	An-30	Aeroflot c/s	IEV	26aug15	toc 12may78; rgd 25may78; f/n TAS 28aug89; the same registration was worn by a Ka-32T c/n 8609 at the same time
14 07	CCCP-30006	An-30	AFL/Central Region	mfd	12apr78	
	RA-30006 RA-30006 RA-30006	An-30 An-30 An-30	Aeroflot Myachkovo Air Serv Geodynamika	Mya trf BKA	24may94 23aug94 15aug05	in Aeroflot c/s and titles; l/n Myachkovo 26aug04, RA- prefix totally faded im all-white c/s, no titles in immaculate condition; reported in technical inspection document 30aug05 as opb Geodynamika; l/n BKA 12aug12; broken up at Bykovo aug12 l/n IKT 05jul92 in 'polar' c/s with 'Sibiryak' badge behind the cockpit, in 'polar' c/s l/n IKT 06jun01, in rework plant, in 'polar' c/s, no titles with 'Sibiryak' badge behind the cockpit, in 'polar' c/s with Novosibirsk Avia titles; l/n operational IAR 24aug09; Novosibirsk Aviation Enterprise ceased operations 29sep10; offered for sale 09feb11 and sold to Lukiaviatrans 24mar11
14 08	CCCP-30007	An-30	AFL/West Siberia	mfd	28apr78	
	RA-30007 RA-30007 RA-30007	An-30D An-30D An-30D	Aeroflot Novosibirsk AE Novosibirsk AE	Ovn trf Ovn	21apr93 11mar94 15aug04	in ex Aeroflot 'polar' c/s, no titles; damaged Kepereyem 31aug15, when the nose gear collapsed during landing followed by smoke and a small fire in the cockpit; l/n Kepereyem stored sep15/ap2rr, named 'Vladimir Nikitin'; still current on Russian register 04dec20 with latest CoFR issued 17feb20 to ? Chinese AF; f/n PEK 23apr86, see dates next line
	RA-30007	An-30D	Lukiaviatrans	PKC	10sep12	in ex Aeroflot 'polar' c/s, no titles; damaged Kepereyem 31aug15, when the nose gear collapsed during landing followed by smoke and a small fire in the cockpit; l/n Kepereyem stored sep15/ap2rr, named 'Vladimir Nikitin'; still current on Russian register 04dec20 with latest CoFR issued 17feb20 to ? Chinese AF; f/n PEK 23apr86, see dates next line
14 09	876 B-3301 B-3301	An-30 An-30 An-30	Civ Avn Adm China Civ Avn Adm China China General Avn	d/d rgd trf	1978 may85 jul89	f/n TYN 03mar87 wfu mar96; l/n TYN oct98/feb06 stored without props and reported broken up since
14 10	877 B-3302 B-3302	An-30 An-30 An-30	Civ Avn Adm China Civ Avn Adm China China General Avn	d/d rgd trf	1978 may85 jul89	Chinese AF; f/n TYN 18apr86, see dates next line f/n TYN 03mar87 wfu mar96; l/n TYN oct98/feb06 stored no engines and reported broken up since
15 01	878 B-3303 B-3303	An-30 An-30 An-30	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China	d/d rgd trf	1978 may85 jul89	Chinese AF; f/n PEK may86, l/n TYN 31oct86; see dates next line f/n TYN 03mar87 wfu mar96; l/n TYN oct98/feb06 stored complete and reported broken up since
15 02	12-44	An-30	Cuban Air Force	mfd	19oct78	confirmed exported to Cuba, but serial not confirmed for this c/n; black and white photo exists in camouflage c/s
	FAR-1444 CU-F1444	An-30 An-30	Cuban Air Force Aerogaviota	HOG CMW	09aug93 16jun98	c/n not confirmed; probably became, see next line l/n SCU 11mar00, airworthy; fate unknown
15 03	12-45	An-30	Cuban Air Force	mfd	31oct78	confirmed exported to Cuba, but serial not confirmed for this c/n; photo exists in camouflage c/s; probably became, see next line
15 04	CU-T1445 not known RF-36014	An-30 An-30 An-30	Aerogaviota Soviet Air Force Russ. Space Forces	Bar mfd CKL	21nov97 1979 25dec08	l/n CYO jun99, operational; fate unknown
	RF-36014	An-30	Russian Air Force		jul12	in all-grey c/s with Space Forces badge on door; l/n Levashovo 06jun10; seen Ivanovo-Severnoy 11oct11 in white c/s with blue cheatline and grey undersides, Russian stars on tail location withheld; seen Seshcha 09may14; seen Levashovo 14aug15 also carrying code "10" red' with call-sign '57702' stencilled on a panel in the cockpit; seen sep17, location withheld; l/n Levashovo nov19, possibly wfu
15 05	"05"	An-30R	United Nations	mfd	28jun79	radiation reconnaissance aircraft; in fact not Air Force, but 12 GU MO (Main Directorate for Nuclear-Technical Support and Safety); based at Gromovo; black and white photo exists in all-grey c/s; in 1994 became, see next line
	30080	An-30R	United Nations	Gmv	09aug96	not on Soviet or Russian register; opb 12 GU MO; based at Gromovo; was intended for inspection flights over Iraq in 1994 but never operated for the United Nations; in full all-white UN c/s with large 'UN' titles and Russian flag on fin, registration under wings as 'UN 30080'; last overhaul completed 06mar03; t/ 2,152 hours and 1,563 cycles by 01jan07; seen KGD 17aug07; trf to the Russian Air Force in 2010; l/n Levashovo sep13
	RF-30080	An-30R	United Nations	Gmv	14aug14	also carried code "09" red; initially opb 1080 AvB at Gromovo; opb 33 otsap at Levashovo from 2013; in full all-white UN c/s with large 'UN' and small 'VVS Rossi' titles, Russian flag on fin; seen OVB aug17; l/n 09apr20, location withheld
15 06	BNMAU-1506	An-30	MIAT Mongolia	d/d	1979	f/m ULN 10may95; in good condition, but wfu before 1995; seen ULN 27jun01; l/n ULN 19jun09, wrecked; fuselage only seen ULN 27jan10; seen 01apr15, slightly right of the centre line of RW14, 3.6 miles of the threshold (N47.893834 E106.71504), preserved on top of a small building, having been joined to the fuselage of An-26 c/n 3010 (JU-1013), with noses extended to a point and with truncated wings made to look as though they originally had two engines on either side; l/n 18may17 already allocated by early 1995, not taken up new country prefix reported allocated by mar98, not taken up
	MT-1016 JU-1016	An-30 An-30	MIAT Mongolia MIAT Mongolia			Chinese Air Force; photo 03may05 location unknown, missing port propellers, with non-standard window configuration, radar housing and pods on the side/underside of the fuselage seen preserved in the China Aviation Museum at Shahezhen AFB (Changping N40.185807 E116.36078); l/n 27jan23
15 07	879	An-30	Civ Avn Adm China	d/d	1979	Chinese Air Force; f/n PEK may86; seen SIA 01nov86; l/n Hanzhong may17/mar20; stored
	3710	An-30	Chinese Air Force	Chp	21sep16	Chinese Air Force; f/n feb13, location withheld; l/n Hanzhong may17/mar20, stored Chinese Air Force seen preserved in the China Aviation Museum at Shahezhen AFB Changping (N40.185807 E116.36078); l/n 14apr19
15 08	880	An-30	Civ Avn Adm China	d/d	1979	Chinese Air Force
15 09	881	An-30	Civ Avn Adm China	d/d	1979	Chinese Air Force
15 10	882 3711	An-30 An-30	Civ Avn Adm China Chinese Air Force	d/d Chp	1979 21sep16	Chinese Air Force seen preserved in the China Aviation Museum at Shahezhen AFB Changping (N40.185807 E116.36078); l/n 14apr19
16 01	883	An-30	Civ Avn Adm China	d/d	1979	Chinese Air Force

Aircraft with unknown construction numbers

---	"01" red	An-30	Russian Air Force	KJA	01jul92	in all-grey c/s with Red star on the fin and code on the forward fuselage; opb 151 odrae at Krasnoyarsk; l/n KJA 13jul93; see c/n 1307
---	"01" red	An-30	Russian Air Force	Erm	01sep97	in-all grey c/s with Red star on the fin; see "01" yellow c/n 0603 ?
---	"03" yellow	An-30	Russian Air Force	Erm	may10	stored, one prop; grey c/s with red star; possibly Russian MVD/VV
---	"04" red	An-30	Soviet Air Force	KBL	1984	according to a Russian Aviation forum website, "04" c/n 0904 was the aircraft that operated in Afghanistan; see this c/n and c/n 0704
---	"04" red	An-30	Russian Air Force	photo		in a Polish Magazine jan94; in all-grey c/s with Red star on the fin; probably c/n 0704
---	"05" red	An-30	Soviet Air Force	KJA	01jul92	in all-grey c/s with Red star on the fin; opb 151 odrae at Krasnoyarsk
---	"06" red	An-30	Russian Air Force	ph.	1980	at Kuschchevskaya; in all-grey c/s with Red star on the fin and code on the forward fuselage; see c/n 0504
---	"07" red	An-30	Russ. Space Forces	ph.	27aug07	at Siversky
---	"17" red	An-30	Soviet Air Force	KBL	oct87	
---	"17" red	An-30	Soviet Air Force	KJA	13jul93	opb 151 odrae at Krasnoyarsk; see c/n 1308

Antonov An-32

The An-32 freighter was developed from the An-26 airframe and is distinguishable by particularly high mounted king-sized Ivchenko AI-20D engines. Unlike many other aircraft of the Soviet Era, the An-32 was designed primarily for export and one of its key capabilities is the ability to operate into/out of hot and high airfields with unpaved or gravel airstrips. It first appeared at the 1977 Paris Air Show, however, seven years passed before the first deliveries were made to the Indian Air Force on 11 July 1984 (who ordered 118 of the type). Other operators of the type with similar climatic conditions include Bangladesh, Sri Lanka, Colombia, Peru, Mexico, Afghanistan and a number of African countries.

The first production aircraft flew on June 23rd 1983 and production continued at factory # 473 Kiev-Svyatoshino, from where it was reported by early 2010 that 357 aircraft had been delivered, with another seven airframes completed after that. Two updated versions were introduced during the nineties, the An-32B with increased payload up to 7200kg and the An-32P a dedicated fire-fighting version (known as Firekiller) with the ability to carry up to 8 tonnes of liquid.

The An-32 c/n is similar to the An-24/26. Only one factory (factory # 473) has produced the type. The factory code and the production year has never been seen stencilled on the aircraft and the four digit c/n can be found under the horizontal stabilizer on the fuselage at the left side of the aircraft. The first two digits of the c/n are the batch number and the last two digits are the aircraft within the batch.

For the pre-production aircraft with a six digit registration the first and last digit of the registration are the type and the third and fourth digit are the c/n.

The Antonov OKB also state that by March 12th 2007, a total of 113 An-32s had been pwfu or written off.

At the beginning of 2010, an upgrade programme commenced at Kiev-Zhulyany (ARP 410) to modernise 40 aircraft operated by the Indian Air Force to An-32RE standard. The main features included the following: increased payload up to 7500kg, new equipment was installed for preventing aircraft collisions in the air and for early warning of collisions with the ground, a satellite navigation system, aircraft range finders, upgraded radio altimeters, a new radar with two multifunctional indicators, new oxygen equipment and improved seats for the crew have been installed. Subsequent conversions have taken place in India, however, however, due to the on-going poor relations between Ukraine and Russia, this has hindered the supply of kits and parts to India causing long delays to the programme.

1 An-32 prototype and 3 An-32 pre-production aircraft built by factory # 473 at Kiev-Svyatoshino from 1976 to 1983

10 06	CCCP-83966	An-32	ADB/Aeroflot c/s	f/f	09jul76	from Kiev-Svyatoshino; converted from An-26 c/n 1006 and retained its original c/n; seen LBG 10jun77 with exhibition code '342'; photo exists as just 'CCCP-', prior to it being reregistered, see next line and An-72 c/n 004; see also An-32 c/n 1006
	CCCP-46961	An-32	ADB/Aeroflot c/s	r/r	1980	photo exists, equipped with a large SV-36P eight-bladed propeller and D-236 engine on the port side (later used by the An-70); photo Gostomel aug91; seen Gostomel 28aug93 derelict, c/n checked this day, l/n 10sep96; broken up Gostomel 2002
001	CCCP-380122	An-32	ADB/Aeroflot c/s	ph.	oct82	r/o in bare metal; underwent state tests until 30aug83 (see rgd next line); photos exist, in Aeroflot c/s and titles
	CCCP-21508	An-32	MAP Kiev MeZ	rgd	03mar83	decommissioned 18feb85; photo Gostomel may86, in Aeroflot c/s and titles; reported last flight 1989, see next line
	CCCP-21508	An-32	ADB/Aeroflot c/s	Gos	03jul96	was already canx 1994; c/n confirmed; seen dumped at Gostomel (N50.587925 E30.210265) with serial painted out, just CCCP- visible; was due to become an exhibit in a proposed museum at Gostomel nov00, but the plans fell through; l/n 03oct10, with many parts missing
002	--	An-32				static test airframe until 1990
003	CCCP-380322	An-32	ADB/Aeroflot c/s	mfd	mar83	photo in Aviaexport brochure No. 14; undertook parachuting trials; became see next line
	CCCP-21132	An-32	ADB/Aeroflot c/s	ph.	1980s	in Aeroflot c/s and titles; registration was current on a Mi-6 c/n 5682402V by 30oct90; l/n Gostomel 23aug91; converted to An-32P fire-fighter oct93 (the second aircraft converted), with experimental CoFA EP004 temporarily opb Heliservicio of Portugal in Portugal and Spain; w/o 06jul94 on a fire-fighting mission from Valencia (Spain) in the Sierra de Mariola mountain range near Banyeres de Mariola when came in too low, dropped its water load on a forest fire too late, stalled while trying to 'hop' over a mountain and crashed into that mountain some 10 metres below its summit, 5 of the 6 crew killed and the sole survivor seriously injured; t/t 831.34 hours and 1,102 cycles
	UR-48018	An-32P	Antonov Des. Bur.	VLC	06jul94	

364 An-32 built and completed by factory # 473 at Kiev-Svyatoshino from 1983 to 2012

01 01	AJ301	An-32	Indian Air Force	f/f	23jun83	d/d 20sep84; photo exists, in white c/s with thin blue cheatline and grey undersides; believed re-serialled, see next line
	K2667	An-32	Indian Air Force	IEV	28jun95	c/n confirmed from Ukrainian Customs documents; photo DEL, in all-grey c/s, no code; not reported again until seen DOH 14jul13 en route to IEV for overhaul, arrived IEV 19jul13
	K2667	An-32RE	Indian Air Force	IEV	01sep14	in all-grey c/s, no code; finally re-delivered ex IEV 19nov15; used call-sign 'VU-MPB' sep20
01 02	AJ303	An-32	Indian Air Force	d/d	20sep84	photo in Kiev-Svyatoshino factory museum, in white c/s with thin blue cheatline and grey undersides, believed re-serialled to, see next line
	K2668	An-32	Indian Air Force		jan00	and Bangalore-Yelahanka 05feb01 coded 'N'; seen Bangalore-Yelahanka 10feb07, in all-grey c/s, coded 'A' grey c/s; arrived IEV 11dec11 for overhaul, no code; c/n confirmed from Ukrainian Customs documents
	K2668	An-32	Indian Air Force		jan00	and Bangalore-Yelahanka 05feb01 coded 'N'; seen Bangalore-Yelahanka 10feb07, all-grey c/s and no unit markings, coded 'A' arrived IEV 11dec11 for overhaul, no code; c/n confirmed from Ukrainian Customs documents
01 03	K2668	An-32RE	Indian Air Force	IEV	07jul12	seen DOH 09oct12; l/n AGR 21feb15; used call-sign 'VU-DBA' aug21/oct21
	K2669	An-32	Indian Air Force	d/d	1984 ?	c/n not confirmed for this serial; in white c/s with thin blue cheatline and grey undersides; f/n Bangalore 1988 and DXB jan90, coded 'A'; opb 48 Sqn; w/o 01apr92 near Boothgarh, Ludhiana, collided with An-32 K3055 after take-off from Chandigarh, all 4 crew killed in both aircraft; Antonov confirm this c/n was wfu or w/o before 12mar07
01 04	K2670	An-32	Indian Air Force	d/d	15jul84	f/n MCT 22may94; in white c/s with thin blue cheatline and grey undersides; seen Bangalore-Yelahanka 1998 coded 'E'; seen Bangalore-Yelahanka 09feb01 coded 'B'; seen DXB 28feb10 in all-grey c/s, coded 'A'; arrived IEV 04mar10 for overhaul; l/n IEV 08mar10
	K2670	An-32RE	Indian Air Force	IEV	18jan11	in all-grey c/s, no code; l/n Bangalore-Yelahanka 18feb17
	KA2670	An-32RE	Indian Air Force	Ban	04feb21	in all-grey c/s, no code
01 05	K2671	An-32	Indian Air Force	d/d	24aug84	c/n not confirmed for this serial; in white c/s with thin blue cheatline and grey undersides; f/n Bangalore-Yelahanka coded 'F'; photo date unknown coded 'A'; l/n Bangalore-Yelahanka 13feb11; believed upgraded in India to, see next line
01 06	KA2671	An-32RE	Indian Air Force	IXC	01sep21	in all-grey c/s
	--	An-32A	Antonov Des. Bur.			according to documents belonged to the ADB, was the first An-32A and was never officially registered; it is also known to have crashed, exact date unknown, but based on indirect evidence it was before 1990 on a test flight
01 07	K2672	An-32	Indian Air Force	d/d	22nov84	f/n IEV 28aug93; in white c/s with thin blue cheatline and grey undersides; seen Bangalore-Yelahanka 11dec98, c/n checked, had been coded 'G' in the past; seen Bangalore-Yelahanka 05feb01 coded 'B-A' (B on tail, A on fuselage); seen DEL 12mar08 no code; l/n IXC 01feb09, as such; believed upgraded in India to, see next line
01 08	KA2672	An-32RE	Indian Air Force	Ban	13feb23	in all-grey c/s, no code
	K2673	An-32	Indian Air Force	d/d	01nov84	c/n not confirmed for this serial; f/n HYD 08dec98; w/o 07mar99 when crashed on finals to DEL, came down 3 km short of the runway in Pappankalan area of south-west Delhi, all 4 crew and 14 passengers plus 3 on the ground killed; Antonov confirm this c/n was wfu or w/o before 12mar07
01 09	K2674	An-32	Indian Air Force	d/d	18oct84	c/n not confirmed for this serial; in white c/s with thin blue cheatline and grey undersides; f/n IEV 28jun95; seen Tezpur 02dec98, coded 'M'; seen Pondicherry 30dec04; seen DEL apr09, no code; seen Bangalore-Yelahanka 18feb17; l/n Bangalore-Yelahanka 03feb21
01 10	K2675	An-32	Indian Air Force	d/d	15jul84	c/n not confirmed for this serial; in white c/s with thin blue cheatline and grey undersides; photo in 1993, coded 'C'; seen AGR 05dec98, no code; arrived IEV 18jan13 for overhaul; in all-grey c/s, no code; l/n IEV 05feb13, awaiting overhaul; c/n given as 0203 in Ukrainian Customs documents
02 01	K2675	An-32RE	Indian Air Force	IEV	19dec13	in all-grey c/s, no code; l/n Bangalore-Yelahanka 15feb17, active
	KA2675	An-32RE	Indian Air Force		11oct19	location unknown; l/n 05feb20
	K2676	An-32	Indian Air Force	d/d	04jul84	photo Kiev-Svyatoshino jul84, in white c/s with thin blue cheatline and grey undersides; seen IEV 08sep92; seen DXB 28feb10 in all-grey c/s, no code; arrived IEV for overhaul 04mar10; seen hangared 19mar10
02 02	K2676	An-32RE	Indian Air Force	IEV	29sep10	in all-grey c/s, no code; seen IEV 27may11; l/n Bangalore-Yelahanka 15feb17
	K2677	An-32	Indian Air Force	d/d	04jul84	photo exists, location and date unknown, in white c/s with thin blue cheatline and grey undersides, coded 'A'; f/n MCT 22may94, coded 'E'; seen JDH feb99, coded 'G'; seen DEL 25apr08, coded 'B'; seen DEL 23oct08, code not reported; seen DEL 01jan10, in all-grey c/s, no code; arrived IEV 24mar11 for overhaul, no code
02 03	K2677	An-32RE	Indian Air Force	IEV	29feb12	in all-grey c/s, no code; l/n IEV 12mar12
	KA2677	An-32RE	Indian Air Force		19mar21	at Bangalore-Hindustan; in all-grey c/s, no code
	K2678	An-32	Indian Air Force	d/d	04jul84	photo jul84, in white c/s with thin blue cheatline and grey undersides, no code; seen DEL dec88 coded 'F'; l/n Car Nicobar 02jan05 as such; seen KMG nov08, in all-grey c/s, no code; seen as such AGR 03feb11; l/n BDQ 15jun17; believed upgraded in India to, see next line
02 04	KA2678	An-32RE	Indian Air Force	Ban	14feb23	in all grey c/s
	K2679	An-32	Indian Air Force	d/d	15jul84	f/n DEL sep87 coded 'E'; in white c/s with thin blue cheatline and grey undersides; seen Bangalore-Yelahanka dec96 coded 'K'; seen DXB 28feb10, no code; arrived IEV for overhaul 04mar10, in all-grey c/s, no code; l/n IEV 01apr10 hangared
	K2679	An-32RE	Indian Air Force	IEV	14apr11	l/n IEV 27may11, in all-grey c/s, no code
	KA2679	An-32RE	Indian Air Force	IXC	01sep21	in all-grey c/s; l/n Chandigarh 06oct22
02 05	K2680	An-32	Indian Air Force	d/d	24aug84	f/n IEV 14apr92, in white c/s with thin blue cheatline and grey undersides; seen DEL 04apr09 in all-grey c/s, no code; arrived IEV 24mar11 for overhaul, still no code
	K2680	An-32RE	Indian Air Force	IEV	23nov11	test flying, bare metal c/s and just marked '26-80'; l/n as such IEV 29dec11; f/n IEV 12mar12, in all-grey c/s, no code; seen IEV 30mar12; l/n Vijayawada 14oct14
02 06	KA2680	An-32RE	Indian Air Force	ph.	2022	at Bangalore-Hindustan; in all-grey c/s, no code
	K2681	An-32	Indian Air Force	d/d	24aug84	f/n IEV 29aug93; in white c/s with thin blue cheatline and grey undersides; seen DXB 28feb10 in all-grey c/s, coded 'B'; arrived IEV for overhaul 04mar10; l/n IEV 25mar10
	K2681	An-32RE	Indian Air Force	IEV	20feb11	in all-grey c/s, no code; l/n IEV 27may11
	KA2681	An-32RE	Indian Air Force		09feb19	location unknown; in all-grey c/s, no code; l/n DEL 24oct20
02 07	K2682	An-32	Indian Air Force	d/d	20sep84	c/n confirmed from Ukrainian Customs documents; in white c/s with thin blue cheatline and grey undersides; f/n in 1987, coded 'K'; seen DEL 03nov07, code not reported; arrived IEV 12dec11 for overhaul, in all-grey c/s, no code
	K2682	An-32RE	Indian Air Force	IEV	31jul12	test flying, bare metal and just marked '26-82'; seen IEV 10sep12 in all-grey c/s, no code; seen DOH 09oct12; l/n AGR 21feb15
02 08	KA2682	An-32RE	Indian Air Force		13dec19	location unknown; in all-grey c/s
	K2683	An-32	Indian Air Force	d/d	20sep84	c/n not confirmed for this serial; f/n MCT 22may94; in white c/s with thin blue cheatline and grey undersides; seen Bangalore-Yelahanka 31jan03, coded 'M' with Aircraft and Systems Testing Establishment titles on the rear fuselage; based at Bangalore-Yelahanka; seen DEL 25apr08 still coded 'M'; seen DEL 24oct08 code not reported; l/n HAL (Bangalore) 10feb11
02 09	K2684	An-32	Indian Air Force	d/d	18oct84	c/n confirmed from Ukrainian Customs documents; in white c/s with thin blue cheatline and grey undersides; f/n IEV 08sep92; seen AGR 2001 coded 'E'; arrived IEV 07sep12 for overhaul, in all-grey c/s, no code; l/n IEV 23nov12
	K2684	An-32RE	Indian Air Force	IEV	29dec12	test flight in primer with just '2684' on the tail; seen IEV 05jul13, in all-grey c/s, no code; seen IEV 09oct13; l/n AGR 21feb15
02 10	KA2684	An-32RE	Indian Air Force		15dec19	location unknown; used call-sign 'VU-DOC' nov20/dec20
	K2685	An-32	Indian Air Force	d/d	18oct84	c/n not confirmed for this serial; f/n Bangalore-Yelahanka dec96, no code; l/n AGR 18nov09 no code reported; believed upgraded in India to, see next line
03 01	KA2685	An-32RE	Indian Air Force	Ban	17feb23	grey c/s, no code
	K2686	An-32	Indian Air Force	d/d	01nov84	c/n confirmed from Ukrainian Customs documents; f/n DEL 07mar08, no code; arrived for overhaul IEV 10may12, in all-grey c/s, no code; l/n IEV 08jul12 hangared
	K2686	An-32RE	Indian Air Force	IEV	14dec12	test flying; photo taken from underneath; seems to be in primer; seen IEV 29dec12, in all-grey c/s, no code; seen IEV 16feb13; seen MCT 22feb13; l/n BOM mar14
	KA2686	An-32RE	Indian Air Force		04jan20	location unknown; in all-grey c/s

03 02	K2687	An-32	Indian Air Force	d/d	01nov84	c/n confirmed from Ukrainian Customs documents; in white c/s with thin blue cheatline and grey undersides; f/n DEL dec88, carried code 'M'; seen Bangalore-Yelahanka 08dec98, coded 'I'; seen Bangalore-Yelahanka 11feb01, no code; l/n as such HYD 10may03; arrived IEV 11 or 12dec11 for overhaul
03 03	K2687 KA2687 K2688	An-32RE An-32RE An-32	Indian Air Force Indian Air Force Indian Air Force	IEV d/d	07jul12 sep18 nov84 ?	in all-grey c/s, no code; seen DOH 09oct12; l/n 09apr14, location withheld location unknown; in all-grey c/s, no code; used call-sign 'VU-BKF' jun21/nov21; l/n IXC 01sep21 c/n not confirmed for this serial, probably delivered 22nov84, same date as c/n 0304; f/n nov99 in the Diamond Jubilee Museum at Kalaikunda AB, coded 'I'; was reported dbr in a hard landing at Kalaikunda AFB before this date; Antonov confirm this c/n was wfu or w/o before 12mar07
03 04	K2689	An-32	Indian Air Force	d/d	22nov84	f/n Bangalore-Yelahanka dec96, in white c/s with thin blue cheatline and grey undersides, coded 'H'; seen Bangalore-Yelahanka 08feb07, in all-grey c/s, no unit markings; seen DEL 24oct07, no code; arrived for overhaul IEV 08jul10, no code
03 05	K2689 KA2689 K2690	An-32RE An-32RE An-32	Indian Air Force Indian Air Force Indian Air Force	IEV ph. d/d	16jul11 nov22 06dec84	in all-grey c/s, no code; l/n DEL 29dec15 c/n not confirmed for this serial; f/n IEV 29aug93; reportedly w/o 23feb00 when crashed at Bangalore-Hindustan; cockpit noted in use as flight simulator at Bangalore-Yelahanka 13feb11
03 06	K2691	An-32	Indian Air Force	d/d	06dec84	c/n not confirmed for this serial; f/n DEL 05dec98; in white c/s with grey undersides, no code; l/n DEL 12feb09
03 07	KA2691 K2692	An-32 An-32	Indian Air Force Indian Air Force	d/d	08feb20 06dec84	exact version not known; used call-sign 'VU-DBD' feb21/mar21 c/n confirmed from Ukrainian Customs documents; f/n DEL 29may07, in all-grey c/s, coded 'D'; arrived for overhaul IEV 11dec11, in all-grey c/s, no code
03 08	K2692 KA2692 K2693	An-32RE An-32RE An-32	Indian Air Force Indian Air Force Indian Air Force	IEV IXC d/d	07jul12 01sep21 27dec84	in all-grey c/s, no code; l/n DHA 24oct12 c/n confirmed from Ukrainian Customs documents; in white c/s with thin blue cheatline and grey undersides; f/n IEV 14apr92, coded 'T'; l/n as such Bangalore-Yelahanka dec96; seen DEL 17dec98 coded 'F'; l/n as such Bangalore-Yelahanka 08feb01; seen DEL 27apr05 in all-grey c/s, no code; seen IEV 03apr13/05jul13 awaiting overhaul
03 09	K2693 K2694	An-32RE An-32	Indian Air Force Indian Air Force	IEV d/d	19mar14 27dec84	in all-grey c/s, no code; l/n DOH 16apr14 c/n confirmed from Ukrainian Customs documents; in white c/s with thin blue cheatline and grey undersides; f/n Bangalore-Yelahanka 09dec98, coded 'W'; seen Bangalore-Yelahanka 2005 coded 'D'; seen BOM 12mar06 and AGR 18nov09, code not reported; arrived for overhaul IEV 10may12, in all-grey c/s, no code; l/n IEV 07jul12
03 10	K2694 KA2694 K2695	An-32RE An-32RE An-32	Indian Air Force Indian Air Force Indian Air Force	IEV d/d	29dec12 19dec19 27dec84	flying in primer c/s, painted as just '2694'; seen IEV 09jan13, in all-grey c/s, no code; re-delivered ex IEV 17feb13; l/n MCT 22feb13 location unknown; l/n DEL 21nov23 c/n confirmed from Ukrainian Customs documents; f/n Bangalore-Yelahanka dec96 coded 'X'; in white c/s with thin blue cheatline and grey undersides; arrived IEV 19jul13 for overhaul; seen IEV 29mar14 undergoing overhaul
04 01	K2695 KA2695 K2696	An-32RE An-32RE An-32	Indian Air Force Indian Air Force Indian Air Force	IEV BOM d/d	01sep14 01aug20 24jan85	finally re-delivered ex IEV 19nov15; in all-grey c/s, no code; l/n BOM 09mar17 in all-grey c/s, no code f/n IXC 12jan00, coded 'C'; seen DXB 28feb10 in all-grey c/s, coded 'C'; arrived IEV for overhaul 04mar10; l/n IEV 28mar11
04 02	K2696 K2697	An-32RE An-32	Indian Air Force Indian Air Force	IEV d/d	15apr11 24jan85	in all-grey c/s no code; l/n DEL 23dec15 c/n confirmed from Ukrainian Customs documents; f/n Bangalore-Yelahanka 11dec98, in white c/s with thin blue cheatline and grey undersides; seen Bangalore-Yelahanka 08feb01, no code; arrived IEV 07sep12 for overhaul, in all-grey c/s, no code; l/n IEV 24oct12
04 03	K2697 K2698	An-32RE An-32	Indian Air Force Indian Air Force	IEV d/d	09may13 24jan85	in all-grey c/s, no code; seen IEV 29jul13; l/n AGR 21feb15 f/n SHJ 02feb98; in white c/s with blue cheatline and grey undersides, no code; l/n DEL 20feb15; believed upgraded in India to, see next line
04 04	KA2698 K2699	An-32RE An-32	Indian Air Force Indian Air Force	DEL d/d	12mar18 28feb85	in all-grey c/s, no code; l/n Palam 15mar19 c/n not confirmed for this serial; f/n DEL 15jul03, in white c/s with thin blue cheatline and grey undersides; seen Bangalore-Yelahanka 10feb07, coded 'I'; seen Bangalore-Yelahanka 10feb11, in all-grey c/s, no code; l/n Bangalore-Yelahanka 27feb20
04 05	K2700	An-32	Indian Air Force	d/d	28feb85	c/n not confirmed for this serial; in white c/s with thin blue cheatline and grey undersides; f/n Bangalore-Yelahanka 1993 coded 'P'; photo 20dec06 location unknown, coded 'E'; seen AGR 09mar08; l/n Bangalore-Yelahanka 13feb11
04 06	K2701	An-32	Indian Air Force	d/d	19apr85	c/n not confirmed for this serial; photo overhead the Taj Mahal, coded 'N', in white c/s with blue cheatline and grey undersides; seen DEL 17may07, in all-grey c/s, no code, seen IXC 02feb11, l/n DEL 02jan19 as such
04 07	K2702	An-32	Indian Air Force	d/d	apr85 ?	c/n not confirmed for this serial; probably delivered 19apr85 with c/ns 0406 and 0408; opb 48 Sqn; w/o 22mar86 Kishitiwar, territory of Jammu and Kashmir, struck the slope of a mountain on approach to the airport, with all 17 onboard killed; Antonov confirm this c/n was wfu or w/o before 12mar07
04 08	K2703	An-32	Indian Air Force	d/d	19apr85	f/n Palam 1989; in white c/s with thin blue cheatline and grey undersides; seen MCT 18oct96, coded 'P'; seen AGR 27jan08 coded 'I'; l/n Bangalore 11dec12, in all-grey c/s, no code; believed upgraded in India to, see next line
04 09	KA2703 K2704	An-32RE An-32	Indian Air Force Indian Air Force	TRV d/d	16jul21 31may85	in all-grey c/s, no code in white c/s with thin blue cheatline and grey undersides; f/n LCA 01jun85 on delivery flight, coded 'H'; seen Bangalore-Yelahanka 11dec98 coded 'E'; seen AGR 09mar08, in all-grey c/s coded 'E'; arrived for overhaul IEV 08jul10 still as such; l/n IEV 13jul10
04 10	K2704 K2705	An-32RE An-32	Indian Air Force Indian Air Force	IEV d/d	06sep11 31may85	in all-grey c/s, no code; seen IEV 19sep11; l/n Bangalore-Yelahanka 21feb15 seen LCA 01jun85 on delivery flight; in white c/s with thin blue cheatline and grey undersides; opb 19 Sqn; w/o Tezu, Arunachal Pradesh 14jul90 in unknown circumstances on a flight from Tambaram Air Force Station to Thiruvananthapuram, killing all 5 onboard; Antonov confirm this c/n was wfu or w/o before 12mar07
05 01	K2706	An-32	Indian Air Force	d/d	04jul85	c/n confirmed from Ukrainian Customs documents; in white c/s with thin blue cheatline and grey undersides, no code; f/n Bangalore-Yelahanka 11dec98, coded 'J'; seen Bangalore-Yelahanka 05feb01, no code; l/n Bangalore-Yelahanka 2005 as such; arrived for overhaul IEV 10may12, in all-grey c/s, no code
05 02	K2706 KA2706 K2707	An-32RE An-32RE An-32	Indian Air Force Indian Air Force Indian Air Force	IEV d/d	10oct12 28dec19 31may85	in primer; seen IEV 29dec12, in all-grey c/s, no code; seen IEV 17feb13 re-delivered this date; l/n MCT 22feb13 in all-grey c/s, no code; l/n Imphal 20nov20 f/n LCA 01jun85 on delivery flight; in white c/s with thin blue cheatline and grey undersides; seen AGR 27jan08, in all-grey c/s coded 'M'; arrived for overhaul IEV 08jul10, no code; l/n IEV 15jul10
05 03	K2707 K2708	An-32RE An-32	Indian Air Force Indian Air Force	IEV d/d	12aug11 04jul85	seen IEV 19sep11; in all-grey c/s, no code; l/n Bangalore-Yelahanka 19feb15 c/n confirmed; f/n DEL jan87, in white c/s with thin blue cheatline and grey undersides, seen DEL 19aug09 and 01jan10, no code, arrived for overhaul IEV 08jul10, still as such
05 04	K2708 KA2708 K2709	An-32RE An-32RE An-32	Indian Air Force Indian Air Force Indian Air Force	IEV DEL d/d	29jun11 26mar18 12sep85	in all-grey c/s, no code; l/n DEL 29dec15 in all-grey c/s, no code in white c/s with thin blue cheatline and grey underside; f/n DEL 09sep86, coded 'J'; seen Palam 1992, coded 'Q'; seen SHJ 04feb98 and IXC 04dec98, no code; seen HYD may03 coded 'L'; l/n IXC 01feb09, as such; seen AGR 03feb11, no code; l/n BOM 12mar15
05 05	KA2709 K2710	An-32 An-32	Indian Air Force Indian Air Force	Ban d/d	03feb21 jul85 ?	c/n not confirmed for this serial; probably d/d 04jul85 with c/ns 0501 and 0503; f/n DEL 19jul86; reported by Antonov Design Bureau as wfu or w/o before 12mar07, but IAF state in sep12 that it is still in service
05 06	K2711	An-32	Indian Air Force	d/d	22aug85	c/n not confirmed for this serial; f/n LCA 26aug85 on delivery flight coded 'K'; in white c/s with thin blue cheatline, grey undersides; seen Bangalore-Yelahanka 1993 coded 'R'; l/n DEL 25apr09, code not reported; believed upgraded in India to, see next line
05 07	KA2711 K2712	An-32RE An-32	Indian Air Force Indian Air Force	Ban d/d	15jan23 22aug85	in all-grey c/s, no code f/n LCA 26aug85 on delivery flight; in white c/s with thin blue cheatline, grey undersides; photo coded 'I' in 1990; seen CAI 09oct97, coded 'O'; seen SHJ 04feb98; seen AGR 07oct07 and DEL 23apr08; l/n Bangalore-Yelahanka 18feb19, in all-grey c/s, no code
05 08	K2713	An-32	Indian Air Force	d/d	sep85 ?	c/n not confirmed for this serial; probably d/d 12sep85 with c/ns 0504 and 0510; w/o 08feb88 Tuting, Arunachal Pradesh in unknown circumstances; Antonov confirm this c/n was wfu or w/o before 12mar07
05 09	K2714	An-32	Indian Air Force	d/d	22aug85	f/n LCA 26aug85 on delivery flight; in white c/s with thin blue cheatline and grey undersides; seen SHJ 04apr98 coded 'F'; seen Bangalore-Yelahanka 09dec98 named 'Agatti', coded 'K'; seen Bangalore-Yelahanka 09feb01, no code; l/n as such IXC 01feb09
05 10	K2715	An-32	Indian Air Force	d/d	12sep85	f/n Bangalore-Yelahanka 09feb01, coded 'N'; photo exists in all-grey c/s with blue cheatline; seen DEL 09oct07, in all-grey c/s, no code; seen DEL 16oct07 in all-grey c/s coded 'E' and again as such DEL 11jul09; arrived IEV 24mar11 for overhaul, no code
06 01	K2715 KA2715 K2716	An-32RE An-32RE An-32	Indian Air Force Indian Air Force Indian Air Force	IEV d/d	11nov11 13dec19 21oct85	test flying in bare metal c/s, marked '2715'; f/n IEV 12mar12, in all-grey c/s, no code; l/n AGR 21feb15 location unknown; used call-sign 'VU-BKM' oct21/nov21; l/n in a flypast over Prayagraj 05oct23 f/n Bangalore-Yelahanka 1988, in white c/s with thin blue cheatline and grey undersides; seen CAI 09oct97; seen Bangalore-Yelahanka 25feb08; used call-sign 'VU-BLD' mar11; l/n Bangalore-Yelahanka 03feb21; believed upgraded in India to, see next line
06 02	KA2716 K2717	An-32RE An-32	Indian Air Force Indian Air Force	Ban d/d	17feb23 21oct85	grey c/s, no code c/n not confirmed for this serial; f/n DEL 07oct97; seen Bangalore-Yelahanka 11feb05, in all-grey c/s, coded 'E'; l/n Bangalore-Yelahanka 08feb11
06 03	K2718	An-32	Indian Air Force	d/d	21oct85	c/n not confirmed for this serial; in white c/s with thin blue cheatline, grey undersides; f/n Palam 1992 coded 'B'; seen GWL feb03, in all-grey c/s, coded 'A'; l/n Bangalore-Yelahanka 10feb07, still as such; believed upgraded in India to, see next line
06 04	KA2718 K2719	An-32RE An-32	Indian Air Force Indian Air Force	IXC d/d	01sep21 18nov85	in all-grey c/s f/n DEL 04oct07; seen AGR 09mar08, no code; arrived IEV 08jul10 for overhaul, in all-grey c/s, no code; l/n IEV 13jul10
06 05	K2719 K2720	An-32RE An-32	Indian Air Force Indian Air Force	IEV d/d	19sep11 18nov85	in all-grey c/s, no code; seen overflying Delhi 23jan13 f/n Bangalore-Yelahanka 2003, coded 'Z'; seen LGK 29nov07, in all-grey c/s, no code; seen DEL 05mar08, no code; arrived IEV 24mar11 for overhaul, still as such; c/n from spotters.net.ua
	K2720 KA2720	An-32RE An-32RE	Indian Air Force Indian Air Force	IEV ph.	29dec11 04may18	test flown in bare metal c/s; seen IEV 12mar12 in all-grey c/s, no code; l/n Bangalore-Yelahanka 21feb15 at Sulur AFB; in all-grey c/s, no code

06 06	K2721	An-32	Indian Air Force	d/d	18nov85	c/n not confirmed for this serial; f/n IEV 11sep96, in white c/s with thin blue cheatline, grey undersides; seen Bangalore-Yelahanka 11dec98 and 09feb01 coded 'O'; seen Bangalore-Yelahanka 10feb07; dbr Jorhat 15dec11, having been severely damaged in a landing accident and sustaining damage to the forward fuselage, nose cone, port main undercarriage; photo exists
06 07	K2722	An-32	Indian Air Force	d/d	23dec85	c/n not confirmed for this serial; f/n Bangalore-Yelahanka 05feb01; l/n DEL 28jun10, no code reported; believed upgraded in India to, see next line
06 08	KA2722 K2723	An-32RE An-32	Indian Air Force Indian Air Force	JAI d/d	20jul21 06jan86	in all-grey c/s, no code c/n not confirmed for this serial; f/n jun89, location not known; seen AGR 09mar08; l/n 12jul13, location withheld, in all-grey c/s, no code
06 09	KA2723 K2724	An-32 An-32	Indian Air Force Indian Air Force	ph. d/d	25sep19 23dec85	at Imphal still in all-grey c/s, no code c/n confirmed from Ukrainian Customs documents; f/n Bangalore 1988 coded 'B'; seen DEL 09feb08, no code; arrived IEV 11 or 12dec11 for overhaul; l/n IEV 12mar12
	K2724	An-32RE	Indian Air Force	IEV	23jul12	test flying, bare metal c/s and marked just '27-24'; seen IEV 05aug12, in all-grey c/s, no code; seen DHA 24oct12; l/n aug15, location withheld
06 10	KA2724 K2725	An-32RE An-32	Indian Air Force Indian Air Force	DAC d/d	11dec21 23dec85	in all-grey c/s, no code c/n not confirmed for this serial; in white c/s with thin blue cheatline, grey undersides; f/n Bangalore-Yelahanka 09feb07, in all-grey c/s, no unit markings; l/n Bangalore-Yelahanka 27feb20
07 01	K2726	An-32	Indian Air Force	d/d	06jan86	c/n not confirmed for this serial; in white c/s with thin blue cheatline, grey undersides; f/n Bangalore 1988; seen Bangalore-Yelahanka 08dec98, coded 'E'; seen Bangalore-Yelahanka 09feb07 coded 'Y'; seen DEL 21feb15, in all-grey c/s. no code; l/n Bangalore-Yelahanka 22aug18
07 02	K2727	An-32	Indian Air Force	d/d	06jan86	f/n Palam 1989; in white c/s with thin blue cheatline, grey undersides; seen Bangalore-Yelahanka dec96, coded 'B'; seen IXC 04dec98, no code; seen Bangalore-Yelahanka 19feb15, in all-grey c/s, no code
07 03	KA2727 KA2727 CCCP-48093 CCCP-48093 UR-48093	An-32 An-32RE An-32A An-32A An-32P	Indian Air Force Indian Air Force Antonov Des. Bur. Antonov Des. Bur. Antonov Des. Bur.	DEL Ban Gos Gos Gos	11mar20 13feb23 20aug88 23aug91 10sep96	in all-grey c/s, no code; l/n DEL 30jan22, version not confirmed; believed upgraded in India to, see next line in Aeroflot c/s; l/n Gostomel 18aug91; see also Il-18 c/n 188000604 with Ukrainian flag; CoFR renewal 12mar92; l/n Gostomel 08sep92; converted to, see next line fire-fighter version; already mentioned in documents by jun94 as operating in Portugal; in white c/s with red trim and 'Kiev-Ukraine' titles on the external water tanks; l/n Gostomel 21may04, without props; not in fleet list 07dec05, see next line
	5A-DRC	An-32P	Libyan Air Force	Gos	09sep05	d/d 26dec05, using call-sign LAAF703; in white c/s with green and red trim and Arabic 'Mataafi' (fire brigade) titles; c/n checked MJI 31oct07; l/n MJI 02may10
07 04	K2728	An-32	Indian Air Force	d/d	20mar86	f/n DXB 25mar86 on delivery flight; in white c/s with thin blue cheatline, grey undersides; seen Bangalore-Yelahanka 1993, coded 'S'; l/n DEL 24may09, in all-grey c/s, no code
07 05	K2729	An-32	Indian Air Force	d/d	20mar86	c/n not confirmed for this serial; f/n DXB 25mar86 on delivery flight; in white c/s with thin blue cheatline, grey undersides; w/o the same day when crashed into the Indian Ocean 450 km off Jamnagar coast on the last leg from Muscat, all 7 on board killed; Antonov confirm this c/n was wfu or w/o before 12mar07
07 06	K2730	An-32	Indian Air Force	d/d	20mar86	c/n confirmed from Ukrainian Customs documents; f/n DXB 25mar86 on delivery flight; in white c/s with thin blue cheatline, grey undersides; seen Bangalore-Yelahanka 11dec98 coded 'K'; seen DEL 22may07 coded 'Y'; l/n Lucknow 04feb11, in all-grey c/s, no code; arrived IEV 07sep12 for overhaul
07 07	K2730 KA2730 K2731	An-32RE An-32RE An-32	Indian Air Force Indian Air Force Indian Air Force	IEV ph. d/d	23feb13 04may18 24apr86	in all-grey c/s, no code; seen IEV 17aug13; l/n AGR 21feb15 at Sulur AFB, in all-grey c/s, no code; l/n Yelahanka 14feb23 c/n confirmed from Ukrainian documents; f/n DHA 27apr86 on delivery flight; in white c/s with thin blue cheatline, grey undersides; photo exists, location and date unknown, in light grey c/s with dark grey undersides; seen AGR nov01, in all-grey c/s; arrived IEV 07sep12 for overhaul, no code; l/n IEV 09oct12
07 08	K2731 KA2731 K2732	An-32RE An-32RE An-32	Indian Air Force Indian Air Force Indian Air Force	IEV Ban d/d	03apr13 09dec20 24apr86	in all-grey c/s, no code; seen DOH 29aug13 returning to India; l/n 10apr14, location withheld in all-grey c/s, no code; l/n 24jan21 location unknown c/n not confirmed for this serial; f/n DHA 27apr86 on delivery flight; in white c/s with thin blue cheatline and grey undersides; seen IXC 04dec98 and DEL 09feb00 coded 'N'; more recently seen at Thoise coded 'L' and BOM 02oct07, no code visible; seen MLE 12nov11, in all-grey c/s; no code; l/n Bangalore-Yelahanka 09feb13
07 09	K2733	An-32	Indian Air Force	d/d	24apr86	c/n confirmed from Ukrainian Customs documents; f/n DHA 27apr86 on delivery flight; in white c/s with thin blue cheatline and grey undersides; photo 1997 coded 'D'; seen DEL 18apr08, no code; arrived IEV 10may12 for overhaul, in all grey c/s, no code
07 10	K2733 K2734	An-32RE An-32	Indian Air Force Indian Air Force	IEV d/d	29sep12 05jun86	l/n IEV 17feb13 re-delivered this date; in all-grey c/s, no code; l/n IXC 01sep21 c/n not confirmed for this serial; f/n DHA 08jun86 on delivery flight; in white c/s with thin blue cheatline and grey undersides; seen IEV 10sep96 and Bangalore-Yelahanka dec96 coded 'L'; seen Bangalore-Yelahanka 08feb01, in all-grey c/s coded 'D'; l/n Bangalore-Yelahanka 10feb16
08 01	KA2734 K2735	An-32 An-32	Indian Air Force Indian Air Force	Ban d/d	18feb19 05jun86	in all-grey c/s, no code; l/n BOM 20nov20 f/n DHA 08jun86 on delivery flight; in white c/s with thin blue cheatline and grey undersides; seen Bangalore-Yelahanka 08dec98, coded 'L'; seen DEL 17dec98 coded 'F'; seen DEL 24nov07 coded 'L'; arrived IEV 24mar11 for overhaul; l/n IEV 01apr11
	K2735	An-32RE	Indian Air Force	IEV	19dec11	in bare metal just marked '27-35'; f/n IEV 01mar12 in all-grey c/s, no code; seen IEV 12mar12; l/n AGR 21feb15
08 02	K2736	An-32	Indian Air Force	d/d	05jun86	c/n confirmed from Ukrainian documents; f/n DHA 08jun86 on delivery flight; in white c/s with thin blue cheatline and grey undersides; seen Bangalore-Yelahanka dec96, coded 'D'; seen Bangalore-Yelahanka 09feb07 in all-grey c/s, no code or unit markings; seen AGR 27jan08, no code; arrived IEV 18jan13 for overhaul; l/n IEV 17may13, in re-work, in primer c/s with no engines
08 03	K2736 KA2736 K2737	An-32RE An-32RE An-32	Indian Air Force Indian Air Force Indian Air Force	IEV ph. d/d	19dec13 2020 07aug86	in all-grey c/s, no code; l/n DOH 02apr14 in all-grey c/s, no code; l/n Bangalore-Hindustan apr23 c/n not confirmed for this serial; in white c/s with thin blue cheatline and grey undersides; f/n TRV feb89, code not noted; seen Bangalore-Yelahanka dec96, coded 'B'; seen SHJ apr98, no code; seen DEL 08mar08, coded 'E'; l/n DEL 01feb11, no code
08 04	K2738	An-32	Indian Air Force	d/d	07aug86	c/n not confirmed for this serial; in white c/s with thin blue cheatline and grey undersides; f/n Bangalore-Yelahanka 1999, coded 'G'; seen SIN 21feb04, in all-grey c/s, coded 'B'; l/n DEL 18may07
08 05	KA2738 K2739	An-32 An-32	Indian Air Force Indian Air Force	Ban d/d	28dec17 07aug86	in all-grey c/s, no code c/n not confirmed for this serial; in white c/s with thin blue cheatline and grey undersides; f/n DEL sep87; seen Bangalore-Yelahanka 1993, coded 'F'; seen AGR 2001, coded 'P'; seen DEL 14feb05 and Bangalore-Hindustan 11feb07, in all-grey c/s, no unit markings; features in a Youtube video showing it landing at the renovated Vijaynagar Advanced Landing ground 18sep19
08 06	K2740	An-32	Indian Air Force	d/d	09oct86	f/n MCT 15oct86 on delivery flight; in white c/s with thin blue cheatline, grey undersides; seen Bangalore-Yelahanka dec96 coded 'Q'; seen Bangalore-Yelahanka 11feb09; c/n confirmed from documents; l/n 03may12, location withheld, no code
08 07	K2741	An-32	Indian Air Force	d/d	09oct86	f/n MCT 15oct86 on delivery flight; in white c/s with thin blue cheatline, grey undersides; l/n DEL 12mar08; in all-grey c/s, no code; believed upgraded in India to, see next line
08 08	KA2741 K2742	An-32RE An-32	Indian Air Force Indian Air Force	d/d	07jan20 09oct86	location unknown; in all grey c/s, no code; l/n IXC 01sep21 c/n confirmed from Ukrainian documents; f/n MCT 15oct86 on delivery flight; in white c/s with thin blue cheatline, grey undersides; seen Bangalore-Yelahanka feb90 coded 'U'; seen IXC 01feb09, no code; arrived IEV 19jul13 for overhaul; in all-grey c/s, no code; l/n IEV 29jul13
	K2742 KA2742	An-32RE An-32RE	Indian Air Force Indian Air Force	IEV BOM	13feb15 05sep17	finally re-delivered ex IEV 19nov15; in all-grey c/s, no code; l/n Bangalore 03jun16 in all-grey c/s, no code; l/n BOM 07may19, overshoot the runway after aborting take-off due to technical reasons
08 09	K2743	An-32	Indian Air Force	d/d	18sep86	c/n not confirmed for this serial; in white c/s with thin blue cheatline, grey undersides; f/n CCU jan87; repainted in all-grey c/s; seen with code 'C' DEL 20nov07; seen without code BBI 09nov15; w/o 22jul16 on a flight from Tambaram to Port Blair (South Andaman Island) when lost height rapidly and crashed into the Bay of Bengal some 280 km east of Chennai, all 6 crew and 23 passengers killed; no trace was ever found f/n DEL 08jul98; in white c/s with thin blue cheatline, grey undersides; seen Bangalore-Yelahanka 08dec98 coded 'P'; seen Bangalore-Yelahanka 09feb01 and 11feb09 no code; l/n DEL 28may09; believed upgraded in India to, see next line
09 01	KA2744 K2745	An-32RE An-32	Indian Air Force Indian Air Force	d/d	28jan20 18sep86	location unknown; in all-grey c/s; l/n Chandigarh 23dec21 f/n Bangalore-Yelahanka 09dec98, in white c/s with thin blue cheatline, grey undersides, coded 'E'; seen Bangalore-Yelahanka, 15jul05, in all-grey c/s, no code; seen DEL 25apr08 as such; l/n AGR 21feb15; believed upgraded in India to, see next line
09 02	KA2745 280	An-32RE An-32A	Indian Air Force Afghan Air Force	Ban KHT	10feb23 19apr91	in all-grey c/s, no code c/n not confirmed for this serial; the first An-32 delivered to Afghanistan; in medium brown/olive drab camo c/s with light grey undersides; on a photo taken at Khost 04apr91 with Mujahideen posing on it (Khost had been captured by them 31mar91); the wreck was dumped at Kabul IAP, seen mar02/jan04
09 03	K2746	An-32	Indian Air Force	d/d	nov86 ?	probably delivered 21nov86 with c/ns 0904 and 0905; l/n nov02, location not reported; wreckage seen at Tezpur Air Base nov02; c/n from Russian sources; Antonov confirm this c/n was wfu or w/o before 12mar07
09 04	K2747	An-32	Indian Air Force	d/d	21nov86	c/n confirmed from Ukrainian Customs documents; in white c/s with thin blue cheatline, grey undersides; f/n Bangalore-Yelahanka 08feb01, coded 'P'; seen ZUH 08nov08, in all-grey c/s, no code; seen DOH 14jul13 and arrived IEV 19jul13 for overhaul; l/n IEV 29jul13
09 05	K2747 K2748	An-32RE An-32	Indian Air Force Indian Air Force	IEV d/d	01sep14 21nov86	in all-grey c/s, no code; finally re-delivered ex IEV 19nov15 c/n not confirmed for this serial; in white c/s with thin blue cheatline, grey undersides; f/n AGR 05dec98, coded 'Q'; seen AGR 04feb07 and 07oct07 coded 'F'; seen Jagdalpur 07apr10, no code; l/n Bangalore-Yelahanka 18feb15
09 06	281	An-32A	Afghan Air Force	d/d	04sep87	c/n not confirmed for this serial; in medium brown/dark brown/olive drab camo c/s with light grey undersides; probably opb General Dostum's forces after 1992; sat wfu at MZR (N36.704574 E67.195245), seen 12mar03/aug03
09 07	K2749	An-32	Indian Air Force	d/d	09mar87	c/n not confirmed for this serial; f/n BHJ 04feb01; seen at HAL (Bangalore) 04dec10, in all-grey c/s with thin blue cheatline; l/n Bangalore-Yelahanka 15feb15; believed upgraded in India to, see next line
09 08	KA2749 282	An-32RE An-32A	Indian Air Force Afghan Air Force	DEL d/d	29jun21 unknown	in all-grey c/s, no code c/n not confirmed for this serial; f/n KHT 08jun06 wrecked
09 09	FAP-362	An-32A	Peruvian Air Force	PRG	27feb87	in camo c/s; l/n LIM 11apr88 as such; rgd as OB-1379 11jun90; seen also carrying OB-1379 oct91/mar02; c/n confirmed in register; last flight 04jun98, wfu due to corrosion; OB-1379 canx 21dec01; l/n LIM may02/mar04 just as 362; seen sep05/early 2007 completely covered with anti-corrosion paint, just 362 in black by nose; l/n LIM 21apr14 c/s not reported

09 10	FAP-363	An-32A	Peruvian Air Force	PRG	27feb87	in camo c/s; rgd as OB-1380 11jun90; seen carrying OB-1380 Lima nov91/oct03; c/n confirmed in register; stored wfu Lima; OB-1380 canx 21dec01; seen LIM mar02/oct03 wfu, no engines; moved to a compound behind Grupo 8 hangar by jan04; seen LIM 06sep05 still as 363/OB-1380 being refurbished behind Grupo 8 hangar for display at the Grupo 8 museum
	FAP-392 (2)	An-32A	Peruvian Air Force		jul09	seen displayed in these fake marks at the Parque Temático de la FAP which is opposite Lima-Callao Airport (S12.012911 W77.110889) in white c/s grey undersides with black cheatlines and small 'Combatiente Del Canepa' titles; l/n 27oct19; see c/n 1303
10 01	FAP-366	An-32A	Peruvian Air Force	PRG	27feb87	in camo c/s; l/n LIM 11apr88 as such; rgd as OB-1381 11jun90; seen also carrying OB-1381 oct91/sep97; c/n confirmed in register; OB-1381 canx 21dec01; reported as wfu and probably broken up
10 02	FAP-367	An-32A	Peruvian Air Force	PRG	27feb87	in camo c/s; l/n LIM 11apr88 as such; rgd as OB-1382 11jun90; seen also carrying OB-1382 nov91/mar02; c/n confirmed in register; last flight 08sep97; wfu due to corrosion; OB-1382 canx 21dec01; l/n LIM may02/mar04 just as 367; seen sep05/early 2007 completely covered with anti-corrosion paint, just 367 in black by nose; reportedly seen wfu Lima 04nov11; seen LIM 21apr14; l/n LIM 06aug23, derelict missing outer wings, tail and undercarriage, without serial and stripped of paint/in sand c/
10 03	FAP-376	An-32A	Peruvian Air Force	PRG	27feb87	in camo c/s; rgd as OB-1383 11jun90; seen carrying OB-1383 nov94/mar01; c/n confirmed in register; repainted in white c/s with red cheatlines/undersides; last flight 01sep99; OB-1383 canx 21dec01; wfu due to corrosion; l/n LIM may02/mar04 as just 376; seen sep05/early 07 completely covered with anti-corrosion paint, just 376 in black by nose; l/n LIM 21apr14 c/s not reported
10 04	283 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
10 05	284	An-32A	Afghan Air Force	d/d	28sep87	f/n KBL sep91; serial reported KDH 17oct00 as an An-26 which is probably in error; wfu or w/o before 12mar07
10 06	285	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; seen wrecked KHT 1991; still present sep05/10apr07; c/n confirmed by ADB as wfu or w/o before 12mar07; see also the prototype CCCP-83966, which retained the original An-26 c/n 1006
10 07	K2750	An-32	Indian Air Force	d/d	09mar87	c/n confirmed from Ukrainian Customs documents; f/n MCT 13mar87 on delivery flight, in white c/s with thin blue cheatline, grey undersides; seen IXC 12jan00, coded 'H'; seen Bangalore-Yelahanka 08feb07, in all-grey c/s no unit markings; seen DOH 14jul13, in all-grey c/s, no code; arrived IEV 19jul13 for overhaul; l/n IEV 29jul13
	K2750	An-32RE	Indian Air Force	IEV	01sep14	in all-grey c/s, no code; finally re-delivered ex IEV 19nov15
	K2750	An-32RE	Indian Air Force		30jan20	location unknown
	K2751	An-32	Indian Air Force	d/d	02apr87	f/n Bangalore-Yelahanka dec96, in white c/s with thin blue cheatline, grey undersides, coded 'N'; seen DEL 07oct97 coded 'D'; seen DEL 06dec98, without code; seen AGR oct01 coded 'C'; seen Bangalore-Hindustan 11feb07, in all grey c/s, without code; seen DEL 18sep07, coded 'F'; l/n Vijayawada 15oct14; believed upgraded in India to, see next line
10 08	K2751	An-32RE	Indian Air Force	MAA	25jan19	in all-grey c/s, no code
	K2752	An-32	Indian Air Force	d/d	02apr87	in white c/s with thin blue cheatline, grey undersides, seen Bangalore-Yelahanka 05feb01 coded 'M'; seen HYD 15feb05 coded 'L', (the old code 'M' still visible); seen Bangalore-Hindustan 14jul16, in all-grey c/s, no code
	K2752	An-32	Indian Air Force			opb 43 Sqn; w/o 03jun19 on a flight from Jorhat-Rowrah to Mechuka Advanced Landing Ground, crashed between Jorhat and Mecheria (possibly into a mountain some 7-8 km towards Molo), all 8 crew and 5 passengers killed
10 10	286 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
11 01	287	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; photo exists, active; c/n confirmed as wfu or w/o before 12mar07
11 02	288	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; seen wrecked KHT 1991; still present 06dec06
11 03	289	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; seen wrecked KHT 1991; still present 17dec06
11 04	K2753	An-32	Indian Air Force	d/d	13may87	in white c/s with thin blue cheatline, grey undersides; f/n Bangalore 1988, coded 'M'; seen DEL 04jan06 and Bangalore-Yelahanka 12feb07, in all-grey c/s, no unit markings; l/n LGK 09dec07, no code; c/n from Russian sources
11 05	K2754	An-32	Indian Air Force	d/d	13may87	in white c/s with thin blue cheatline, grey undersides; f/n DHA feb88, coded 'N'; seen DEL 14jan03, still as such; seen TEZ nov02 coded 'W'; seen HYD 13feb05 and DEL 08mar08, no code; c/n from Russian sources; seen BOM 07jan10, in all-grey c/s, no code; l/n Bangalore-Yelahanka 06feb13, in all-grey c/s
11 06	FAP-374	An-32A	Peruvian Air Force	PRG	28sep87	in camo c/s; l/n LIM 11apr88 as such; rgd as OB-1384 11jun90, but possibly did not carry this registration; c/n confirmed in register; w/o in an accident Satipo 06mar90, starboard wing hit a building; canx 10mar92; c/n confirmed by ADB as wfu or w/o before 12mar07
11 07	FAP-378	An-32A	Peruvian Air Force	PRG	28sep87	in camo c/s; l/n LIM 11apr88 as such; rgd as OB-1385 11jun90; seen also carrying OB-1385 oct96/oct03; c/n confirmed in register; OB-1385 canx 21dec01; l/n LIM may02/oct03 derelict without engines, wearing just OB-1385; moved to a compound behind Grupo 8 hangar by jan04; l/n nov07; still present according to Google Earth image dated jan09/mar11
11 08	FAP-379	An-32A	Peruvian Air Force	PRG	28sep87	in camo c/s; l/n LIM 18nov88 as such; rgd as OB-1386 11jun90 with CoFA expired 31jul97; seen also carrying OB-1386 apr96/sep97; c/n confirmed in register; reported crashed in the jungle in 1997; OB-1386 canx 21dec01; c/n confirmed by ADB as wfu or w/o before 12mar07
11 09	FAP-386	An-32A	Peruvian Air Force	PRG	28sep87	in camo c/s; l/n LIM nov87 as such; rgd as OB-1387 11jun90; seen also carrying OB-1387 oct92/sep97; OB-1387 canx 21dec01; seen cocooned Las Palmas AFB, mar02, airframe overstressed after hard landing Summer 2001 and awaiting repairs; c/n and serial mentioned in insurance documents in 2010, so presumed repaired
11 10	K2755	An-32	Indian Air Force	d/d	13may87	in white c/s with thin blue cheatline, grey undersides; f/n DEL 07oct97; coded 'D'; seen as such AGR nov01; photo in 1997 magazine coded 'U'; l/n DEL 20mar08, no code; c/n from Russian sources; l/n 12jul13 location withheld, in all-grey c/s, no code; believed upgraded in India to, see next line
	K2755	An-32RE	Indian Air Force	Ban	14feb23	in all-grey c/s, no code
	K2756	An-32	Indian Air Force	d/d	18jun87	f/n MCT 23jun87 on delivery flight; seen Bangalore-Yelahanka dec96 in white c/s with thin blue cheatline, grey undersides, coded 'B'; seen Bangalore-Yelahanka 30nov98/10dec98 named 'Brahmaputra', still coded 'B'; seen IXC 22jun00 and Bangalore-Yelahanka 11feb01 coded 'L'; l/n Bangalore-Yelahanka 21feb15, in all-grey c/s, no code
12 02	K2757	An-32	Indian Air Force	d/d	18jun87	c/n confirmed from Ukrainian Customs documents; f/n MCT 23jun87 on delivery; in white c/s with thin blue cheatline, grey undersides; seen IXC 12jan00, coded 'D'; seen BOM 01mar03, code not reported; seen Pondicherry 30dec04, coded 'G'; seen as such IXC 01feb09; arrived IEV 18jan13 for overhaul, in all-grey c/s, no code; seen IEV 17may13 awaiting overhaul; seen IEV 05jul13 on overhaul; l/n IEV 22jan14; seen IEV 22jan14, bare metal
	K2757	An-32RE	Indian Air Force	IEV	13mar14	in all-grey c/s, no code; l/n DOH 02apr14; dbr Chandigarh 20sep14 on a flight from Bathinda, after a heavy landing the starboard wing broke off, the aircraft veered off the runway, rolled over and came to rest upside down, in the grass beside the runway, the port wing was also severed and the propeller broke away, the crew suffered only minor injuries and burns from a fire that was quickly extinguished
12 03	FAP-388	An-32A	Peruvian Air Force	PRG	28sep87	in camo c/s; rgd as OB-1388 11jun90; seen carrying OB-1388 sep94/mar04; c/n confirmed in register; OB-1388 canx 21dec01; l/n LIM may02/oct03 derelict, no engines or outer wings; moved to a compound behind Grupo 8 hangar by jan04; l/n nov07; still present according to Google Earth image dated jan09, gone by mar11
12 04	K2758	An-32	Indian Air Force	d/d	18jun87	c/n not confirmed for this serial; in white c/s with thin blue cheatline, grey undersides; f/n SHJ 04apr98, coded 'Z'; l/n AGR 09mar08 no code reported; believed converted in India to, see next line
	K2758	An-32RE	Indian Air Force	Plm	16apr20	in all-grey c/s, no code; l/n Lucknow oct21
12 05	K2759	An-32	Indian Air Force	d/d	13aug87	in white c/s with thin blue cheatline, grey undersides; f/n SHJ 04apr98; seen IEV 11may98 coded 'B'; seen Bangalore-Yelahanka 05feb01 no code; believed upgraded in India to, see next line
12 06	K2759	An-32RE	Indian Air Force	ph.	06feb20	in all-grey c/s, no code; l/n Bangalore-Yelahanka 13feb23
	K2760	An-32	Indian Air Force	d/d	05nov87	c/n confirmed from Ukrainian Customs documents; f/n DEL 13feb08, in white c/s with thin blue cheatline, grey undersides, coded 'J'; arrived IEV 10may12, for overhaul coded 'J'; l/n as such IEV 07jul12
12 07	K2760	An-32RE	Indian Air Force	IEV	09jan13	seen IEV 16feb13; in all-grey c/s, no code; seen MCT 22feb13; l/n Bangalore-Yelahanka 13feb17
12 07	K2761	An-32	Indian Air Force	d/d	aug87 ?	c/n not confirmed for this serial; probably d/d 13aug87 with c/ns 1205 and 1208; no reports; w/o 25mar92 at Valley in unknown circumstances; Antonov confirm this c/n was wfu or w/o before 12mar07
12 08	K2762	An-32	Indian Air Force	d/d	13aug87	f/n MCT 18oct96, in white c/s with thin blue cheatline, grey undersides, coded 'P'; seen GWL 29jun98, as such; seen AGR 27jul07, coded 'T' and named 'Tapti', Indian Air Force titles starboard side only; seen DEL 08nov07, no code; seen IXC 02feb11, in all-grey c/s; l/n IEV 17may13 awaiting overhaul
	K2762	An-32RE	Indian Air Force	IEV	19dec13	in all-grey c/s, no code; l/n DEL 19dec15
	K2762	An-32RE	Indian Air Force		21jan20	in all-grey c/s, no code; l/n IXC 01sep21
12 09	K2763	An-32	Indian Air Force	d/d	aug87 ?	c/n not confirmed for this serial; w/o Shivrajpur 15jul90 in unknown circumstances; Antonov confirm this c/n was wfu or w/o before 12mar07
12 10	K2764	An-32	Indian Air Force	d/d	25aug88	d/d was reported as such but possibly 1987; c/n confirmed from Ukrainian Customs documents, with mfd given as 1987; in white c/s with thin blue cheatline, grey undersides; f/n Palam 1997, coded 'WL'; seen AGR 06mar01, coded 'N'; seen Bangalore-Yelahanka 15feb05, in all-grey c/s, no code; seen again DEL 25oct07; arrived IEV 07sep12 for overhaul, still as such; l/n IEV 08nov12
	K2764	An-32RE	Indian Air Force	IEV	21jun13	on a test flight; in all-grey c/s, no code; l/n DOH 29aug13 returning to India
	K2764	An-32RE	Indian Air Force	IXC	16nov20	in all-grey c/s, no code
13 01	FAP-389	An-32A	Peruvian Air Force	PRG	05dec87	in camo c/s; rgd as OB-1390 11jun90 and seen carrying OB-1390 mar91, c/n confirmed in register; CoFA expired for OB-1390 11jun91 and canx 06jan95; reported crashed near the Colombian border in 1997, see below; c/n confirmed by ADB as wfu or w/o before 12mar07
	FAP-382	An-32A	Peruvian Air Force	LIM	mar02	in camo c/s stored, c/n not confirmed; photo proof wearing OB-1398, officially only An-2 c/n 1G96-12 wore these marks, the last digit of the FAP serial looks to have been changed, ex FAP-389 after being recovered (? FAP-382 was a C-130); l/n LIM apr03/oct03 derelict; moved to a compound behind Grupo 8 hangar by jan04; l/n nov07; still present according to Google Earth image dated jan09/mar11
13 02	FAP-391	An-32A	Peruvian Air Force	PRG	05dec87	in camo c/s; rgd as OB-1391 11jun90; seen carrying OB-1391 mar91/mar04; c/n confirmed in register; OB-1391 canx 21dec01; l/n LIM may02/oct03 derelict, no engines, outer wings or rudder; moved to a compound behind Grupo 8 hangar by jan04; l/n nov07; still present according to Google Earth image dated jan09, gone by mar11
13 03	FAP-377	An-32A	Peruvian Air Force	PRG	05dec87	in camo c/s; c/n not confirmed, but this c/n is given in an ADB delivery list as delivered the same day to Peru with c/ns 1302, 1304 and 1305; believed re-serialised to, see next line
	FAP-392 (1)	An-32A	Peruvian Air Force	LIM	11apr88	in camo c/s; c/n confirmed, l/n LIM 18nov88 as such; rgd as OB-1392 11jun90; seen carrying OB-1392 oct92/mar04 and c/n confirmed in register; OB-1392 canx 21dec01; l/n LIM may02/oct03 derelict, no

13 04	FAP-375	An-32A	Peruvian Air Force	PRG	05dec87	engines, outer wings or rudder; moved to a compound behind Grupo 8 hangar by jan04; l/n nov07; still present according to Google Earth image dated jan09, gone by mar11; see c/n 0910
13 05	FAP-387	An-32A	Peruvian Air Force	PRG	05dec87	in camo c/s; l/n LIM 18nov88 as such; rgd as OB-1389 11jun90; seen carrying OB-1389 sep94/mar98; c/n confirmed in register; crashed Plura 28mar98 after an engine failure on a relief flight evacuating flood victims, the fuselage broke in two, killing 22 on board; OB-1389 canx 21dec01; c/n confirmed by ADB as wfu or wfu before 12mar07
13 06	not known no serial	An-32A An-32B	Antonov Des. Bur. Antonov Des. Bur.	mfd	1987	converted to An-32B prototype, undertook tests 30dec87/21sep88; seen Gostomel 18aug91, in green/brown camouflage c/s with red star on the tail; converted to An-32P prototype in 1992
	UR-48004	An-32P	Antonov Des. Bur.	f/f	16feb93	fire-fighter version; first discharge of water was carried out 15mar93; f/n LBG 10jun93 with exhibition code '302', in white c/s with red trim and 'Kiev-Ukraine' titles on the external water tanks, 'Firekiller' on the nose; tanks were removed by 14sep02; l/n Gostomel 20may04
	5A-DRD	An-32P	Libyan Air Force	Gos	01dec05	d/d 22dec05, using call-sign LAAF306; in white c/s with green and red trim and Arabic 'Mataafi' (fire brigade) titles; c/n checked MJI 31oct07; l/n MJI 07oct09
13 07	290	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; seen wrecked KHT 10apr07
13 08	291 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
13 09	292 ?	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial
13 10	1551	An-32A	Ethiopian AF	d/d	27mar89	c/n not confirmed for this serial, but likely (c/n confirmed as one of two delivered to Ethiopia - the other one, c/n 1401, was w/o before mar07); f/n AXU 21may93; seen ADD 10mar01 and Debre Zeyit 24feb14; repainted in light bluish grey/olive drab/dark greenish grey camo c/s with medium grey undersides; f/n as such in 2021
14 01	1552 ?	An-32A	Ethiopian AF	d/d	1989	c/n confirmed as one of two delivered to Ethiopia; crashed in Ethiopia between 2000/2007 and c/n confirmed by ADB as wfu or w/o before 12mar07
14 02	293	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; seen wrecked KHT 1991; still present 17dec06
14 03	294	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; seen wrecked KHT 1991; still present KHT 08jun06
14 04	295 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
14 05	296 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
14 06	297	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; wreck seen dumped upside down at Bagram, no cockpit early00/may04
14 07	CCCP-48974 RA-48974 3D-RTB TL-ACH	An-32A An-32A An-32A An-32A	MAP Kaluga Motors Impulse Aero Air Pass Centrafrican, n/t	mfd trf PZB NBO	25nov87 18mar93 12sep97 23aug98	d/d 23jun89; rgd 20jul89 soc and canx 23may96 as to Zaire in all-white c/s, no titles; seen PTG 02jan98; l/n PTG 19jun98 illegal TL- registration; reportedly damaged at LKG 13sep98; seen RKT 15dec98, in all-white c/s, no titles, 'United Nations' titles just visible under the paint on the lower fuselage; seen 27oct99 with registration painted out; seen apr00 with registration and again 20sep00/26nov00 with registration painted out; seen RKT 18jan01, in white c/s with multi blue coloured tail, without registration and missing the port propeller, details from airport operations; seen 15feb01/18mar01, parked in the same position still missing the port propeller; l/n RKT 15apr01 in all-white c/s without titles, but registration now painted on ?; was owned by San Air General Trading according to UN document oct01
	3C-QQT 9XR-QT	An-32A An-32A	CET Aviation Regional Intl A.S.	rgd no	21may01 reports	according to UN document oct01; registration suspended feb02 c/n not confirmed; canx dec03 as exported to South Africa; according to the Rwanda CAA this aircraft was never officially registered in Rwanda
	9Q-CAC	An-32B	Great Lakes Bus.	rgd	08mar05	c/n confirmed; the Bill of Sale gives the date as 10aug03; version given as such in official documents; f/n GOM nov05; Antonov regard this aircraft as no longer airworthy from 25jul97; reported in UN document as operating out of Goma nov05; also reported to have been operated by Agfretco; seen GOM nov06 in basic blue/white ex Centrafrican c/s, no titles; l/n GOM 17jul07; w/o 26aug07 on a flight from Kongo to Goma with about 9 tonnes of cassiterite when developed engine trouble about ten minutes after take-off and attempted to return to Kongo, but the aircraft contacted trees and crashed 3 km short of the runway, all 3 crew and 11 of the 12 passengers killed
14 08	CCCP-69356 RA-69356	An-32A An-32A	MAP KrasnoyarskMSZ Sibaviatrans	mfd trf	16nov87 25nov93	in Aeroflot c/s; d/d 05feb89; rgd 10aug89 in Aeroflot c/s, no titles; f/n KJA 12jun94; l/n as such KJA 09jun94; seen GOJ 04nov01 (year may have been 00 rather than 01), white fuselage and blue/white/red cheatline, tail band and blue engines, named 'Seryozha', a diminutive form of Sergey; canx 28dec01 and soc 29dec01 as sold to Sierra Leone still named 'Seryozha' in Cyrillic; l/n LAD 27apr03
	D2-FED 9Q-CJU 9Q-CJU	An-32A An-32A An-32A	no titles Aerolift RSA Gloria Airways	LAD rgd	05feb03 12aug03	named 'Seryoga' also a diminutive form of Sergey; offered for sale on internet, photo jul05, still with the same blue/white/red cheatline, tail band and blue engines as RA-69356 in 2001; Antonov regard this aircraft as no longer airworthy from oct06, Aerolift RSA still given as the operator
	ST-SMZ	An-32A	AYR Aviation	KRT	21nov07	c/n from www.russianplanes.net; with blue tail and additional 'AMIS' titles; l/n SHJ 10feb08 without titles, blue tail; reported arrived FJR 18jul08 opb Ababeel Aviation; seen there engineless 14sep08; l/n FJR 02mar09
	3X-GES (1)	An-32A	Trast Aero	rgd	16feb09	f/n TII 16mar09; c/n confirmed by Guinea CAA; seen many times at Fajairah and Tarin Kowt, mar09-may09; l/n active TII 18may09 with web address 'www.trast-aero.com', blue tail, white fuselage with blue cheatlines; seen again many times FJR jul09-nov09, l/n FJR 17nov09, without engines; see c/n 1703
	4L-OVE (2)	An-32A	Trast Aero	FJR	16dec09	c/n confirmed by Georgian CAA in jul09 as such, see sightings above; also see c/n 1703; with web address 'www.trast-aero.com', blue tail, white fuselage with blue cheatlines; seen FJR 17mar10; l/n OAI 14feb11
	3X-GES (1) 4L-OVE (2) 3X-GHJ	An-32A An-32A An-32A	Trast Aero Trast Aero no titles	ROV FJR LHE	25aug11 03feb12 09mar12	probably re-registered just for maintenance in Russia; version now painted as 'An-32A'; canx 28nov12 not current on Georgian register 31jan12
	EY-324	An-32A	Kush Air	JUB	17nov14	c/n confirmed from CofA; opb Aquiline Aero; all-white c/s with two blue cheatlines (ex Trast Aero); reported undergoing heavy maintenance at FRU oct13; l/n FRU 16oct14
	EK-32408	An-32A	Skiva Air	photo		c/n confirmed by ADB; all white c/s with two blue cheatlines and small 'Kush Air - Spirit of the South' titles on the forward fuselage
	EK-32408	An-32A	Skiva Air	photo		in 2016 register, operating in Chad; photo exists Gao jul16, all white c/s with two blue cheatlines (ex Trast Aero), no titles; AOC cancelled mar17; in 2017 register as Mars Avia, see next line
14 09	EK-32408 CCCP-48979 RA-48979 RA-48979 RA-48979 ER-AWU T-255 (1)	An-32A An-32A An-32A An-32A An-32A An-32A An-32A	Mars Avia MAP Kom-na-Amu APO KNAAPO ex Filair c/s Komsomolsk Air Komsomolsk Air Angolan Air Force	rgd mfd IEV Mya trf rgd LAD	05apr18 02dec87 16jun93 15apr97 18aug97 02may02 24apr03	in 2018/2020 register, operating in Chad; canx 10feb20 d/d 06jul89; rgd 21aug89; f/n DME 15mar90 in Aeroflot c/s, reported for Komsomolsk Air no titles leased to Trans Charter; soc and canx 23apr02 as to Moldova in a non-airworthy condition canx 01jul02
	no reg	An-32A	Angolan Air Force	LAD	24apr03	seen LAD 06aug07, in all-grey c/s with Angolan flag, no titles l/n LAD 23jul12/nov12 stored engineless, other parts missing; see c/n 2201
	no reg	An-32A	Angolan Air Force	LAD	may14	c/n not confirmed, but the sole candidate based upon other sightings; a press report and photo confirmed as ex Angolan Air Force, towed by road and preserved and in use as a restaurant at the 'Ulengo Center Glakeni', an amusement park and shopping center which opened in mid 2014 on the outskirts of Luanda (S8.9487954 E13.293638); initially in all-silver c/s, missing the port side aileron and damage to the rear port engine cowling; since repainted in 'multi-coloured graffiti c/s' by the artist Denissenja; l/n jan23
14 10	CCCP-69321 RA-69321 ER-AWI T-257 (1) D2-FEN T-257 (1)	An-32A An-32A An-32A An-32A An-32A An-32A	MAP Gorki APO Sokol Avn Factory Angolan Air Force Air Nave Angolan Air Force	mfd rgd rgd no LAD LAD	18jan88 25jun93 02jul01 jun03 02jun05	probably in Aeroflot c/s; soc 14jun01 and canx 19jun01 and sold to Moldova in non-airworthy condition canx 03aug01 c/n confirmed in papers; reported in the Namibia FIR feb02 also using call sign D2-FEN basic Aeroflot c/s with titles vertical on the tail; c/n not checked in all-grey c/s with light grey undersides, no engines; seen LAD 28mar09, 21jan11 and 25feb16; ferried to QRA via HLA 23aug16 for major overhaul; c/n confirmed QRA 15sep16; l/n QRA 29nov16 with titles; seen LAD 21nov19; l/n LAD 03jan23, active; the last operational Angolan Air Force An-32 with service life valid until 16jun23; see c/n 2510
15 01	298 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
15 02	299 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
15 03	300	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; f/n BPM may04 as wreck and reported again (wrecked?) at KBL 08jun06
15 04	301	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; f/n KHT apr91, in poor condition; c/n confirmed as wfu or w/o before 12mar07
15 05	302	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; photo KHT 1991 wrecked; was reported in UN sanction list dec99; still present KHT 17dec06
15 06	303	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; photo KHT 1991, in poor condition; was reported in UN sanction list dec99; c/n confirmed as wfu or w/o before 12mar07
15 07	304	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial and was reported in UN sanction list dec99; wfu or w/o before 12mar07
15 08	305	An-32A	Afghan Air Force	d/d	20jul88	c/n not confirmed for this serial and was reported in UN sanction list dec99; wfu or w/o before 12mar07
15 09	306	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial and was reported in UN sanction list dec99; seen dumped at the Pol-e-Charki scrapyard (N34.551675 E69.315417) Kabul, f/n feb06; l/n 08jun06
15 10	CCCP-48115 48115 48115 RA-48115 RA-48115 RA-48115 D2-FAX D2-FAX	An-32A An-32A An-32A An-32A An-32A An-32A An-32A An-32A	MAP Kaluga Motors United Nations Impulse Aero United Nations Transair Gargo Impulse Aero Alada, n/t Alada	mfd MGQ trf NBO FIH trf LAD JNB	apr88 22dec92 18mar93 17oct93 05sep95 15apr96 15apr98 10dec02	d/d 18apr89; rgd 23may89 l/n Asmara 29aug93; see next line see previous line leased by may95; canx 30oct95 as to Zaire; returned to Russia feb96 soc 27nov96 and canx same date as to Zaire seen LAD 19aug99; l/n LAD 16mar01 in Aeroflot c/s, no titles seen LAD 19dec08; in full c/s, named 'Kimoka' with large 'X' on the nose; l/n LAD 02nov11; ferried to ODS 06apr12; seen IEV 17may13 still in full c/s; seen IEV 29dec13, test-flying, all white, no titles; l/n IEV 10jan14, as such
	7721	An-32A	Sudanese Air Force	ELF	20may14	all-white c/s, no titles; seen Sebera Geneina 07sep17; w/o KRT 03oct18, collided with An-26 c/n 10404 after landing on runway 18, the port wing and propeller impacted the rear of the An-26 and the nose section broke away after it came to rest with the rear fuselage in an upward position; photo proof exists
16 01	CCCP-48981	An-32A	MAP Ufa Motors	mfd	20apr88	d/d 05apr89; rgd 23may89; f/n Myachkovo 09jun92 in Aeroflot c/s

	RA-48981	An-32A	MAP Ufa Motors	BJA	04jul95	in Aeroflot c/s, no titles; crashed 25oct95 at Maksimovka airfield after descending too early and colliding with trees in bad weather (pilot error), t/t 4,580 hours and 2,215 cycles; date of accident given as 25oct96 in error in MGA document
16 02	CCCP-48104 RA-48104	An-32A An-32A	MAP Leningrad NPO Yeniseiski Merid.	mfd trf	apr88 22dec95	d/d 17apr89; rgd 27apr89; in Aeroflot c/s; f/n LED 27aug89 opb Turinskii filial a/k Yeniseiski Meridian; trf 01nov94 according to MGA document; dbr 22nov96 in a taxi accident at Baikit (on the leg from Vanavara to Baikit of a flight from Tura to Yeniseisk) when veered off the runway and the crew tried to get back on the runway without help, the aircraft went out of control, crossed the runway and hit the mast of a power-line and a parapet with more than 3.5 g, suffering structural damage, all 5 crew and 22 passengers (19 of them illegal ones) escaped unhurt; soc and canx 27dec96
16 03	CCCP-48983 RA-48983 ER-AEQ	An-32A An-32A An-32A	MAP Rostov VPO Rostvertol Renan, n/t	mfd IEV rgd	04may88 29aug93 15oct00	Aeroflot c/s; d/d 05apr89; rgd 20apr89; f/n BKA 25sep91 in Aeroflot c/s; stored ROV 14jul94/14may96; soc 25sep00 and canx 28sep00 as to Moldova leased from Trans Charter; f/n LAD 16mar01; crash-landed at Cafunfo, Angola, 02apr02 after undershooting, collapsing the landing gear, probably dbr, t/t 2,855 hours and 1,213 cycles; canx 12jun02 d/d 17apr89; rgd 23may89; f/n DME 12apr91; l/n IEV 16jun93 in Aeroflot c/s; see f/n next line !
16 04	CCCP-29120 RA-29120 RA-29120	An-32A An-32A An-32A	MAP Ulan-Ude APO Aeroflot Ulan-Ude AZ	mfd VKO trf	19may88 17may93 20jul95	opb Ulan-Ude Aviation plant; l/n Ulan Ude-Vostochny 20apr97; CofR renewal 21sep98 with operator as Barguzin in basic ex Aeroflot c/s; leased from Ulan-Ude Aviation plant
	RA-29120 RA-29120 RA-29120	An-32A An-32A An-32A	Valan, n/t African Cargo Al Ulan-Ude AZ	HLA HLA SVO	06aug99 20oct99 26may01	leased from Ulan-Ude Aviation plant; with red cheatline and titles; l/n HLA 25oct00 opb Ulan-Ude Aviation plant; in basic ex Aeroflot c/s, no titles; l/n Deputatski oct01; in Barguzin fleet list feb02; seriously damaged 25jun02 at Deputatski due to pilot error when the aircraft bounced and the nose gear collapsed; seen IKT 16aug03; l/n IKT 04jul04 in rework compound, c/n not checked in basic Aeroflot c/s, no titles; regarded as un-airworthy in Antonov list nov06 and banned from flying in Kenya; f/n KRT 2006; canx 03dec07 as to Armenia
	9L-LFO	An-32A	748 Air Services	rgd	06oct05	no titles; opb Ayk Avia; f/n LKG 28apr08, l/n LKG 23may08, departed this date and reported arrived FJR same date; canx before 01jan09; presumably restored as seen FJR 02mar09 and TII 20apr09 active; l/n FJR 17mar10, in all white c/s, no titles
	EK-32604	An-32A	Exsim Trading	rgd	12dec07	reported with titles in a UN report; seen EBB 19aug11, in all white c/s, no titles; l/n FJR 14nov11; canx 16jan12, see next line
	EK-32604	An-32A	Ayk Avia Cargo	BSA	13oct10	opb Ayk Avia; f/n 11mar12 in Armenia, all white c/s, no titles; l/n Yerevan Erebuni oct14, same condition in 2016 register with this operator; all white c/s, no titles; dbr at Bor, South Sudan 14jun16, when it ran off the side of the runway on arrival from Juba following the collapse of the pod undercarriage; canx 08aug16; seen 21mar17/28jun17, abandoned; l/n 20jan18, in the process of being dismantled with engines/nacelles, wings, vertical and horizontal tailplane removed rgd 18jul89; in Aeroflot c/s; f/n VKO 08sep89; l/n SVO 29jun92
	EK-32120 EK-32120	An-32A An-32A	Phoenix Aviation Skiva Air	rgd	28nov11 photo	owner still reported as Kazan Motors oct97 !; leased to Trans Charter Airlines; f/n Kazan-Borisoglebskoye 21may97, titles not reported; crew arrested in the DR Congo on or shortly before 22oct97 for allegedly having helped the Mobutu regime before Kabila came to power rgd 19jul89; in Aeroflot c/s; f/n VKO 08jul92; l/n VKO 20aug92 no titles, but with 'IAPO' logo in fleet list since 2003; in white c/s with light blue cheatline and dark blue trim, additional small 'Turinskoye aviapredpriyatiye' titles on nose; operator renamed KrasAvia jul07; l/n Krasnoyarsk-Cheremshanka 25aug08 in full c/s; l/n Krasnoyarsk-Cheremshanka 11jul16; l/n there 17sep19, stored also given as 20may88; d/d 26may89; rgd 16jun89; in Aeroflot c/s leased to Norilsk Aviation Enterprise 10jan00/30jul02; in white c/s with an additional 'NAP' (for Norilsk aviapredpriyatiye) logo on the nose; leased to Turinskoye Avialinii 07oct02/30jun03 and also in 2005; l/n KJA 20jun06 in all-white c/s with titles; f/n Krasnoyarsk-Cheremshanka 11may09; new CofR issued 20apr10; t/t 8,813 hours by 05jun13; left Krasnoyarsk-Cheremshanka for good 09jun19; excluded from the operator's certificate 28jun19; offered for sale by Nikolai Alekhin with t/t 10,825 hours in all-white c/s with small titles; reported placed in store by Air Express sep21 rgd 04aug89; f/n IKT 31aug91 in Aeroflot c/s rgd 29dec92 l/s 13jul93; f/n LIM 15jan94, named 'Constancia'; involved in an incident Lima-Callao 17jul94; l/n LIM 02feb97 in basic Imperial Air colours f/n IQT aug97 and LIM 23sep97, named 'Maria'; CofA expired 03apr98; canx 16jul01; l/n LIM 15jan02, wfu f/n ATH jun92; l/n SSG 28nov07; named 'Enrique Nvo Okenev'; w/o 16apr08 when crashed in the sea off Annobon Island, Atlantic Ocean
16 05	CCCP-69309 RA-69309 RA-69309	An-32A An-32A An-32A	MAP Kazan Motors Kazan Motors Sukhoi OKB	d/d trf rgd	02jun89 20nov93 16may96	c/n not confirmed for this serial; in a non-standard camo c/s of two shades of olive drab with light grey undersides; f/n TAS 29apr89; was damaged during the airlift to besieged Khost between 1989 and 1991 and abandoned there; sat derelict at Khost (with a lot of bullet holes), seen 1991/17dec06 opb No. 3 Squadron "Unicom" at Chittagong; initially in light grey/olive drab camo c/s; f/n jun93; l/n as such nov98; repainted in dark green/light green camo c/s with light blue undersides; f/n as such aug02; last overhaul (by Zavod 410 GA) completed 04apr18; l/n Dhaka 14dec21; see An-26 S3-ABA/1701 opb No. 3 Squadron "Unicom" at Chittagong; initially in light grey/olive drab camo c/s; f/n LGK 07dec93; l/n as such nov98; repainted in dark green/light green camo c/s with light blue undersides; f/n as such KMG mar06; last overhaul (by Zavod 410 GA) completed 25sep17; l/n Dhaka 03jul22; see An-26 S3-ABB/1702 d/d 28apr89; rgd 23may89 in Aeroflot c/s leased from Impulse Aero; soc and canx 20oct95 as to Zaire rgd not available; ever taken up ?, see previous and next line; Trans Service Airlift (TSA) was an airline based at N'djili Airport, Kinshasa, Democratic Republic of the Congo; it was privately owned and in operation 1991-1998 no reports; details from register; not canx until 26apr15 c/n from official document which shows owner as both 'Africa One' and 'Business Aviation' with the same register entry number 1051; Antonov regard this aircraft as no longer airworthy from 19aug97; f/n FIH 11sep03, in white/grey c/s, no titles; l/n FIH jun07 as such; seen FIH 16jul07 with medium blue tail, undersides and engines, white fuselage no titles; reportedly flew to ARZ-412 at Rostov-na-Donu in late 2007 or early 2008 and IEV 25sep08; c/n confirmed by Russian Customs documents; partial ex reg visible under paint; with medium blue tail, undersides and engines, white fuselage; see also two An-26Bs and An-26B-100 with same registration and unknown c/ns; photo proof as an An-26B-100 and An-32 wearing the same registration at the same time ! reportedly flew ROV-SHJ 22apr09; arrived this date and was re-rgd to, see below reg applied this date, see previous line; c/n not confirmed, Georgian CAA give c/n 1408 for this registration in jul09, see this c/n; photo FJR 04may09, with web address 'www.trast-aero.com', white tail and fuselage with blue cheatlines, still in the process of being painted this date, according Georgian CAA opb Georgian Star International; no further sightings in these colours c/n confirmed; seen FJR 01jul09 with web address 'www.trast-aero.com', white tail and fuselage with blue cheatlines; identical colours to 4L-OVE(1) with smaller prefix than last three letters; seen TII 28dec09 with additional 'JACO' titles on dorsal fin; seen KDH 04jul10 with additional 'JACO' titles on forward part of tail; according to Georgian CAA opb Georgian Star International; l/n KDH 05aug10 c/n not confirmed; with web address 'www.trast-aero.com', white tail and fuselage with blue cheatlines with additional 'JACO' titles on dorsal fin; l/n FJR 28jan11 as such, operating Georgian Star flight from UET f/n MZR 04dec11; remains of 'JACO' titles on dorsal fin visible; seen FJR 15may12; canx 28nov12; stored FRU jun13; l/n FRU 22oct13, awaiting re-registration in Armenia c/n confirmed by CAA; white with double blue cheatline, no titles; type painted as An-32; reg shown as EK 32703 with a gap but no hyphen; l/n GAQ 10dec14; registration without hyphen in 2018 register; f/n jun19, location withheld, all white c/s with a thick and a thin cheatline, no titles; l/n KRR 22dec19 canx from the register 31jan20; registration without hyphen all white c/s, still with a thin and a thick blue cheatline; type painted as An-32; l/n FRU 22aug21; offered for sale on the internet for \$1.7 million with t/t 9,029 hours, resource expired in nov21 offered for sale on planesale.ru feb22, giving this registration, but is not readable on the photo; all white c/s, still with a thin and a thick blue cheatline; location given as Tajikistan; registration actually worn ? see next line all white c/s, still with a thin and a thick blue cheatline; opb Black Wings Ltd, first flight Juba to Malakal this date d/d 11may89; rgd 06jun89; f/n ZIA 16aug92 in Aeroflot c/s; l/n ZIA 03sep93 l/n ZIA 21aug99; canx 13oct00 as to Slovenia canx 14nov00 to Angola; see also c/n 3110 named 'Atuzembe' same date as ER-AEX above, presumably in error in register ?; canx 02jul03 to Colombia, but f/n TMS jan04 without titles rgd to IWC Holding group Ltd; f/n BOG 25mar04; seen Barrancabermeja 20sep04 with suffix "X" to registration; seen Cali 13oct05 without the suffix "X"; l/n BOG mar06 operational; made a hard landing at BOG 01jul06 and sustained structural damage to the fuselage and wings; repaired and seen BOG 12mar08, active; l/n MDE 07jan11, see next line see previous line; f/n VVC feb11; seen VVC 07jul15; in register jul15 as suspended, date unknown; l/n VVC 11feb18 d/d 05apr89; rgd 20apr89; w/o 28sep89 on a flight from Mukachevo to DME with a load of air-to-air missiles on board when the auto-pilot failed while the aircraft was flying at a height of 7,500 metres at night, the crew did not react in time so that the aircraft went out of control, entered a descending spiral, broke up in
	RA-69354 RA-69354 RA-69354	An-32A An-32A An-32A	MAP Irkutsk APO IAPO Evenkiya	d/d KJA Kjc	20jun89 04jul03 04dec04	
	RA-69354 CCCP-69355 RA-69355	An-32A An-32A An-32A	KrasAvia MAP Irkutsk APO Taimyr	IAA mfd Kjc	12aug10 23jun88 03jun01	
	RA-69355	An-32A	KrasAvia	trf	2006	
	RA-69355 CCCP-48107 OB-1488 OB-1488	An-32A An-32A An-32A An-32A	Air Express MAP Kharkov APO Aero Tumi Imperial Air	VOZ d/d d/d rgd	24aug19 06jun89 02nov92 29jun93	
	OB-1488 3C-5GE	An-32A An-32A	T Doble A Equat. Guinea AF	rgd d/d	29apr97 12jun89	
	307	An-32A	Afghan Air Force	d/d	unknown	
	S3-ACA/1701	An-32A	Bangladesh AF	d/d	24jul88	
	S3-ACB/1702	An-32A	Bangladesh AF	d/d	24jul89	
	CCCP-48094 RA-48094 RA-48094 EL-WCB	An-32A An-32A An-32A An-32A	MAP Kaluga Motors MAP Kaluga Motors Sankuru Air Serv Trans Service	mfd GRQ NLO	aug88 24apr94 27sep94	
	TN-AFQ 9Q-CAF	An-32A An-32A	Air Atlantis Africa One	rgd rgd	18jun99 14feb01	
	S9-GBC	An-32A	no titles	IEV	15apr08	
	S9-GBC 4L-OVE (1)	An-32A An-32A	Trast Aero Trast Aero	TII TII	24apr09 24apr09	
	4L-GSI	An-32A	Trast Aero	TII	15jun09	
	3X-GES (2)	An-32A	Trast Aero	ROV	20oct10	
	4L-GSI	An-32A	Trast Aero	FJR	28nov10	
	3X-GHC	An-32A	GR Avia	rgd	06oct11	
	EK-32703	An-32A	South Airlines	FRU	13jun14	
	EK-32703	An-32A	Mars Avia	rgd	24nov17	
	TY-AEJ	An-32A	no titles	FRU	15jun21	
	9U-GSW	An-32A	no titles	ph.	07feb22	
	TT-AEJ	An-32A	no titles	JUB	25dec22	
	CCCP-48976 RA-48976 ER-AEX (2) D2-FDJ ER-AXF	An-32A An-32A An-32A An-32A An-32A	MAP Sukhoi MSZ Aeroflot c/s, n/t Tiramavia Asa Pesada Tiramavia	mfd IEV rgd LAD rgd	10oct88 22sep94 23oct00 22mar01 23oct00	
	HK-4296	An-32A	SAEP	rgd	27jun03	
	HK-4296	An-32A	Sadelca	rgd	04feb08	
	CCCP-48095	An-32A	MAP Moskovskii OAO	mfd	25aug88	

	EK-32500	An-32B	748 Air Serv. n/t	FJR	08oct08	in light/dark blue and white c/s depicting a 'bird's head and wings' across the rear fuselage and bottom of the fin; reported arrived FJR 27sep08, opb Liwa Air; reported on the ground FJR 01nov08; on the Armenian register 01jan09 as opb Air Armenia; l/n FJR 27nov09; for sale on the internet nov09 for \$3 million still in basic '748 Air Services' c/s with Air Armenia titles; seen UET 25jan11 with smaller 'Cargo' titles; has a gap but no hyphen in the reg; l/n FJR 30oct11; seen JUB 18/22jun13 no titles; l/n JUB aug13; seen JUB 14aug14 still in basic 748 Air Services c/s, minus the bird's head; canx from the Armenian register 17mar15; l/n JUB 29sep15, with Air Armenia and small 'Cargo' titles again, still in the same c/s; registration without hyphen	
	EK-32500	An-32B	Air Armenia	III	28dec09	appears in documents at Juba early 2017; the airline's website and facebook page shows photos of EK-32500; re-registered, see next line	
	EY-330	An-32B	Light Air Services			at Wadi Seidna, Sudan; in all-white c/s with dark blue tail and titles with additional 'Cargo' titles; c/n and ex reg confirmed by CAA; l/n SZB 18apr19	
	EY-332	An-32B	Asia Sky Lines	ph.	02oct17	in all-white c/s with dark blue tail and small Sky Star badge and 'Cargo' titles; has since been operating in Libya and appears in video footage at Bani-Walid 25may20 and operating for the Haftra Affiliated Forces (HAF) according to UN document dated 08mar21; canx 20jun20; l/n Al Jufra 22sep20	
	EY-332	An-32B	Sky Star	SZB	mar20	c/n not confirmed for this serial; in grey c/s with titles; f/n with the code 'G' Bangalore-Yelahanka dec96; f/n with the code 'M' DEL 2010; l/n as such Sulur 06feb12; damaged 06feb12 on landing at Sulur when the left main gear failed to extend, the left wing touched the ground and the aircraft veered off the runway to the left, all 5 crew members escaped unhurt; repaired; f/n without code Yelahanka 27feb20; believed upgraded in India to, see next line	
20	10	K3060	An-32	Indian Air Force	d/d	28jun90	flypast rehearsal over Delhi; in all-grey c/s, no code c/n not confirmed for this serial; f/n Bangalore-Yelahanka 07feb07, grey c/s no unit markings; l/n Vijaynagar 18nov11 no code; believed upgraded in India to, see next line
21	01	KA3060 K3061	An-32RE An-32	Indian Air Force Indian Air Force	d/d	21jan23 28jun90	flypast rehearsal over Delhi; in all-grey c/s, no code c/n not confirmed for this serial; f/n Bangalore-Yelahanka 07feb07, grey c/s no unit markings; l/n Vijaynagar 18nov11 no code; believed upgraded in India to, see next line
21	02	KA3061 CCCP-48098 RA-48098 ER-AFO T-252 D2-MAX	An-32RE An-32A An-32A An-32A An-32A	Indian Air Force MAP Ufa Motors MAP Ufa Motors Angolan Air Force Angolan Air Force	mfd BKA rgd LAD KIV	21jan23 29jul89 12may94 28apr00 22mar01 jul01	flypast rehearsal over Delhi; in all-grey c/s, no code; l/n in a flypast over Prayagraj 05oct23 in Aeroflot c/s; rgd 26jun89; d/d 12sep89 in Aeroflot c/s, no titles; l/n Myachkovo 16aug99; soc 26apr00 and canx 11may00 to Moldova canx 16jun00
21	03	T-252 CCCP-48972 RA-48972 ER-AWY	An-32A An-32A An-32A	Angolan Air Force MAP Ufa Motors Air Motors Trans Charter	LAD mfd BKA rgd	28mar09 31jul89 14jun94 18jul02	in basic ex Aeroflot c/s; white tail; call sign T-252 in basic ex Aeroflot c/s, white tail; c/n checked; l/n LAD 27apr03; reported in the Namibia FIR mar03/jun04, still using call sign T-252
	ER-AWY	An-32A	AMIS	KRT	27feb06	in dark grey c/s with light grey undersides; seen LAD 23jul12; l/n LAD 06oct14/04jan23 (S8.85061 E13.22998), wfu in poor condition	
	ER-AWY EW-262TK	An-32A An-32A	Air Mark Air Mark	SIN BPN	14apr07 31aug07	d/d 08sep89; rgd 26sep89; f/n BKA 11apr91 in Aeroflot c/s in Aeroflot c/s; soc and canx 22aug00 as to Slovenia f/n FIH 11sep03, with blue tail, no titles; as Renan Air in JP-03; canx 04nov03 as to Russia; rgd again 25nov03 to Pecotox and in fleet dec05	
	EW-262TK	An-32A	Grodno	ph.	sep17	photo exists air to air over DRC, in blue/white c/s, no titles; current on register 21dec06 as with Pecotox; in fleet list 02nov06; l/n XSP 26jan07, titles not reported	
21	04	CCCP-69306 RA-69306 ER-AEH T-251	An-32A An-32A An-32A An-32A	MAP Ufa Motors Ufa Motors Ufa Motors Angolan Air Force	mfd BKA rgd LAD	30aug89 24sep94 01aug00 13nov04	l/n XSP 26jun07; canx as to Belarus 16jul07 possibly stored XSP 31may08/16oct08; was offered for sale jan08 owned by Aviakompaniya Grodno; seen SIN 11sep11; still with Air Mark titles; l/n Marcelesti 28feb15/2016 in Afghanistan; in all-white c/s with blue cheatline and grey undersides, Grodno titles and Neway Logistics sticker on the forward fuselage; l/n GNA sep22
21	05	CCCP-69310 RA-69310 HK-4113X RA-69310 ER-AET	An-32A An-32A An-32A An-32A An-32A	MAP Ufa Motors Ufa Motors not reported Ufa Motors Valan, n/t	mfd rgd rgd rgd rgd	31aug89 22jan95 23jun97 22jan98 20nov98	was already rgd 26jun89; d/d 14sep89; f/n RVH 16jul91 in Aeroflot c/s in Aeroflot c/s, no titles; soc 25jul00 and canx 26jul00 as to Moldova canx 24aug00
	9XR-SN	An-32A	Aeroflot c/s, n/t	HLA	20jun02	c/n confirmed in documents; reported in the Namibia FIR feb03; seen LAD 02jun05 in all white c/s with black/yellow and red rear underside; seen LAD 11may10 in all-grey c/s with light grey undersides, no titles; seen LAD 16aug19 (S8.85073 E13.22968), l/n LAD 04jan23 wfu	
21	06	CCCP-48101 RA-48101 ER-AWT T-254	An-32A An-32A An-32A An-32A	MAP Kom-na-Amu APO KnaAPO Valan Angolan Air Force	mfd LAD rgd LAD	15sep89 28may93 30apr02 06aug07	d/d 19sep89 in Aeroflot c/s in Aeroflot c/s canx 16mar00, see next line
21	07	CCCP-66759 66759 4K-66759	An-32A An-32B An-32B	NPTs Informatika United Nations all-white c/s, n/t	d/d ZIA BAK	26oct89 31aug93 02feb96	photo exists air to air over DRC, in blue/white c/s, no titles; current on register 21dec06 as with Pecotox; in fleet list 02nov06; l/n XSP 26jan07, titles not reported
21	08	CCCP-66752 UN-66752	An-32A An-32A	NPTs Informatika United Nations	mfd ZIA	29dec89 16aug92	possibly stored XSP 31may08/16oct08; was offered for sale jan08 owned by Aviakompaniya Grodno; seen SIN 11sep11; still with Air Mark titles; l/n Marcelesti 28feb15/2016 in Afghanistan; in all-white c/s with blue cheatline and grey undersides, Grodno titles and Neway Logistics sticker on the forward fuselage; l/n GNA sep22
	4K-66752 ER-AEA S9-BOH	An-32B An-32B An-32B	all-white c/s, n/t Renan, n/t	BAK rgd LAD	17may96 12sep00 06feb03	was already rgd 26jun89; d/d 14sep89; f/n RVH 16jul91 in Aeroflot c/s in Aeroflot c/s, no titles; soc 25jul00 and canx 26jul00 as to Moldova canx 24aug00	
	S9-BOH T-256 S9-BOH	An-32B An-32B An-32B	Goliath Air Angolan Air Force Goliath Air	no LAD LAD	reports 02jun05 2010	c/n confirmed in documents; reported in the Namibia FIR feb03; seen LAD 02jun05 in all white c/s with black/yellow and red rear underside; seen LAD 11may10 in all-grey c/s with light grey undersides, no titles; seen LAD 16aug19 (S8.85073 E13.22968), l/n LAD 04jan23 wfu	
	T-256	An-32B	Angolan Air Force	QRA	24jul14	d/d 19sep89 in Aeroflot c/s in Aeroflot c/s canx 16mar00, see next line	
21	09	CCCP-66756 CCCP-66756 66756 66756 4K-66756 4K-66756 ER-AEU S9-BOI S9-BOI ER-AZW	An-32A An-32A An-32A An-32A An-32A An-32A An-32A An-32A An-32A An-32A	NPTs Informatika United Nations United Nations United Nations United Nations all-white c/s, n/t Renan, n/t all-white c/s, n/t Goliath Air all-white c/s	mfd BUD LAD SHJ BAK IST rgd HLA no rgd	17oct89 28may92 aug92 27jan94 17may96 23sep97 29nov00 20dec02 reports 18feb05	in all-white c/s and coded 'UN-975', type painted as just An-32; the prefix worn probably relates to United Nations rather than Kazakhstan in this case; reported for ECT-Avia not on Azerbaijan register 12dec00
	ST-NSP ST-NSP	An-32A An-32A	El Magal Aviation not known	KRT sid	17mar07 01apr08	not on Azerbaijan register 12dec00	
	ST-NSP EK-32109 EK-32109	An-32A An-32A An-32A	Tarco Air El Magal Aviation Ayk Avia Kratol Aviation	ELF KRT rgd rgd	20aug11 06apr12 30jan13 26may14	f/n LAD 16mar01, in all-white c/s; version given as such in the Moldovan register; canx 25apr01 opf Angolan Air Force; seen LAD jun03, photo 28may04, in all white c/s, no titles; c/n confirmed in 2007 by Sao Tome CAA; was already on register mar01 as reservation	
	EK-32109	An-32A	Honesty Air Cargo	ph.	23aug17	in feb05 fleet list and rgd 28jul06 according to info from Sao Tome CAA, but see f/n and l/n next line	
21	10	EY-333 CCCP-64452 LZ-INL 64452 4K-64452 ER-AEV D2-FDQ D2-FDQ D2-FDQ	An-32A An-32A An-32A An-32A An-32A An-32A An-32A An-32A An-32A	Honesty Air NPTs Informatika Aeroflot c/s, n/t Aeroflot c/s, n/t Azerbaijan AI Valan no titles Guicango Airjet	Wad mfd ZIA DXB NBO rgd LAD LAD LAD	23aug17 31oct89 11aug92 23oct93 02feb99 22feb00 24apr03 07aug07 02nov11	in all-white c/s, no titles, painted as just An-32; seen LAD 20jul12; l/n Bila Tserkva 21may13, stripped of paint with CCCP-66752 visible again
	D2-FDG	An-32A	Gira Globo Aeron.	LAD	01may03	white with grey belly; ex reg under the wing; l/n QRA 18sep14 and former reg '66752' became visible when the paint was stripped; w/o 14feb15, whilst en route from Sauroimo to Luanda it suffered technical problems and diverted to Malange where it ran off the unlit runway and was destroyed by fire; the 47 occupants escaped; wreckage still present at (S9.531389 E16.321702)	
22	01	CCCP-48116 RA-48116 4L-48116 ER-AFW D2-FDG	An-32A An-32A An-32A An-32A An-32A	MAP Tyumen Motors Sibirinteravia Sibirinteravia Gira Globo Aeron.	mfd trf no rgd LAD	03nov89 08jul93 reports 17apr00 22mar01	in all-white c/s and coded 'UN-975', type painted as just An-32; the prefix worn probably relates to United Nations rather than Kazakhstan in this case; reported for ECT-Avia not on Azerbaijan register 12dec00
	D2-FDG	An-32A	Gira Globo Aeron.	LAD	01may03	photo exists at SIP, exact date unknown, in white c/s with blue and thin red cheatlines and trim, grey undersides and no titles; named 'Mulanda' with large 'G' on the nose named 'Mulanda', 'Gira Globo, LDA, Aeronautica' titles on the tail, large 'G' on the nose; c/n checked HLA 10jan04; seen HLA 13feb04, still as such; l/n LAD 23jul12	
	T-255 (2)	An-32A	Angolan Air Force	LAD	10jun14	c/n not confirmed; photo, in all-white c/s with Angolan flag, active, 'D2-F.' registration visible under the paint; seen LAD 21sep16; photos exist oct16, location unknown, with undercarriage retracted and lying on its belly, in all-white c/s with small O.S.B. (Organizacoes Santos Bikuku) emblems on the tail and engines and named 'Wilson Bikuku'; possibly this was the unmarked aircraft parked at LAD by dec16, without serial and with overpainted emblem on the tail and engines; see c/n 1409	

22 02	CCCP-69329	An-32A	MAP NovosibirskAPO	mfd	feb89	d/d 24oct89; f/n IEV 22aug91 in Aeroflot c/s; rgd only 28jan92; in documents as opb Aviatrans 16may95; canx 11dec97 and soc 17dec97 as to Angola
	T-250	An-32A	Angolan Air Force	FIH	15mar01	in basic ex-Aeroflot c/s, no titles; seen LAD 02jun05, in all-grey c/s with light grey undersides, no titles; seen again LAD 06aug07; photo LAD 03may13, stored; still visible on GE image dated 03feb16, with port outer wing missing; l/n LAD 21nov19; seen preserved at the Luanda base museum since mar20; (S8.84944 E13.22825); l/n 04jan23
22 03	K3062	An-32	Indian Air Force	d/d	28jun90	c/n not confirmed for this serial; f/n Bangalore-Yelahanka dec96 in white c/s with thin blue cheatline, grey undersides, coded 'N' and named 'Narmada'; seen Bangalore-Yelahanka 11dec98 without code; l/n as such IXC 22jun00; seen Hasimara early 2006 with code 'B'; opb 43 Sqn at Jorhat-Rowrah; w/o 09jun09 on a flight from Mechuka Advanced Landing Ground to Jorhat-Rowrah when it crashed into Rinchil Hill (some 12,000 feet above sea level) north-west of Tato village in the West Siang district of Arunachal Pradesh, all 7 crew and 6 passengers (Indian Army personnel) killed; wreck found only the next day
22 04	K3063	An-32	Indian Air Force	d/d	13aug90	c/n not confirmed for this serial; in white c/s with thin blue cheatline, grey undersides; f/n Bangalore-Yelahanka 08feb01; seen AGR 06mar01 coded 'B'; seen Bangalore-Yelahanka 11feb07, in all-grey c/s, coded 'F'; l/n DEL 28feb20
22 05	K3064	An-32	Indian Air Force	d/d	13aug90	c/n not confirmed for this serial; in white c/s with thin blue cheatline and grey undersides; f/n AGR oct94; seen IXC 1998, coded 'S'; seen AGR 06mar01, coded 'B'; seen Bangalore-Yelahanka 11feb07, in all-grey c/s, coded 'F'; l/n Bangalore-Yelahanka 09feb11; believed upgraded in India to, see next line
22 06	KA3064 CCCP-48117 RA-48117 9L-LDO	An-32RE An-32A An-32A	Indian Air Force MRP Mariski MSZ	Ban mfd no NBO	12feb23 22dec89 reports 14mar03	in all grey c/s, no code d/d 22dec89, same as mfd; rgd 10jan91; canx same date ! reported based at Yoshkar-Ola, sold after overhaul, t/t 1,699 hours c/n from JP-03; Antonov regard this aircraft as no longer airworthy from 22jun03; in basic ex Aeroflot c/s, white tail; l/n BUX 30jul03
	9Q-CLS 9Q-CIP no reg	An-32A An-32A An-32A	Air Transp. Office Aerolift no titles	no rgd IEV	reports 14aug04 05jul07	details from 2004 official document mentioned in UN document jul07 stored at ARZ-410; in light blue/dark blue 'wave' c/s with Mongolian flag behind cockpit and unknown badge on fin; offered for sale on internet 02may06/11jun07 with t/t 2,097 hours and 1,124 cycles; l/n IEV sep07 in all-grey c/s without any markings, type painted as just 'An-32'
	no reg RDPL-34159	An-32A An-32A	no titles no titles	IEV IEV	21dec07 06jan08	c/n not confirmed; registration without dash; in all-light grey c/s, no markings apart from the registration, type painted as just 'An-32'; flew TZX-ASB 09jan08 with an lmtrec flight number; arrived at KBL 10jan08
	354	An-32A	Afghan Air Force	KBL	07feb08	c/n confirmed; in all-light grey c/s, no markings apart from the serial, type painted as just 'An-32'; procured by the U.S Navy and opb Afghan National Army Air Corps (ANAAC); l/n KBL 23sep09; dbr 08oct09 at Zaranj airstrip, after a very hard landing causing the port undercarriage to smash through the wing; photo exists may13, derelict, with last digit of the serial very faded
22 07	CCCP-48118 CCCP-48118 RA-48118 RA-48118 3D-DRO RA-48118	An-32A An-32A An-32A An-32A An-32A An-32A	MVL Krylo Aeroflot Moscow Airways AMAP	mfd rgd SVO trf rgd LAD	dec89 12mar92 17jul93 27aug93 late'97 06feb03	d/d 27dec89; Mestnyye vozduzhnyye linii; f/n HEL 04oct90 in Aeroflot c/s in Aeroflot c/s and titles; l/n BKA 10sep92 f/n SVO 22may94; canx 26feb96 as leased to Angola no further details known, see next line l/n LAD jun03; not on Russian Registers feb04/nov04
22 08	CCCP-69313 RA-69313 D2-FRB	An-32A An-32A An-32A	MAP NovosibirskAPO Novosibirskoye APO Alada	d/d LAD	04jan90 19aug99	rgd 28jan92 soc feb98 and canx 26feb98 as to Angola in white c/s with yellow, blue and red stripes on fuselage and fin, with titles; l/n as such IEV 05feb12; seen in bare metal on overhaul with Zavod No. 410 GA at IEV jul12/may13
	7720	An-32A	Sudanese Air Force	KRT	19nov13	all white c/s, no titles; seen KRT 25nov13; equipped with bomb racks between 27mar14 and 07jul14; l/n KRT 02jan18, as such; c/n from russianplanes.net
	ST-EBI	An-32A	Sudanese Air Force	KRT	13sep20	in dark grey c/s with military roundels and 'Sudan Air Force' titles; also carrying serial '7720' on the tail; l/n Orca block 14 airstrip 18oct21; l/n KRT 09mar23; based upon the known location in mar203, this aircraft was probably destroyed KRT 17apr23 during fighting between different factions of the military
22 09	CCCP-48119 RA-48119 48119	An-32A An-32A An-32A	MMZ Mikoyan MAPO MIG RSK MIG	d/d ZIA SXF	09jan90 06jul93 12may06	rgd 17jan92 in Aeroflot c/s, no titles; according to Russian register canx 17jan92 !; l/n ZIA 24aug95 carries 'Russian Aircraft Construction Company 'MIG' titles; l/n ZIA 28mar23
22 10	CCCP-26221 CCCP-26221 CCCP-26221 RA-26221 9Q-CMD 9Q-CMD 9Q-CMD	An-32B An-32B An-32B An-32B An-32B An-32B An-32B	MVL MRP NPO "Leninets" Aerolith Yunitemp-M OAO Malilia no titles Malilia	d/d rgd Tno SVO Pus rgd rgd SHJ FIH	31jan90 26dec91 unknown 18may95 15apr98 29jul01 04sep03	photo exists photo exists, KUF jun95 still with Aerolith titles; canx 15sep99 f/n SHJ 26may01 seen SHJ 15sep01; no engines; l/n SHJ 03nov01, being repainted and without registration with titles; was in fleet list end 2002; Antonov regard this aircraft as no longer airworthy from 31jul02; reportedly overran the runway at Inongo 09sep02 and damaged; photo exists dated 06dec02, of an An-32 which seemingly overshot and being worked upon, but the registration is not visible in the photo; l/n FIH 21feb04 reported as Malift which is probably the same company; still registered in 2004 but shown as 'NOP', presumed to mean non operational
23 01	CCCP-26222 CCCP-26222 RA-26222 RA-26222	An-32B An-32B An-32B An-32B	MVL MRP NPO "Leninets" Aerolith Moscow Airways	d/d rgd Tno SVO	09feb90 26dec91 07jul93 22may94	Mestnyye vozduzhnyye linii; f/n Pushkin 28may90, in Aeroflot c/s and titles trf 02nov92 to ? l/n Moscow-Tushino 04sep93 rgd only 18nov94; wet-leased to African Air of Zaire until 29dec95; the operator's certificate of Moscow Airways had been annulled by late 1995; w/o 08jan96 on a flight from Kinshasa-N'Dolo to Kahemba with the MTOW exceeded by between 2 and 7 tonnes when failed to lift off due to the excess weight and the take-off was aborted too late so that the aircraft overran the runway, crossed a road, ploughed some 240 metres through a street market and caught fire, 1 of the 4 crew and 297 people on the ground killed plus 3 crew, both passengers and 253 people on the ground injured; canx 26feb96; soc 01jul95 (in error for 1996?) due to an accident according to the MGA document
23 02	CCCP-26223 CCCP-26223 RA-26223 RA-26223	An-32B An-32B An-32B An-32B	MVL MRP NPO "Leninets" Aerolith Moscow Airways	d/d rgd Tno SVO	26feb90 26dec91 07jul93 03jul94	Mestnyye vozduzhnyye linii; f/n Pushkin 28may90, in Aeroflot c/s and titles l/n SVO 11apr94 trf 06jul94, according to register; photo aug94, in basic ex Aeroflot c/s, no titles with Moscow Airways badge by the entry door
	RA-26223 RA-26223 3D-DRV	An-32B An-32B An-32B	Royale Kudu Air AMAP	NBO LUN HLA	25nov94 10jan96 21mar98	in all-white c/s with additional 'Leolines' on the tail canx 26feb96 as to Angola dbr 07may98 after departing Durban on a flight to Harare via Bulawayo, at FL130 an electrical problem behind the captain's seat caused smoke on the flight deck, an emergency descent was carried out, followed by an emergency forced landing on a small grass strip near Vaalwater, the left wing struck a tree and the nose gear collapsed; the operator is also quoted to have been "Air Pass", "AMAP" and "Gama Air"
23 03	CCCP-26224 CCCP-26224 RA-26224 ST-APV	An-32B An-32B An-32B An-32B	MVL MRP NPO "Leninets" Aeroflot c/s, n/t no titles	d/d rgd IEV SHJ	28feb90 26dec91 24jun97 feb99	Mestnyye vozduzhnyye linii; f/n Pushkin 28may90, in Aeroflot c/s and titles reported for Aerolith; trf 02nov92 to 'F-16' canx 10jun97 as to Moldova photo proof of type, previously reported by the CAA as an An-26; according to ADB the airframe was decommissioned and they have no further information after 1999; canx before jan07
23 04	CCCP-26225 CCCP-26225 CCCP-26225 RA-26225	An-32B An-32B An-32B An-32B	MVL MRP NPO "Leninets" Aerolith Aeroflot c/s, n/t	d/d rgd Pus IEV	09mar90 26dec91 unknown 24jun97	Mestnyye vozduzhnyye linii; f/n Pushkin 28may90, in Aeroflot c/s and titles reported for Aerolith; trf 02nov92 to 'F-16' photo exists soc and canx 10jun97 as to Moldova
23 05	K3065	An-32	Indian Air Force	d/d	apr91 ?	c/n not confirmed for this serial; in white c/s with thin blue cheatline and grey undersides; coded "J"; seen DEL 19oct07 no code; l/n as such IXC 02feb11; l/n Bangalore-Yelahanka 16may14
23 06	K3066	An-32	Indian Air Force	d/d	05apr91	c/n not confirmed for this serial; opb 33 Sqn; seen AGR 27jan08 coded 'A'; l/n as such IXC 02feb11; seen Visakhapatnam aug13 in all-grey c/s, no code; believed upgraded in India to, see next line
23 07	KA3066 K3067	An-32RE An-32	Indian Air Force Indian Air Force	ph. d/d	2019 05apr91	c/n not confirmed for this serial; in white c/s with thin blue cheatline and grey undersides; photo coded 'E' on tail and 'T' on the fuselage; seen AGR 06mar01 coded 'E'; l/n Bangalore-Yelahanka 15feb17, in all grey c/s, no code
23 08	KA3067 K3068	An-32 An-32	Indian Air Force Indian Air Force	Ban d/d	16feb19 17may91	in all-grey c/s, no code in white c/s with thin blue cheatline and grey undersides; f/n Bangalore-Yelahanka 11dec98, named "Godavari" and coded 'G'; l/n as such Bangalore-Yelahanka 05feb01; seen HYD 07may02, in all-grey c/s coded 'J'; seen DEL 18jan08 as such; l/n DEL 29feb20
23 09	K3069	An-32	Indian Air Force	d/d	06sep91	c/n not confirmed for this serial; in white c/s with thin blue cheatline and grey undersides; f/n Bangalore-Yelahanka dec96 coded 'C'; seen DEL 05feb00 coded 'B'; seen Bangalore-Yelahanka feb03 coded 'H'; seen Dundigul 21jun04, in all-grey c/s, no code; l/n Bangalore-Yelahanka 21feb15
23 10	329 ? 24 01 24 02 24 03 24 04 24 05 24 06 24 07 24 08 24 09	An-32A An-32A An-32A An-32A An-32A An-32A An-32A An-32A An-32A	Afghan Air Force Afghan Air Force Afghan Air Force Afghan Air Force Afghan Air Force Afghan Air Force Afghan Air Force Afghan Air Force Afghan Air Force	d/d d/d d/d d/d d/d d/d d/d d/d d/d	unknown unknown unknown unknown unknown unknown unknown unknown unknown	wfu or w/o before 12mar07 wfu or w/o before 12mar07 c/n not confirmed for this serial; f/n wrecked KHT 1991; still present sep05/08jun06 wfu or w/o before 12mar07 wfu or w/o before 12mar07 wfu or w/o before 12mar07 wfu or w/o before 12mar07 wfu or w/o before 12mar07 wfu or w/o before 12mar07 wfu or w/o before 12mar07
24 10	CCCP-48121 RA-48121 RA-48121	An-32B An-32B An-32B	Sterkh United Nations United Nations not reported	mfd SHJ NBO SHJ	31may91 11apr93 oct93 09nov94	d/d also quoted as 31may91 to the Vilyuigestroi organisation; rgd 10jan92; f/n MJZ 02jul92, in Aeroflot c/s with titles; l/n Myachkovo 07jul92 l/n SVO 26apr93, still with Aeroflot titles and with Russian flag on tail leased from Stela

	RA-48121	An-32B	Sterkh	trf	20jan95	f/n IEV mar96; l/n MVB 03sep97; still current on the Russian Federation register oct04, seems to have been in Africa for a long time, see next line
	9L-LFU	An-32B	748 Air Services	NBO	06dec06	all-white c/s, no titles; canx 03dec07 as to Armenia
	EK-32410	An-32B	Exsim Trading	rgd	12dec07	all-white c/s, no titles, opb by Ayk Avia; f/n NBO 14feb08; reported arrived FJR 01jul08; was canx before 01jan09 but seen many times at FJR may09/dec09; l/n FJR 08oct10
	EK-32410	An-32B	Ayk Avia	EBB	nov10	with titles and c/n checked; l/n EBB 07jun11
	EK-32410	An-32B	all-white c/s, n/t	EBB	21jul11	active; canx 15jan12; l/n EVN 29feb12
	EK-32458	An-32B	Phoenix Aviation	rgd	07apr15	f/n LWN 08aug15, all-white c/s, no titles; l/n LWN 18nov15
	EK-32458	An-32B	Skiva Air			in 2016 register, operating in Armenia; AOC cancelled mar17
	EK-32400	An-32B	Mars Avia	rgd	12apr18	initially stored at LWN; ferried LWN-RHO-LXR 28dec18; c/n confirmed by CAA; leased to Zaabu International dec18 and operated by the government of the Democratic Republic of the Congo; in dark blue/white c/s, no titles; CoFA expired jan19; l/n FIH 19apr19; canx 15may19, continued to operate illegally after this date
25 01	RA-48066	An-32B	Sibavia	d/d	30may91	reportedly owned by Kaluzhski dvigatel; toc 21apr92; rgd 11may94; in basic 'blue' Aeroflot c/s, no titles; soc and canx 14apr95 as to Peru; f/n BTS 21may95; l/n BTS 27jun95
	PNP-233	An-32B	Peruvian Police	MIA	03aug95	l/n LIM 04feb97; later leased to the Peruvian Air Force as FAP-345
	FAP-345	An-32B	Peruvian Air Force	LIM	07mar01	serial painted on as just '345'; in white c/s with red cheatlines/undersides, with titles; wfu in 2000 and stored at the Police ramp at LIM, awaiting overhaul, seen may02/mar04, colours faded away by may06
	PNP-233	An-32B	Peruvian Police	LIM	02oct14	in white c/s with dark and medium green trim, 'Policia' titles and a large coat-of arms on the fin; l/n LIM 18jan20, operational; insurance renewed until 23oct22
25 02	RA-48067	An-32B	Sibavia	d/d	11jun91	toc 21apr92; rgd 11may94; in basic Aeroflot c/s, no titles; f/n BTS 05jun95; l/n 27jun95; soc and canx 14apr95 as to Peru
	PNP-234	An-32B	Peruvian Police	MIA	03aug95	l/n LIM 07mar01
	234	An-32B	Peruvian Air Force	LIM	04may02	leased from the Peruvian National Police
	PNP-234	An-32B	Peruvian Police	LIM	10mar04	damaged 06jan05 on landing at Andahuaylas when overran the runway and sustained damage to the left wing and the underside of the fuselage, the nose gear and the left main gear collapsed, 2 crew members were seriously injured; repaired; seen LIM jan06 and 30sep16; l/n LIM 2017; a tender for the replacement of the aircraft was held aug19 - which was won by an An-178 (sic)
25 03	K3070	An-32	Indian Air Force	d/d	17may91	c/n not confirmed for this serial; f/n Bangalore-Yelahanka 1993; seen DEL 17jun98; seen DEL 25oct07/14may10 in all-grey c/s, coded 'K'; l/n IXC 02feb11, in all-grey c/s
25 04	K3071	An-32	Indian Air Force	d/d	17may91	c/n not confirmed for this serial; f/n IXC 22jun00, coded 'D'; seen BKK 14feb04 in all grey c/s, no code; opb 33 squadron at Bangalore-Yelahanka in 2005; photo exists, pre may05 and location unknown, in all-grey c/s coded 'K'; seen DEL 03feb07, no code; seen Bangalore-Yelahanka 18feb15; l/n Bangalore-Yelahanka 03feb21 at Kohlapur; in all-grey c/s, no code; unable to determine exact version
25 05	KA3071	An-32	Indian Air Force	ph.	25jul21	c/n not confirmed for this serial; opb 43 squadron in 1992; f/n Bangalore-Yelahanka 10feb07 in all-grey c/s, no unit markings; seen DEL 10jun09; l/n Bangalore-Yelahanka 16feb17, still no code
25 06	K3073	An-32	Indian Air Force	d/d	25nov91	c/n not confirmed for this serial; in white c/s with thin blue cheatline and grey undersides; f/n DEL 05dec98 coded 'Q'; seen AGR 06mar01 coded 'Q', opb 12 squadron; seen DEL 24apr08, in all-grey c/s, no unit markings or code; l/n as such IXC 01feb09; believed upgraded in India to, see next line
25 07	KA3073	An-32RE	Indian Air Force	Hin	07oct19	in all-grey c/s, no code; l/n Bangalore-Yelahanka 13feb23
25 07	K3074	An-32	Indian Air Force	d/d	25nov91	in white c/s with thin blue cheatline and grey undersides, f/n Bangalore-Yelahanka 1993, coded 'L'; seen Bangalore-Yelahanka 05feb01, coded 'G' with FWTF; seen Bangalore-Yelahanka 2005, coded 'L'; seen DEL 03mar08, no code and again DEL 01feb09; l/n Bangalore-Yelahanka 21feb15, with code 'L' overpainted but still visible
25 08	KA3074	An-32	Indian Air Force		26mar18	location not known; l/n Pune sep20
	CCCP-48122	An-32A	Sterkh	mfd	30nov90	d/d also quoted as 30nov90; rgd 10jan92; f/n OVB jul92 in Aeroflot c/s
	RA-48122	An-32A	Sakha Avia	trf	03nov93	
	RA-48122	An-32A	Sterkh	IEV	mar96	soc 15oct98 and canx 21oct98 as to Moldova
	ER-AEM	An-32A		rgd	09nov98	canx 04dec98
	HK-4171X	An-32A	Caricarga	rgd	18dec98	l/n BOG 22mar00; c/n confirmed
	HK-4171X	An-32A	SELVA	VVC	2000	l/n VVC 24oct01; crashed on take-off Popayan (Guillermo Leon Valencia Airport) 19apr02, killing 3 of the 8 crew members; canx 24jul02
25 09	CCCP-48123	An-32A	Sterkh	mfd	10dec90	d/d also quoted as 10dec90; rgd 10jan92; in Aeroflot c/s; f/n Myachkovo 18aug92
	RA-48123	An-32A	United Nations	SVO	17jul93	l/n NBO 16oct93; trf to Sterkh 20jan95 (but see above); canx 20aug97 and soc 16sep97 as to Moldova
	ER-AES	An-32A	Renan, n/t	BOG	25aug97	in all-white c/s; rgd only 15oct97; canx 12dec97
	HK-4136X	An-32A	Sadelca	rgd	21jan98	reported in JP-99
	HK-4136X	An-32A	S.A. Petroleros	VVC	sep99	l/n BOG 02jul01
	HK-4136X	An-32A	Sadelca	VVC	24oct01	l/n VVC 02may02
	YV-1089-CP	An-32A	all-white c/s, n/t	MDE	23dec04	believed to have never flown as such; l/n MDE 27jul05
	HK-4136X	An-32A	Sadelca	MDE	08jan06	in all-white colours with titles; reported owned by drugs baron Luis Hernando Gómez Bustamante of the North Valle Cartel and used for drugs trafficking; impounded and seized by the Colombian Policía Nacional, but not taken on charge due to budgetary issues; l/n MDE 02nov07; current on register apr11 !
	EJC-146	An-32A	Colombian Army	toc	03sep07	c/n confirmed; f/n BOG 02mar08; repainted in all-white c/s with titles by jan09, named 'Profer'; l/n BOG 01jun09
	EJC-056	An-32A	Colombian Army	no	reports	see last sighting previous line, details from official document dec08, serial tie-up to EJC-146 confirmed, but presumably only reserved and ntu, see next line !
25 10	EJC-1146	An-32A	Colombian Army	SJE	aug09	c/n confirmed; seen BOG 14may10, all-white colours with titles; in grey c/s BOG 16jul13; l/n Medellin 12jul21
	CCCP-48089	An-32A	MAP TANTK	mfd	09dec90	d/d 01apr91; rgd 27jan92; f/n Taganrog-Yuzhny 20aug92 in Aeroflot c/s
	RA-48089	An-32A	TANTK	trf	22feb94	in Aeroflot c/s; f/n Taganrog-Yuzhny 08sep93; type painted as just 'An-32'; sank back to the ground when undercarriage retracted on take-off 24oct94, repaired; l/n HLA jan96; soc 05sep00 and canx 06sep00 as to Moldova
	ER-AWA	An-32A	Valan, n/t	rgd	10dec00	f/n JNB 17may01; in all-white c/s; version given as An-32A in Moldovan register; l/n LAD jun03; canx 10jun04
	ZS-PHP	An-32A	Valan	res	03may04	not taken up; confirmed by South African CAA that the registration has not been used by an An-32
	HK-4369X	An-32A	SELVA	rgd	19nov04	as HK-4369; f/n JNB 27dec04, routed to NBO using a SELVA call-sign
	HK-4369	An-32A	SELVA	QRA	02sep06	in all-white c/s with green/red stripes and trim, named 'Manuela'; l/n QRA 07jun07 all-white c/s
	D2-FFV	An-32B	Guicango	LAD	28mar09	c/n from Antonov; T-257 seen LAD same date, see below and c/n 1410; version painted as such, but ADB always give this c/n in documents as an An-32A
	D2-FFV	An-32B	all-white c/s, n/t	PNR	22aug09	seen as such QRA 13nov11; l/n JUB aug13
	T-257 (2)	An-32B	Angolan Air Force	LAD	06oct14	photo exists mar15 ?, in all-white c/s, with both T-257 and faded D2-FFV visible with Air Nave LDA titles; see c/n 1410
	D2-FFV	An-32B	Air Nave LDA	QRA	20jan16	in all-white c/s with titles, named 'Fifi Bikuku' with O.S.B. (Organizacoes Santos Bikuku) emblems; l/n QRA 31jan16, in the process of being repainted in red/white c/s
26 01	CCCP-48090	An-32A	MAP TANTK	mfd	26dec90	d/d 01apr91; rgd 27jan92; f/n Taganrog-Yuzhny 20aug92 in Aeroflot c/s
	RA-48090	An-32A	TANTK	Tag	08sep93	in Aeroflot c/s
	RA-48090	An-32A	United Nations	MGQ	10oct93	reported for TANTK; in basic ex Aeroflot c/s with large 'UN' on the tail, type painted as just 'An-32'; l/n ZIA 19aug99; soc and canx 05sep00 as to Moldova
	ER-AEW	An-32A	Valan, n/t	rgd	12sep00	f/n LAD 22mar01; still in fleet list 24oct02; in basic ex Aeroflot c/s, with type painted as 'An-32'; version given as An-32A in Moldovan register; l/n MLA 03jul03
	ER-AEW	An-32A	Air Amder	LPA	03nov03	small titles on nose only; canx 10jun04, but seen as such QRA 20nov04; l/n JNB 08dec04, without titles; see next line
	ZS-PHR	An-32A	Valan	res	03may04	not taken up; confirmed by South African CAA that the registration has not been used by an An-32
	no reg	An-32A	bare metal	QRA	15jan05	undergoing maintenance; fate ?
	D2-FGL	An-32B	Air Nave LDA	QRA	19mar14	in all-white c/s, named 'Abdel Bikuku' with O.S.B. (Organizacoes Santos Bikuku) emblems; l/n QRA 18oct15, as such; c/n from ADB; seen Saurimo 21nov20 with the same titles and with a red rear fuselage and tail, with version painted as such, but ADB always give this c/n in documents as an An-32A
26 02	CCCP-48084	An-32A	MAP Kievskoye APO	d/d	15jan91	rgd 11jan92; in Aeroflot c/s; f/n ZIA 13aug92
	UR-48084	An-32A	Kievski AZ	NLO	05sep95	in basic Aeroflot c/s, no titles; l/n NLO 18jan96
	UR-48084	An-32A	Uhuru Airlines	BUX	20jul03	just with 'Aviatrans' titles; seen FIH 11sep03 with additional 'Aviatrans' titles; in Aviant fleet list jan04; l/n FIH 21feb04
	UR-48084	An-32A	Kievski AZ Aviant	Ksv	07aug07	in white c/s with red cheatline and trim, 'Kyiv Aviation Plant' titles; canx 01oct08
	OB-1962-T	An-32A	Transaer Peru	rgd	20dec10	f/n IEV 01apr11 in basic Aviant c/s, as OB-1962T, no titles; ferried via RIX, BER and KEF 05/06apr11; officially registered as OB-1962-T
	OB-1962-P	An-32A	Aero Transp. SA	rgd	27jun11	f/n LIM 02apr12; seen LIM 20mar17; l/n jan20, location in Peru not stated
	UR-UZQ	An-32A	KSENA LLC	rgd	29aug23	owned by Expedition Aviation (FZC); passed through YHZ 09sep23 and GLA 12sep23; on to Trenchin via Karlov Vary and PZY to be converted for fire fighting duties
26 03	CCCP-48085	An-32B	MAP Kievskoye APO	d/d	25jan91	rgd 11jan92; seen in Aeroflot c/s Brandis 24jun92
	UR-48085	An-32B	Aeroflot c/s, n/t	IEV	03jun93	
	UR-48085	An-32B	United Nations		photo	date unknown but before it became, see next line
	UR-48085	An-32B	all-white c/s, n/t	MIA	23dec94	seen on delivery to Imperial Air, Peru; canx 17jan95
	OB-1603	An-32B	Imperial Air	rgd	18jan95	named 'Chanka'; cancelled 28mar96; l/n LIM sep97 leased from Aviant; wfu or w/o before 12mar07
26 04	CCCP-48125	An-32B	MAP Kievskoye APO	d/d	17jan91	f/n MNL 09mar91 in Aeroflot c/s; not rgd until 10jan92
	UR-48125	An-32B	Aeroflot c/s, n/t	rgd	13jan93	d/d to JNB 31jan93 for lease to SAA
	UR-48125	An-32B	Aeroflot c/s, n/t	MIA	03nov94	seen on delivery to Imperial Air, Peru; was officially canx by Ukrainian CAA 25oct93
	OB-1604	An-32B	Imperial Air	rgd	18jan95	named 'Manco Capac'; dbr on landing at Chachapoyas 06jan96; CoFA expired 20jan96; canx 06oct98
26 05	339	An-32A	Afghan Air Force	d/d	24mar91	c/n not confirmed for this serial; in medium brown/medium green/dark green camo c/s with light grey undersides; opb General Dostum's forces by summer 1992; photo at KBL 29aug92
26 06	340 ?	An-32A	Afghan Air Force	d/d	03apr91	
26 07	341 ?	An-32A	Afghan Air Force	d/d	03apr91	
26 08	342	An-32A	Afghan Air Force	d/d	03apr91	initially in medium green/medium brown/dark brown/olive drab camo c/s with light grey undersides; opb the Northern Alliance after 1996; f/n KBL 29jan02; l/n in its old colours KBL feb04; seen on overhaul with 308 ARZ at Ivanovo-Severnoy 04apr04; repainted in grey c/s; operated then by the Afghan National Army Air Corps (ANAAC) which was renamed the Afghan Air Force jun10; c/n checked KBL 30nov05; l/n operational KBL 23aug10; wfu in summer 2011; stored at KBL, seen aug14/dec14; l/n KBL dec21 doing taxi trials; photo exists after overhaul and repainted in all white c/s with two blue cheatlines
26 09	343	An-32A	Afghan Air Force	d/d	23oct91	c/n not confirmed for this serial; f/n dumped at Herat (location not confirmed)

26 10	344 ?	An-32A	Afghan Air Force	d/d	17dec91	
27 01	345	An-32A	Afghan Air Force	d/d	23oct91	c/n not confirmed for this serial; f/n UND jan04 wrecked
27 02	346	An-32A	Afghan Air Force	d/d	23oct91	c/n not confirmed for this serial; in medium brown/olive drab/light brown camo c/s with light grey undersides; opb the Northern Alliance; seen FBD jun98 with the roundel of the Northern Alliance, operational; the wreck was dumped at Faizabad, seen mar01
27 03	347	An-32A	Afghan Air Force	d/d	23oct91	c/n not confirmed for this serial; f/n Herat jul00
27 04	348 ?	An-32A	Afghan Air Force	d/d	17dec91	
27 05	349 ?	An-32A	Afghan Air Force	d/d	19nov91	
27 06	350	An-32A	Afghan Air Force	d/d	23nov91	escaped from Kabul to Termez (Uzbekistan) 26sep96 with high-ranking followers of Ahmad Shah Massoud; requisitioned and h/o to General Dostum's forces; repainted in white c/s with dark blue cheatline, rear of fuselage and tail; seen as such KBL 03jul03; operated then by the Afghan National Army Air Corps (ANAAAC) which was renamed the Afghan Air Force jun10; underwent heavy maintenance in Tajikistan in 2005 and repainted in grey c/s; f/n as such KBL 01jan06, c/n checked; l/n operational KBL 04jul10; reported as the last Afghan An-32 withdrawn from service 17jun11 (was replaced by the by C-27A); stored at KBL, seen aug14/dec14; video footage exists 2022, active; overhauled summer 2022 and repainted in all white c/s with two blue cheatlines
27 07	351 ?	An-32A	Afghan Air Force	d/d	23nov91	c/n not confirmed for this serial
27 08	352	An-32A	Afghan Air Force	d/d	19nov91	c/n not confirmed for this serial
	HZ-TAM	An-32A	Osama bin Laden	ISB	apr94	c/n confirmed, read off from the door; in white c/s with blue/green/blue cheatline, no titles; l/n DXB 29mar95; according to the "Sun" newspaper it was photographed at JED jan99 and was reported as being Osama bin Laden's aircraft, see next line
	352	An-32A	Afghan Air Force	BIN	nov04	in exactly the same unique colours as HZ-TAM, carried a roundel with light blue background; probably opb the Hazara Hizb-e Wahdat forces (part of the Northern Alliance); reportedly dbr on landing at the dirt strip at Bamyan (21aug97 ?); the wreck was dumped at Bamyan, seen nov04/may09
27 09	353	An-32A	Afghan Air Force	d/d	17dec91	initially in medium brown/olive drab/dark brown camo c/s; f/n SHJ 28jan94; seen FBD jun98; appropriated by the Taliban Militia and later captured by the Northern Alliance at Bagram AFB (on a photo taken in Pakistan in 1998 with the roundel of the Northern Alliance); seen KBL 26mar02 without roundels; operated then by the Afghan National Army Air Corps (ANAAAC) which was renamed the Afghan Air Force jun10; repainted in grey c/s; f/n as such KDH 08sep05; grounded nov09 and cannibalised for spares; l/n KBL 11apr10, c/n checked; fate unknown
27 10	CCCP-48082	An-32B	Volga-Dnepr	d/d	28jun91	rgd 28may92 to Kievskoye APO; f/n ULV 25aug92, in Aeroflot c/s
	48082	An-32B	United Nations	NBO	feb93	
	RA-48082	An-32B	Aeroflot	HEL	10jun93	
	RA-48082	An-32B	Volga-Dnepr	LVS	dec93	in basic ex Aeroflot c/s, with Volga-Dnepr titles and badge on the tail; l/n MST 01sep96; soc and canx 08aug97 as to United Arab Emirates
	3D-RTE	An-32B	Air Pass	PTG	14nov97	in Aeroflot c/s, no titles; l/n HLA 01may98, in all-white c/s with grey undersides, no titles; canx as exported; according to the ADB the airframe was stored and they have no further information after 1999
28 01	OB-1461	An-32B	Avialini. Ukrayiny	d/d	25feb92	to IEV; impounded at CHS on delivery to Peru for 6 weeks; f/n CHS 09apr92; l/n MIA 24jun92
	OB-1461	An-32B	Aero Tumi	rgd	29jan92	f/n LIM 15jan94; damaged Cuzco 18mar93, after nose landing gear collapsed; ceased operations 01jul93; seen wfu jul94, l/n LIM 01nov94, as such; CofA expired 01jul95
28 02	no reg	An-32B	SA Colibri c/s n/t	LIM	04feb97	wfu, in poor condition; l/n LIM 17sep97; canx 08feb00; according to the OKB wfu or w/o before 12mar07
	OB-1462	An-32B	Avialini. Ukrayiny	d/d	25feb92	to IEV; impounded at CHS on delivery to Peru for 6 weeks; f/n CHS 09apr92; l/n MIA 24jun92
	OB-1462	An-32B	Aero Tumi	rgd	29jan92	ceased operations 01jul93; f/n LIM 15jan94; seen wfu jul94; l/n LIM 01nov94, as such; a slide also exists, date unknown with Air Ukraine tail logo
	OB-1462	An-32B	SA Colibri	LIM	apr95	l/n LIM mar01; CofA expired 24may01; stored without serial in full c/s may02/oct03; named 'Espirito Santo 2'; canx 01jul03; reported in legal documents on the internet jun04 with regards to registration/ownership issues; l/n LIM 20nov07 on overhaul
	OB-1868-P	An-32B	Transaer R.A.S.A.	rgd	15nov07	f/n ARI 07may08; l/n LIM 04nov11
	OB-1868-P	An-32B	Aero Transp. SA	lsd	28may12	advertised for sale 2014 with t/t 7,901 hours; with ATSA Cargo titles; seen La Serena, Chile, 20dec17, active; l/n LIM jan20
28 03	CCCP-48053	An-32B	Avialini. Ukrayiny	rgd	12mar92	d/d 21may92
	UR-48053	An-32B	Avialini. Ukrayiny	OZH	06jul96	l/n ATH 01sep98; reported for Constanta Airlines
	UR-48053	An-32B	Trans-Kiev Al, n/t	ATH	21feb01	l/n IEV 19jun01, but titles not reported
	UR-48053	An-32B	Avia Trano	OZH	28may02	
	S9-PSE	An-32B	all-white n/t	rgd	22dec06	l/n LKG mar07; c/n from Sao Tome CAA
	S9-PSE	An-32B	El Magal Aviation	KRT	01jul07	flew AYT-KIV 26jul07 as GLE702 and KIV-AYT-LXR-KRT 11-12oct07; seen KRT 26oct07; l/n OZH 06aug08/02may10, stored
	no reg	An-32B	all-white c/s	OZH	25sep12	stored, registration and logos removed; l/n OZH 02mar13
	EK-32803	An-32B	Ayk Avia	rgd	08apr13	reported ferried OZH-Marculesti 11apr13; seen dismantled and undergoing rework at IEV 17may13
	"20"	An-32B	all white	IEV	18oct13	no marks apart from "20"; test-flying after overhaul
	no reg	An-32B	all white	IEV	30mar14	reported for UkrAeroRukh; advertised for sale 2014 with t/t 3,830 hours, 2,067 cycles
	EK-32803	An-32B	all white	Mrc	28feb15	Certificate of Registration expired 08apr15; l/n Marculesti 24jul18/jun22; offered for sale on the internet with t/t 3,834 hours
28 04	CCCP-48054	An-32B	Avialini. Ukrayiny	rgd	12mar92	d/d 27may92; seen in Aeroflot c/s BKA 18aug92
	UR-48054	An-32B	Avialini. Ukrayiny	OZH	06jul96	l/n OZH 22mar97
	UR-48054	An-32B	Aviatrans K	LKG	may00	in basic ex Aeroflot c/s with 'Aviatrans' titles; dbr at Lima-25 airstrip in southern Sudan 07jun00 when a crowd of some 300 local residents ran out onto the runway as the aircraft touched down, and the captain ground looped the aircraft to the right to avoid crashing into them, the aircraft colliding with obstacles as a result, t/t 2,799 hours and 1,985 cycles; wreck visible apr11 at (N11.056017 E30.563607) but no longer visible 07sep13
28 05	CCCP-48055	An-32B	Avialini. Ukrayiny	rgd	12mar92	mfd and d/d both quoted as 29may92; f/n BKA 13aug92 with additional small 'Aeroflot' titles on the nose
	UR-48055	An-32B	Avialini. Ukrayiny	OZH	nov94	l/n LAD 15apr98
	UR-48055	An-32B	Aerotrans	IEV	11sep99	reported for Constanta Airlines; had 'Hellier International' titles about this time
	UR-48055	An-32B	Air Transp. Office	ATH	30dec00	
	UR-48055	An-32B	Aeroflot c/s, n/t	FIH	15mar01	reported in Trans Kiev fleet list 2001
	ER-AZI	An-32B	Pecotox Air, n/t	rgd	24oct03	f/n FIH 21feb04; current on register mar04
	ER-AZI	An-32B	Mallia	FIH	may05	in Pecotox fleet list dec05/nov06
	ER-AZI	An-32B	Air Taxi Sudan	KRT	21mar07	www.airtaxisudan.com titles; white c/s, blue cheatline
	ER-AZI	An-32B	all-white n/t	KIV	11aug07	canx 18dec07 as sold to Sudan
	ST-GSM	An-32B	all-white n/t	rgd	29jan08	location unknown; seen KRT 24jun08; l/n OZH 06aug08/02mar13, still all-white c/s, no titles; c/n from russianplanes.net
	EK-32805	An-32B	Ayk Avia	rgd	03apr13	all white n/t; f/n IEV 09apr13; seen IEV 05jul13, undergoing heavy maintenance; seen IEV dec13, all white, no reg worn; seen IEV 29mar14, still all white, wearing registration; seen Marculesti 28feb15, all white; Certificate of Registration expired 08apr15; l/n Marculesti 2016
28 06	CCCP-48057	An-32B	Air Transp. School	mfd	27aug91	d/d 31aug91; rgd 17feb92; operated on contract for UN-WFP, initially briefly based at KRT and later NBO; f/n BKA 07jul92; also carried 'Aero Pulse' titles
	CCCP-48057	An-32B	Nord-Sud Airways	Ver	28oct93	in basic ex Aeroflot c/s with 'NSA' down the tail; l/n Vereeniging 13feb94; soc 28dec00 and canx 11jan01 as to South Africa, see dates on next lines!
	D2-FVI	An-32B	VH Air, faded	LAD	19aug99	l/n JNB 28may00 small 'United Nations/VH Air' titles
	D2-FVI	An-32B	all-white	JNB	10jun00	registration re-applied after being painted; l/n HLA 25oct00 and re-registered ER-AWB by mid feb01
	ER-AWB	An-32B	Valan, a/w, n/t	rgd	30jan01	f/n QRA feb01; canx 25jul01 but l/n QRA 24oct02; see rgd next line
	ZS-OWX	An-32B	Valan, a/w, n/t	rgd	12aug02	f/n QRA 04may03
	ZS-OWX	An-32B	Air Million Cargo	rgd	22jan04	f/n LIS 24feb04
	ZS-OWX	An-32B	Valan	LPA	06apr04	seen HLA 22sep08; small Valan titles under cockpit only; l/n QRA 20sep10, white, no titles; reported operating with JACO titles jan11 through mar11; l/n KDH 17aug11, all-white c/s, no titles on starboard side; received 'NOTUS' titles on 19sep11 at Kandahar seen JUB 04nov14, all white c/s, no titles; l/n QRA 25sep22
28 07	CCCP-48058	An-32B	Air Transp. School	d/d	22oct91	rgd 17feb92; operated on contract for UN-WFP, initially briefly based at KRT and later MPM; 'Aero Pulse Air Transport School' titles dbr whilst landing Marromeu, Mozambique 10jun92 opf Aero Pulse; wreck still present (S18.289343 E35.934421) 2006; no longer visible on GE after the area was re-developed
28 08	CCCP-48059	An-32B	Air Transp. School	d/d	22oct91	rgd 17feb92; f/n SVO 01jun92, in Aeroflot c/s
	CCCP-48059	An-32B	Air Alba	NBO	jun92	also with 'Aero Pulse' titles
	CCCP-48059	An-32B	Meridian	Ver	28oct93	
	CCCP-48059	An-32B	Aero Pulse	Ver	13feb94	
	CCCP-48059	An-32B	no titles	Ver	apr94	soc 28dec00 and canx 11jan01 as sold to South Africa in a non-airworthy condition
	ZS-PSO	An-32B	Air Million Cargo	rgd	22feb06	in all-white c/s, no titles; seen QRA 31jul06 without registration; seen QRA 27mmar07 with registration; l/n QRA 13nov11
28 09	ZS-PSO	An-32B	Valan	rgd	08may12	to Valan International Cargo; l/n QRA 28sep12, in all-white c/s, no titles; canx to Sao Tome 07mar13
	CCCP-48052	An-32B	Aviaross Airlines	d/d	05may92	rgd 10aug92; seen in Aeroflot c/s BKA 18aug92; l/n BKA 10sep92
	48052	An-32B	United Nations	BKA	02sep93	seen JIB feb94, with large titles; l/n BKA aug95 stored
	48052	An-32B	all-white	BTS	24nov95	trf 05sep94 to Aviaross; canx 25aug95 as to Peru
	FAP-323	An-32B	Peruvian Air Force	BTS	19dec95	seen on delivery to Peru this date, seen Miami 22jan96; rgd 09apr96 with civil registration OB-1641; also carrying OB-1641 LIM oct96/mar01; last flight 06may01; wfu due to corrosion; civil registration subsequently removed and officially canx 21dec01; seen LIM oct03/mar04 in all-white c/s with black cheatlines and grey undersides; seen sep05/early 2007 completely covered with anti-corrosion paint, just 323 in black by nose; seen LIM 21apr14; l/n LIM 11aug23 derelict, missing engines and rudder, without serial and stripped of paint/in sand c/s
28 10	CCCP-48056	An-32B	Aviaross Airlines	d/d	19may92	rgd 10aug92; in full Aeroflot c/s including titles; f/n BKA 18aug92; stored at BKA, seen jul93/aug95; canx 25aug95 as to Peru, but not delivered there
	9A-BAC	An-32B	Croatian Governmt.	ZAG	18jun96	operated by the Croatian Air Force; reported in Aviation Letter 418 as ex 9A-BAA (according to a Croatian source)
	021	An-32B	Croatian Air Force	AVB	07jul96	c/n checked ZAG 15jun00
	727	An-32B	Croatian Air Force	ZAG	26mar01	in light grey c/s with 'Hrvatsko Ratno Zrakoplovstvo' and 'Croatian Air Force' titles; c/n checked IEV 26oct09; seen under overhaul IEV 28jan11 and painted up again IEV 17mar11; l/n operational Hradec Kralove 09sep12; reportedly wfu 01aug13, stored without serial at ZAG since; offered for sale by the state-owned ALAN agency 11nov14; l/n ZAG 28sep21

29 01	CCCP-48086	An-32B	MAP Kievskoye APO	rgd	10jan92	delivered to Aviant 14may92 (the official mfd); f/n JNB 04sep92; delivered that day for lease to South African Airways; in full Aeroflot c/s and titles; seen JNB 10oct92; photo exists JNB with a small SAA/SAL sticker on the cheatline
	UR-48086	An-32B	Antonov Des. Bur.	IEV	29aug93	in basic Aeroflot c/s, no titles; converted to an An-32P, see next line
	UR-48086	An-32P	Antonov Des. Bur.	BTS	19may95	fire-fighter version with conformal external water tanks; conversion date 29jul94, t/t 857 hours and 428 cycles by then; initially in white c/s with red trim; seen ZIA 24aug95 with 'Kiev-Ukraine' titles on the external water tanks; l/n as such AVV 24mar96; seen ZIA 19aug97 with 'Firekiller' titles on the external water tanks and an 'Aviant' logo on the fin; l/n as such DXB 09nov03; repainted in white c/s with red cheatline and trim, with 'Kyiv Aviation Plant' titles and an 'Aviant' logo on the fin; f/n as such Gostomel 18sep04; l/n with external water tanks Gostomel 07aug07; f/n without external water tanks LTB 21feb08; new CoFR issued 04mar10; last flight 13jan12; stored at Gostomel, seen sep12/sep19; canx 20nov14; sold in non-airworthy condition by DP "Antonov" to OOO "Aviatsine obladnannya" 26jul19, with t/t 2,184 hours and 1,981 cycles; perhaps this aircraft was sold by TOV "Tekhimpeks" to DSNs Ukrainy 16oct19
	UR-UZH	An-32P	Aviat. obladnannya	rgd	27dec19	OOO "Aviatsine obladnannya" of Kiev, no operator given on register; ferried from Gostomel to IEV 12jan20 (for heavy maintenance before operation by Constanta)
	UR-UZH	An-32P	Inkompas	rgd	28jan20	TOV "Inkompas" of Kiev, no operator given on register; in white c/s with red cheatline and trim, still with 'Kyiv Aviation Plant' titles and an 'Aviant' logo on the fin; f/n IEV 01feb20; reported placed in storage by Constanta jun20
29 02	UR-UZH CCCP-48050 RA-48050 RA-48050	An-32P An-32B An-32B An-32B	Constanta, n/t AFL/Urals Aeroflot c/s, n/t Ural	d/d mfd BKA trf	29dec20 nov91 24may94 26jul94	IEV-OZH; seen Nizhyn 07jul21 still in fire-fighting configuration; seen AYT 29oct21; l/n DLM 22aug23 rgd 20dec91; d/d 11feb92
	D2-MAJ	An-32B	Aeroflot c/s, n/t	LAD	19aug99	rgd 22aug94; in basic Aeroflot c/s, no titles; f/n CEK 22aug95; t/t 799 hours and 314 cycles by 01jul98; wfu or w/o before 12mar07 according to a listing from the Antonov Design Bureau; reportedly canx in 1998 but still current on the Russian register by aug10 (although without CofA)
29 03	CCCP-48051 D2-FAP ST-EIB	An-32B An-32B An-32B	AFL/Urals Alada all-white c/s, n/t	mfd LAD IEV	nov91 15apr98 11feb08	l/n LAD feb00 opb Angolan Government; crashed Huambo, Angola, 25mar00, the crash report gave the aircraft type as an An-12, but photo proof exists that it was an An-32; c/n from Antonov rgd 20dec91; d/d 13feb92; trf to Ural Airlines 26jul94; canx 07may96 as to Angola with large 'P' on the nose; l/n IEV 16mar07 in all-white c/s, no markings apart from registration; seen ELF 26sep08, c/n checked; l/n KRT 28apr09; seen KRT 25dec09 titles not reported
	7712	An-32B	Sudanese Air Force	KRT	08may12	identified by its former registration ST-EIB on top of the wing; c/n confirmed in UN document; l/n KRT 15may14
29 04	CCCP-48087	An-32B	MAP Kievskoye APO	rgd	10jan92	d/d 19may92; f/n HGA jun92 in basic Aeroflot c/s with large 'UN' on rear of fuselage and 'African' titles; l/n NBO 20oct92 in basic Aeroflot c/s
	UR-48087	An-32B	United Nations	LPA	31oct93	in all-white c/s; l/n GRQ 21jan94 on an 'ADB' flight; mfd stated variously as 24nov91 or 19may92, but see rgd
	UR-48087	An-32B	Kiev Avn Plant	Gos	22sep94	damaged Gostomel 16sep94 in wheels-up landing and repaired (mfd 24nov91 stated in the accident report for this one); all-white c/s, and 'Kiev Aviation Plant' titles; l/n RML dec98; reported as an ADB aircraft for Aviant; damaged again 29sep95 at Kenge, Zaire (no airport there but 10km to the east of Mouyiondzi) when nose gear collapsed on landing, repaired again, this time the accident report gives the mfd as 19may92; still in fleet list jan04
	7709	An-32B	Sudanese Air Force	KRT	01jan08	all-white c/s no titles and carrying serial 7709 with 'ST-ATM' on top of the wing; seen Nyala 30nov10, serial 7709 carried on the right side behind the cockpit, all-white c/s with dark blue tail and engines; was first seen with bomb racks apr12 which were possibly taken from ST-ZZZ(1); seen KRT 21oct14 engineless; photo KRT 09mar23, suggests still present as such in very faded c/s and derelict, but serial not visible in the photo; dbr KRT as of 21apr23 during fighting between different factions of the military
29 05	CCCP-48088	An-32B	MAP Kievskoye APO	rgd	10jan92	d/d 05jun92; leased to Aeropolis of Moscow; dbr 09oct92 on a flight from Nairobi to Mogadishu with the MTOW exceeded by at least 1,600 kg when landed at the unpaved runway of Mogadishu-North at night although the airfield was not equipped for night operations, the crew had difficulty to find the runway and failed to go around, the aircraft touched down late, overran the runway by 250 metres and broke up, 1 of the 6 crew killed and the other 5 as well as all 7 passengers injured
29 06	no reg	An-32B	Aviaservice	mfd	jan92	d/d 04jan92; photo Tushino mar92, in all-grey c/s with Red star; seen Tushino 15aug92, in all-grey c/s with Russian flag; l/n Tushino 19aug92
	RA-48128	An-32B	Moscow Airways	rgd	25dec92	l/n NBO 16oct93; in all-grey c/s; reported for Special Cargo AI end of 1993
	RA-48128	An-32B	Natair	NBO	05sep93	l/n KLF 01may95; all grey, no titles; soc 19nov95
	RA-48128	An-32B	Moscow Airways	trf	06jan95	seen on delivery to Peru this date, l/n Miami 22jan96, still in all-grey c/s no titles; rgd 09apr96 with civil registration OB-1642; crashed near Andoas 11may96 registration reported as OB-1642, but possibly not worn as such; civil registration officially cancelled 21dec01
	FAP-326	An-32B	Peruvian Air Force	BTS	19dec95	d/d 04jan92; photo Tushino mar92, in all-grey c/s with Red star; seen Tushino 15aug92, in all-grey c/s with Russian flag; l/n Tushino 19aug92
29 07	no reg	An-32B	Aviaservice	mfd	dec91	l/n NBO 16oct93; in all-grey c/s; reported for Special Cargo AI end of 1993; seen SVO 17jun94, in all-grey c/s, no titles
	RA-48129	An-32B	Moscow Airways	rgd	25dec92	in all-grey c/s, no titles; l/n Tushino 29aug95; soc 19nov95
	RA-48129	An-32B	Natair	NBO	05sep93	on delivery to Peru this date, still present DRS 15jan96 and Miami 07feb96/11feb96, rgd 09apr96 with civil registration OB-1642; carrying OB-1642 apr96/sep97, in all white c/s with red cheatlines/ undersides; civil registration subsequently removed and officially cancelled 21dec01; seen LIM oct03/sep05 under maintenance in all-white c/s with black cheatlines and grey undersides, seen TPP 12jun11; reported as active in insurance papers aug11; seen LIM 15mar14, active, but no serial visible; '100' badge on tail; seen LIM 19mar17; l/n LIM 11aug23, in light grey c/s with titles, missing engines
	RA-48129	An-32B	Moscow Airways	trf	06jan95	rgd 12mar92; f/n IKT 05jul92 in Aeroflot c/s and titles
	FAP-324	An-32B	Peruvian Air Force	BTS	19dec95	with titles and tail logo; l/n IKT 06jul94
29 08	CCCP-48070	An-32B	Stela	d/d	29jan92	soc 26aug98; canx 19dec98 as to Congo operator from ADB, but registration not given; photographic evidence, however, exists of it derelict at Luremo, Angola (S8.550184 E17.861018)
	RA-48070	An-32B	Stela	ZIA	03sep93	rgd 12mar92; f/n IKT 05jul92 in Aeroflot c/s and titles
	RA-48070	An-32B	not reported	FIH	31mar96	l/n ZIA 19aug92
	RA-48070	An-32B	Impulse Aero	trf	28aug96	l/n LNZ 31dec96
	RA-48070	An-32B	Express Aviation	trf	28aug96	Siberian-Ural Oil Company, en route to Colombia; Yacco is a French sponsor; canx 05may97 as to Colombia
29 09	CCCP-48071	An-32B	Stela	d/d	31jan92	rgd to Helar Import and Export Corp; f/n VVC 09sep97; l/n BOG 24mar99
	48071	An-32B	Stela	ZIA	15aug92	in full c/s; l/n BOG 21may04
	RA-48071	An-32B	Stela	IKT	06jul94	in fleet list dec05
	RA-48071	An-32B	Yacco titles	YYR	02jul97	named 'Laura'; w/o 27aug07 while off-loading fuel cans at Mitu when a fire erupted under the aircraft which resulted in the aircraft being destroyed, no casualties
	HK-4117X	An-32B	Sadelca	rgd	18jul97	f/n OVB 01jul92, in basic Aeroflot c/s with blue fin
	HK-4117X	An-32B	SAEP	BOG	nov99	soc 03nov00 and canx 22nov00 as to Ukraine no titles; arrived in Mexico with 1,808 hours
	HK-4117X	An-32B	SELVA	CLO	26aug05	l/n NLU 23apr07; c/n must be correct as FAM-3103 confirmed as 3106
	HK-4117	An-32B	SELVA	VVC	20apr07	FAM- prefix no longer worn; no longer serviceable 2013, t/t 2,380 hours and sold for scrap; seen preserved in the Zombie Adventure facility, San Nicolas Totolapan (N19.246888 W99.243053) Mexico, 22apr18 complete
29 10	48060	An-32B	Krylya Sibiri	d/d	28feb92	d/d 27feb92; rgd 28may92; in basic Aeroflot c/s, no titles; ferried to JNB 05sep92 for lease to South African Airways; l/n JNB 05sep92
	RA-48060	An-32B	Krylya Sibiri	OVB	21apr93	converted in 1994; in white c/s with red trim and 'Kiev-Ukraine' titles on the external water tanks; water tanks removed in 1996
	RA-48060	An-32B	Sibir	trf	12oct95	in all-white c/s, no titles; l/n XSP 06sep03
	UR-48060	An-32B	Mexican AF c/s	PRG	08dec00	in Ukraine Air Alliance fleet lists jan04/oct05; l/n LBU 21mar06; offered for sale by SkyBirdHel 27may06 with t/t 2,774 hours and 1,871 cycles; no longer in Ukraine Air Alliance fleet list nov07
	FAM-3104	An-32B	Mexican Air Force	NLU	26apr02	opb 31 Sqn of SOCOM (Special Operations Command), a special Air Force/Army unit; in ochre/brown/olive drab camo c/s with light grey undersides; damaged nov08 whilst parked on the ramp of an unknown airport when the right main gear collapsed, causing the right wing to buckle, photo as such 27nov08; repaired; l/n flying Amman-Marka sep10; stored at Amman-Marka, seen nov13/apr14
	3104	An-32B	Mexican Air Force	trf	sep08	to Advanced Aviation Technology FZE of the UAE; in all-white c/s, no titles; f/n KGO 28dec16, hanged; ferried CAI-ODS 25dec17; l/n KIV 22may19; new CoFR issued 23may19; current on register 13aug22
30 01	CCCP-48083	An-32B	MAP Kievskoye APO	mfd	27feb92	rgd 05jun92; f/n Moscow-Tushino 19aug92; l/n Moscow-Tushino 07sep92
	UR-48083	An-32P	Antonov Des. Bur.	Gos	aug94	leased from Air Moldova
	UR-48083	An-32B	Aviant	Gos	14sep02	was already f/n BTS 16jul93; l/n ATH 22dec93
	UR-48083	An-32B	Air Mark	XSP	20dec03	l/n SLD 10sep94; canx 02apr96
	3010	An-32B	Jordanian AF	IEV	12dec07	l/n BTS 16jul95; reported arrived in Colombia 06sep95 ?
	UR-CMO	An-32B	Meridian	rgd	05jul16	on delivery to Peru this date, still present DRS 15jan96 and Miami 07feb96/11feb96, rgd 09apr96 with civil registration OB-1640; carrying OB-1640 apr96/1998, in white c/s with red cheatlines/ undersides; civil registration subsequently removed and officially cancelled 21dec01; repainted in all-white c/s with black cheatlines and grey undersides; last flight 21mar02; wfu due to corrosion; l/n LIM oct03; seen apr04/early 2007 completely covered with anti-corrosion paint, just 322 in black by nose; seen LIM 21apr14; l/n LIM 11aug23 derelict, missing outer wings, tail and undercarriage, without serial and stripped of paint/in sand c/s
30 02	CCCP-48075	An-32B	Air Pavelonik	mfd	23mar92	rgd 12mar92; d/d 24mar92; the Moldovan register gives the mfd as 24mar92; f/n BTS jun92, in Aeroflot c/s
	48075	An-32B	United Nations	BTS	apr93	in all-white c/s with titles; l/n NBO 05sep93
	ER-48075	An-32B	all-white c/s, n/t	rgd	20dec93	
	ER-48075	An-32B	Air Moldova	SLD	04aug94	
	TS-LCA	An-32B	North African AI	BTS	24mar95	
	FAP-322	An-32B	Peruvian Air Force	BTS	19dec95	
30 03	CCCP-48061	An-32B	Avialini. Ukrainy	mfd	mar92	rgd 12mar92; d/d 24mar92; the Moldovan register gives the mfd as 24mar92; f/n BTS jun92, in Aeroflot c/s
	48061	An-32B	United Nations	ZAG	24jun92	in all-white c/s with titles; l/n NBO 05sep93
	48061	An-32B	blue c/l, n/t	QRA	apr94	
	ALAN-061	An-32B	all-white c/s n/t	JIB	feb95	
	48061	An-32B	Millionair	ph.	feb95	in all-white c/s with titles and tail logo, small United Nations sticker, photo DUR 25aug95, as such; l/n 15mar96

	ER-48061 ER-ADC ZS-OIT ER-AEC ZS-ORG ZS-PDV	An-32B An-32B An-32B An-32B An-32B An-32B	all-white c/s, n/t Valan Valan Aleko Charter CC Air Million Cargo	HLA rgd res HLA res rgd	23apr96 12dec96 24nov98 17jan98 30oct00 30jan04	opb Valan; l/n HLA 04nov96 f/n HLA 15apr97; in all-white c/s, no titles; l/n HLA 21dec97 but not taken up, see below was rgd only by 16aug99; in all-white c/s, no titles; l/n HLA 20oct03; canx 27nov03 but not taken up, see above f/n KBL 24jan04 all-white c/s, no titles; l/n KBL 05dec05; w/o Lashkar Gar, Afghanistan 24apr06, swerved off the runway on landing to avoid hitting a truck and slid into a nomad settlement; 2 of the 16 onboard were killed and 3 on the ground; was operating for the US Government on behalf of the Bureau of International Narcotics and Law Enforcement Affairs d/d also quoted as 24mar92; was rgd 12mar92 !; seen in Aeroflot c/s BTS jun92 l/n ASM 29aug93
30 04	CCCP-48062 48062 ALAN-8062 UR-48062 ER-ADF	An-32B An-32B An-32B An-32B An-32B	Avialini. Ukrayiny United Nations all-white c/s, n/t ALAN Airlines all-white c/s, n/t Valan	mfd ZAG JIB JIB SHJ rgd	24mar92 24jun92 feb95 mar95 28nov95 11nov95	small sticker only, all-white c/s small UN logo behind cockpit; l/n DXB 18dec95; operated by Red Sea Airlines; see rgd below ! mentioned in UN report as operating in Angola; canx 18nov97; ex registrations given as ER-48062 and UR- 48062 in Moldovan register but not taken up
	ZS-OIU 48062 D2-FVK ER-AFG ZS-ORH ER-AFG ER-AFG ZS-PEL	An-32B An-32B An-32B An-32B An-32B An-32B An-32B	all-white c/s, n/t Valan, n/t Valan, n/t Aleko Charter CC Aero Gem Cargo Valan Valan	res JNB HLA rgd res ACC QRA rgd	24nov98 10dec98 16jun99 16aug99 30oct00 10may03 01sep03 26feb04	l/n HLA 22jul99 was already f/n HLA 26jul99; l/n QRA 12nov02 but not taken up, see above
30 05	CCCP-48068 -- LZ-PVM MT-318 MP-318 AMT-214	An-32B An-32B An-32B An-32B An-32B An-32B An-32B	Orel Avia Aeroflot c/s, n/t Aeroflot c/s, n/t Mexican Navy Mexican Navy Mexican Navy	BOJ BOJ BOJ RKV no reports MEX VER	31mar92 27jun93 21mar98 21mar98 19feb01 26apr07	in all-white c/s small titles on the nose only; l/n QRA 17feb04; canx 17feb04 in all-white c/s small titles on the nose only; f/n HLA 17feb04; l/n QRA 29aug22 rgd 21jul92; f/n BOJ 31jul92 in Aeroflot c/s; canx 22jul92 as to Bulgaria l/n 21sep95 for sale, owner reported as T.K.M Hamburg/Sofia passed on delivery to Mexico
30 06	CCCP-48069 -- LZ-PVN MT-319 MP-319 AMT-210 HK-4832X HK-4832	An-32B An-32B An-32B An-32B An-32B An-32B An-32B	Orel Avia Aeroflot c/s, n/t Aeroflot c/s, n/t Mexican Navy Mexican Navy Mexican Navy Servicair Exp SA Aer Caribe	d/d BOJ RKV CZM MEX rgd rgd BOG	31mar92 27jun93 21mar98 30nov98 29nov00 2003 28mar12 06mar15	l/n VER 11mar03; re-serialled 2003 to, see next line awaiting overhaul due to corrosion rgd 21jul92; f/n BOJ 01aug92 in Aeroflot c/s; l/n BOJ 27jun93; canx 22jul92 as to Bulgaria l/n 21sep95 for sale, owner reported as T.K.M Hamburg/Sofia passed through on delivery to Mexico
30 07	CCCP-48072 HP-1217AAK HP-1217AVL HP-1217AVL YN-CGA YN-CGA EJC-1147	An-32B An-32B An-32B An-32B An-32B An-32B An-32B	Avialini. Ukrayiny Las Americas Cargo Las Americas Cargo no titles Aero Charter Cargo Aer Caribe, n/t Colombian Army	rgd SDQ nov94 BOG d/d BOG	12mar92 apr93 nov94 24mar99 19dec01 30mar08 nov09	d/d 12aug92 named 'Ciudad David'; photo exists suffix now 'AVL'; stored at PAC, l/n 11apr98 sold 27sep01; l/n BOG 26oct01, now without suffix 'AVL' f/n MGA 22apr02; Antonov regard this aircraft as no longer airworthy from 31dec03; l/n MGA 25nov07 all-white c/s, no titles with Aero Charter tail logo only, Nicaraguan flag; seized by the Colombian authorities; l/n BOG 02may08 in all-grey c/s; c/n confirmed from photo showing both marks worn; seen BOG 24apr10; used in a rescue operation 13jun10 to recover four members of the security forces who had been held captive in the Colombian jungle for 12 years by the FARC, the aircraft flew from San Jose del Guaviare back to Bogota Air Base; l/n Melgar Toleda 15sep23
30 08	CCCP-48080 UR-48080 UR-48080 FAM-3102 3102	An-32B An-32B An-32B An-32B An-32B	Aviatrans K Aveco Khors Air Mexican Air Force Mexican Air Force	d/d rgd MST h/o	20apr92 18jan93 10jan96 15aug00 sep08	rgd 07jul92 and canx same date as rgd to Nikolaev Avia; d/d 04sep92 to JNB for lease to SAA; photo JNB 10oct92, in basic ex Aeroflot c/s with additional yellow cheatline and Aveco titles; photo JNB with small SAA/SAL sticker reg applied 09mar93; still on lease to SAA this date; reported for Docas l/n IEV 08jul99; still in basic Aveco c/s; l/n PIK 08aug00 in dark green/olive c/s on delivery to Mexican Air Force; officially canx 16aug00 at Santa Lucia Air Base with 2,947 hours; l/n NLU 02may07 FAM- prefix no longer worn; l/n NLU 16sep09, possibly stored; no longer serviceable 2013, t/t 3,435 hours and sold for scrap
30 09	CCCP-48073 48073 UR-48073 ER-ADB HA-TCL ER-AWM S9-DAG ER-AWM ST-AZL ST-AZL ST-AZL	An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B	Tiras Avia United Nations United Nations Valan Atlant Aerobatics Renan TepAviaTrans, n/t AZZA Kata Air Transport not known	mfd ZAG RJK rgd rgd rgd no reports rgd KRT KIV slid	11apr92 28nov92 14jul93 10nov95 12aug99 06feb02 no 25feb05 17jun06 05jul07 01apr08	also given as 13apr92, both from the Moldovan register!; d/d 24jul92; rgd 07aug92; in Aeroflot c/s; f/n ZAG nov92 l/n GVA 16jun93 leased from Avialiniy Ukrayiny; later carried a 'BSL' logo on nose; l/n ZAG 24aug94 canx 14dec99 registration painted on at BUD 18dec99; l/n BUD 22dec00 in all-white c/s, no titles; f/n LAD 06feb03; l/n LAD jun03; canx 18aug03 as sold to Sao Tomé registration mentioned in Moldovan register f/n KRT 27feb06; canx 05may06 as to Sudan rgd to Kata; current on register jan07 in all-white c/s with small titles and tail logo with t/t 2,668 hours and 1,954 cycles; w/o 11apr08 on the ferry flight from Chisinau via Antalya to Khartoum after maintenance, but had to return to Chisinau 10 minutes into the flight because the transponder had failed, the final approach was too low and hit the VOR-DME building, coming down some 200 m from the runway threshold and burst into flames, all 4 crew and 4 passengers killed; ICAO still give the owner as Kata Air Transport in the accident report
30 10	CCCP-48074 48074 UR-48074	An-32B An-32B An-32B	Tiras Avia United Nations United Nations	rgd ZAG NBO	07aug92 22oct92 16oct93	d/d quoted as 31aug92, but seen Gostomel 27aug92 in Aeroflot c/s with these titles; a slide exists probably taken at NBO with Aeroflot titles, dated feb93 all-white c/s, UN titles; l/n ASM 20/29aug93, reported again as UN all-white c/s, no titles, but UN titles showing under the paint mar94; photo again as such 12may94; crash landed Kinshasa 18jan95, operated for Maibi Air Company
31 01	CCCP-48077 48077 ER-48077 ER-48077	An-32B An-32B An-32B An-32B	Aeroflot United Nations all-white Virunga Air Char.	rgd BTS BTS KLY	11jun92 30apr93 16jul93 mar96	d/d 21aug92 reportedly to a DOSAAF sports club and then to Tiras Avia; photo exists BTS apr93 with Air Pavelonik titles and additional small Aeroflot titles by nose leased from Air Moldova; l/n BTS may03, full UN colours and titles involved in a landing accident prior to this date, engine and port undercarriage damaged, covered in moss; wfu and not current on register mar04 reported d/d this date to 'Planet centre', Moscow; rgd 22feb93; f/n ZIA 03sep93 without a registration on; canx 22sep9. (exact year unknown)
31 02	RA-48127 EP-831	An-32B An-32B	Aeroflot c/s, n/t Peruvian Army	mfd MIA	29may92 02dec94	c/n from official source; seen LIM 02aug15, engineless; seen LIM 23apr23, in all-grey c/s with titles; l/n LIM 12aug23
31 03	48136 4K-48136 4K-48136	An-32B An-32B An-32B	Azerbaijan AI Azerbaijan AI Etram Air Wing	d/d BAK LAD	29may92 nov93 jun03	rgd 25dec92; f/n SHJ 27feb93 with 'Azerbaijan Hava Yollari' titles; l/n LAD 27apr03; current on register 02dec02 was still on Azerbaijan register 22nov05; l/n stored LAD Jul12/oct14 very dusty with one engine missing and still with Etram titles; no longer visible on GE 23mar15
31 04	CCCP-48078 EP-833	An-32B An-32B	Avialini. Ukrayiny Peruvian Army	mfd MIA	26jun92 02dec94	reported d/d the same day; rgd 30jul92; f/n ZIA 31aug93; l/n ZIA 09jul94 c/n from official source; l/n LIM apr03/may10 wfu; not on strength dec08; seen LIM 04nov11; tender invited in 2012 to extend the operational life from 20 to 40 years; t/t 2,912.7 hours; l/n LIM 09jan23
31 05	48137 4K-48137	An-32B An-32B	Azerbaijan AI Azerbaijan AI	d/d BAK	26jun92 09jul93	rgd 25dec92; with 'Azerbaijan Hava Yollari' titles; f/n SHJ 05mar93; l/n SXF 19mar93 with 'Azerbaijan Hava Yollari' titles; l/n BAK 14apr01; still on Azerbaijan register 22nov05; l/n GYD (N40.460435 E50.069042) Jul07/19nov09 dumped without reg; no longer visible on Google Earth aug11 so likely to have been scrapped
31 06	CCCP-48081 UR-48081 UR-48081 UR-48081 UR-48081 FAM-3103	An-32B An-32B An-32B An-32B An-32B An-32B	Aviatrans, n/t Aveco, n/t all-white c/s, n/t Khors Air Avia Trans Mexican AF c/s Mexican Air Force	d/d rgd IST OST IEV PIK NLU	02jul92 21jan93 23jun93 17nov94 25jun97 15nov00 26apr02	rgd 07jul92 and canx same day as rgd to Nikolaev Avia; d/d 04sep92 to JNB for lease to SAA; in all-white c/s, no titles; l/n JNB 10oct92 reg applied 02mar93; all-white c/s, no titles; still on lease to SAA this date returned from lease to SAA; reported for Docas; with Ukrainian flag in all-white c/s with emblem on tail and titles named 'Larisa'; l/n IEV 11sep99 on delivery to Mexican Air Force; no titles; officially canx 25nov00 arrived in Mexico with 3,543 hours; c/n confirmed from '48081' on control column; based at BAM 1 at Santa Lucia; l/n SLM 17sep06; w/o 16dec06 on approach to BAM 7 at Pie de la Cuesta (Guerrero) on return from a para-dropping mission when crashed into the Pacific 8 km south-east of the base, all 4 crew killed; t/t 4,125 hours possibly without prefix, see next line
31 07	UR-48134 UR-48134 HP-1226AAK HP-1226AVL OB-1907-T OB-1907-P OB-1907-P	An-32B An-32B An-32B An-32B An-32B An-32B An-32B	SP Aero Las Americas Cargo Las Americas Cargo Las Americas Cargo Transaer Transaer Peru Aero Transp. SA	d/d PTY SJO PTY rgd rgd lsd	12aug92 mar93 17oct93 25nov96 17apr09 03sep09 14may12	f/n LIM nov10; in all-white c/s with dark brown/yellow cheatlines and tail, with orange 'sun' logo and titles, additional 'www.transaerperu.com' on the fuselage and brown engines; l/n LIM 24dec11 f/n LIM 23jan13, in all-white c/s with small red/brown and black cheatline and 'ATSA' badge on the tail; reportedly still active mar14; advertised for sale 2014 with t/t 4,207 hours; seen CUZ 02apr16 with ATSA Cargo titles, in blue/white c/s, active; seen jan20, now painted as OB1907P; l/n LIM 22sep23, active d/d 17jul92; rgd 30jul92; f/n IEV 08sep92; l/n ZIA 09jul94
31 08	CCCP-48079 EP-835	An-32B An-32B	Avialini. Ukrayiny Peruvian Army	mfd MIA	29may92 02dec94	seen LIM 06mar01; involved in a landing accident at CIA 07apr01 and sustained severe damage to the forward fuselage and landing gear; photos exist CIA feb02, in poor condition without engines showing the

31 09	UR-48135 UR-48135 HP-1227AAK HP-1227AVL OB-1924-T OB-1924-P OB-1924-P	An-32B An-32B An-32B An-32B An-32B An-32B An-32B	SP Aero Las Americas Cargo Las Americas Cargo Las Americas Cargo Transaer Transaer Aero Transp. SA	d/d PTY BOG PTY rgd rgd lsd	12aug92 mar93 20jan94 09mar95 14sep09 04mar10 20sep12	damaged front section; l/n CJA 01feb08, complete, but still not active; still on strength dec08; seen LIM 01may10 without props; seen LIM mar11, with engines still being worked upon; mentioned in a tender document 2012 to extend the operational service life from 20 to 40 years, with t/t 2,546.7 hours; seen LIM 08nov14, operational; l/n LIM 09jan23 possibly without prefix, see next line named 'Kiev'; was officially registered in Ukraine 11jan93 and canx 25mar93 c/n confirmed in Panamanian register; named 'El Cucu' sat derelict at PTY, seen apr98/mar08, with the last letters of the previous registration bleeding through
31 10	CCCP-48076 48076 RA-48076 ER-AEX (1) ER-AEX (1) S9-GRJ ER-AWL ER-AWL ER-AWL ER-AWL ER-AWL ST-TKO EW-506TK	An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B	Trans-Charter United Nations Trans Charter Trans Charter c/s Renan, n/t blue/red c/s, n/t Malift Air Kasai blue/white/red c/s Air Taxi Sudan Air Taxi Sudan Grodno	mfd QRA trf Mya MLA LAD rgd FIH FIH KIV ph. EBB	21sep92 06nov93 05apr94 16aug99 25dec99 15mar01 14dec01 11sep03 may05 17may06 08dec06 02may07	f/n LMA 09dec12; l/n LMA 13oct13; reportedly active still mar14; advertised for sale 2014 with t/t 3,109 hours d/d 24sep92; mfd according to Moldovan register, but was already rgd 11jun92 coded 'UN-481' rgd 18apr94; f/n IEV 22sep94, titles not reported; seen Myachkovo nov96, with titles; l/n Myachkovo 25aug97; soc 16nov11 and canx 03dec99 as to Moldova no titles; rgd 10dec99; see c/n 1704 not in fleet list 31dec00; canx 05jan00 c/n confirmed in Moldovan register f/n LAD 05feb03; l/n LAD 07feb03; reported as Renan in JP-02 canx 07nov03 and rgd again 26nov03 to Pocotoc; l/n FIH 21feb04 reported for Trans Charter 25nov05; in Pecotoc fleet list dec05 no titles; returned to Pecotoc; in Pecotoc fleet list 02nov06 in Sudan, location withheld; carried 'www.airtaxisudan.com' titles; l/n EBD 14mar07; canx 17mar07 as to Sudan named 'Deena'; carried 'www.airtaxisudan.com'; seen KRT 18nov07; was offered for sale jan08; ferried LXR-AYT-KIV 05sep08 and KIV-AYT-LXR 29oct08; seen KRT 15apr12 active; seen KRT 15may14 titles removed; seen KRT 05jan15; l/n JUB 31mar17 c/n on airline; flight planned from Marculesti to Samsun Carsamba 20jun18; photo exists GNA sep22 of an An-32B in the same basic c/s as ST-TKO with a Grodno badge on the fin, parked behind EW-262TK, but the registration is not visible in the photo mfd 14jan93 according to Russian and Moldovan registers; leased from Ukraine Air Alliance; rgd 20apr93; f/n NBO 29jun93; l/n ASM 20aug93, in basic Aeroflot c/s registration given in Moldovan Register as previous identity for ER-AEP canx 12jan01 Antonov regard this aircraft as unairworthy from 14apr02 in white c/s with fin in three shades of blue; l/n BUX 18jul03; sold to Great Lakes Business 15jun03 and accepted 10jul03, see next line in same c/s as EX-48138 still no titles; was rgd 09oct04; c/n and operator confirmed in Antonov list dated 01feb07; l/n GOM jan07; dbr 26may08 on a flight from Goma to Kalima when one engine failed shortly after take-off and the aircraft returned to Goma, veered off the runway during the emergency landing and ended up in grass near a crust of lava (expelled from nearby Mt. Nyiragongo when it erupted 17jan02), all 5 crew escaped with slight injuries
32 01	RA-48138 UR-48138 ER-AEP EX-48138 EX-48138 9Q-CMG	An-32B An-32B An-32B An-32B An-32B An-32B An-32B	Nak Air Ukr Air Alliance basic AFL c/s, n/t no titles Great Lakes Bus.	d/d no rgd RKT KND FIH	19nov92 reports 21nov00 19mar01 28jun03 21feb04	Antonov regard this aircraft as unairworthy from 14apr02 in white c/s with fin in three shades of blue; l/n BUX 18jul03; sold to Great Lakes Business 15jun03 and accepted 10jul03, see next line in same c/s as EX-48138 still no titles; was rgd 09oct04; c/n and operator confirmed in Antonov list dated 01feb07; l/n GOM jan07; dbr 26may08 on a flight from Goma to Kalima when one engine failed shortly after take-off and the aircraft returned to Goma, veered off the runway during the emergency landing and ended up in grass near a crust of lava (expelled from nearby Mt. Nyiragongo when it erupted 17jan02), all 5 crew escaped with slight injuries
32 02	CCCP-48130 UR-48130 OB-1610 OB-1610 OB-1610 ER-AWK N6505 ER-AWK ER-AWK 356	An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B	Columbus Avia Columbus Avia Expreso Aéreo Peruvian Aviation Star Up S.A Valan Skylink Aviation Valan AMIS Afghan Air Force	mfd rgd rgd lsd rgd rgd KRT TII	may92 18jan93 27jan95 12sep96 25sep97 23oct01 10jan02 07oct04 06nov07 05nov08	d/d 08jun92; rgd 10sep92 to Aveco; mfd 16sep92 according to Moldovan register; f/n BUD oct92, no titles; impounded for several months; canx 09nov9. (exact year not given, but almost certainly 1992) as to Ukraine f/n SVG 15jan95, on delivery to Expreso Aéreo this date; photo exists at MIA in all-white colours, no titles; officially canx 23jan95 named 'Corina'; involved in an incident at Esperanza 23jul95 f/n LIM 27dec96, reported leased from Columbus Avia; l/n LIM 04feb97, with green tail and large green/red titles on an all-white fuselage named 'Corina'; CoFA expired 07jul00; l/n Ayacucho 14jun01; canx 18oct01 canx 09jan02 contracted by United States Special Operations Command (USSOCOM) via L3Com, opb 6th SOS (as can be seen in the reg N6505); t/t 2,370 hours and 3,677 landings; f/n VPS 27apr02; canx 01oct04 in all-white c/s, initially no titles; f/n YR 17oct04; l/n as such KRT 31mar06; seen KIV 08jul06 with titles and tail logo in Valan fleet list 15oct07; in all-white c/s; current on register 06may08; l/n KIV 16may08; believed delivered to Afghanistan with this registration in all-light-grey c/s; procured by the U.S. Navy and opb Afghan National Army Air Corps (ANAAC), which was later renamed the Afghan Air Force in jun10; l/n KDH 28may10; wfu summer 2011, fate unknown operator also reported as Nak Air; leased from Ukraine Air Alliance; rgd 20apr93; in basic 'blue' Aeroflot c/s, no titles; f/n NBO 29jun93 c/n checked; in basic 'blue' c/s Aeroflot with white fin; canx 12jul96; l/n LIM 04feb97, without titles see l/n date above; f/n LIM 18sep97 CoFA expired 02apr99; seen LIM 21mar00 without titles; canx 26nov02 to Condor Express Airways Inc.; c/n and version confirmed in register; f/n BOG 25mar04
32 03	RA-48139 UR-48139 OB-1669 OB-1669 HK-4257X HK-4257 HK-4257	An-32B An-32B An-32B An-32B An-32B An-32B An-32B	Natar ? Ukr Air Alliance Aerolíneas Alpha Imperial Air Sadelca SAEP Aer Caribe	d/d AMS rgd Gos rgd BOG BOG	19nov92 30jan96 17dec96 11may98 07jun02 mar06 05oct06	in white c/s with reddish brown engines and trim and a cheatine in three colours, carried 'Aer Caribe Colombia' titles; seen LIM 15mar14, reported as operated by the subsidiary AerCaribe Peru; l/n in its old colours LIM 07jan17; repainted in white c/s with purple/yellow rear fuselage and purple engines; l/n LIM 08oct18; l/n LIM 20apr19; acquired by the Peruvian Navy from Ural Avia in autumn 2019; repainted in grey c/s, no titles; arrived at LIM 06apr20 opb Escuadrón Aeronaval Nº 32 at San Juan de Marcona; in grey c/s; l/n LMA 25apr20 mfd given as oct92 from Russian register; rgd 19oct92 from Ukrainian CAA; d/d 21apr93 to JNB for lease to SAA; in basic Aeroflot c/s, no titles; l/n JNB 11mar94 small titles and European Union tail livery in white c/s with blue tail and blue/orange cheatline, grey undersides; l/n OPF 21sep95/22may96 f/n LIM 04feb97, reported leased from Columbus Avia named 'Star Peru'; l/n IQT 08oct01; canx 05dec01 rgd to Helmar Import and Export SA named 'Juan Pablo'; suffix painted as -X; seen in a revised scheme EOH 22mar07, still named 'Juan Pablo'; l/n VVC 20apr07 in all black/gold c/s with tail in the c/s of the Colombian flag, still named 'Juan Pablo'; ferried via SVG 17may08; l/n IEV 17jun08/08aug08 c/n not confirmed; d/d IEV-ASB 17sep08 using Capricorn Air call sign; registration used for the delivery to Afghanistan and re-used later by an AS-350B2 c/n confirmed; in all-light-grey c/s; procured by the U.S. Navy and opb Afghan National Army Air Corps (ANAAC), which was later renamed the Afghan Air Force in jun10; l/n KBL 18jan10; wfu summer 2011; probably one of three An-32s overhauled summer 2022 and repainted in all white c/s with two blue cheatlines, photo exists but the serial is not 100% clear also given as 16dec92; rgd 15jan93; owned by Sigma X; in full Aeroflot c/s including titles; f/n NBO feb93
32 04	AT-532 CCCP-48131 UR-48131 UR-48131 UR-48131 OB-1652 OB-1652 HK-4240 HK-4240-X HK-4240 RDPL-34162 357	An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B	Peruvian Navy Columbus Avia Columbus Avia Echo Columbus Avia n/t Expreso Aéreo Star Up S.A SELVA SELVA SELVA Afghan Air Force	h/o d/d rgd NBO YR rgd trf rgd VVC	apr20 08jun92 18jan93 25nov94 13jul95 23jul96 23sep97 27nov01 25mar04 03mar08 01nov08	in basic Aeroflot c/s, no titles; operated for the United Nations; damaged on landing at Bosaso nov93; repaired in 1994 and ferried back to NBO; l/n NBO 25nov94; canx 16may96 as to Moldova seen without titles NLO 12jun96; f/n with titles KIV 15aug97; leased to Africa West of Togo in basic Aeroflot c/s, no titles; f/n BUD 29may01; l/n BUD 04aug01 African Business and Transportation; l/n FIH 21feb04; offered for sale oct05 with t/t 2,651 hours and 1,633 cycles; current on register 20apr06 as with Aeroportul International Marculesti in blue/yellow/green c/s with blue cheatline and a black silhouette of Africa on the fin; canx 17nov06 as to Sudan in blue/yellow/green c/s with blue cheatline and a black silhouette of Africa on the fin; damaged 29jul07 on a flight from Juba to Paloch (South Sudan) when the nose wheel collapsed; stored at Paloch awaiting repair, seen jan11/dec12 to Advanced Aviation Technology FZE of the UAE; already f/n in Sudan (probably at Paloch) 17jul18, still in full Alok Air c/s including titles; f/n without titles KGO 23oct18; new CoFR issued 11feb21; canx between 07/21aug21; restored to the Ukraine register 08oct21 with the same owner/operator; current on register 13aug22 mfd 1992; f/n NLO 27sep94; l/n CEJ 03jul96 no titles this day photo proof re-serialised 2003 to, see next line l/n VER 26apr07 awaiting overhaul due to corrosion; flew via Greenland to Iceland 01dec07 probably for overhaul in Kiev l/n IEV 08aug08/08apr09 before and after overhaul and seen flying bare metal no reg on IEV 17apr09; l/n KEF 19may09 en route back to Mexico; l/n MEX 12jul12; derelict hull reported at the Zombie Adventure facility, San Nicolas Totolapan (N19.246888 W99.243053) Mexico 22apr18 d/d 15oct92, details from factory; f/n SVO 27aug93, in all-white c/s; l/n SVO 17jul94, c/n read off from door in white c/s with green cheatline and grey undersides, no titles; f/n BKA 24sep94; seen BKA 21may96; l/n BTS 10sep96; soc and canx 15aug96 to Peru d/d 18nov96 from Bratislava, in all-white c/s, no titles with serial painted as 'FAP-'; l/n LIM 04feb97 photo date unknown, shows civil registration also carried in addition to '327'; in white c/s with red cheatlines/undersides with titles; civil registration officially canx 21dec01 and already removed before oct01 in white c/s with red cheatlines/undersides with titles and painted as just '327'; repainted again in all-white c/s with black cheatline and grey undersides; seen IQT 07mar09 operational; damaged 25jun14, made a forced landing at Lima-Jorge Chavez after a mechanical problem in the landing gear system; repaired; seen LIM 05apr15, active; seen LIM 18mar18, in light grey c/s with titles; l/n LIM 22sep23, active
32 05	RA-48140 RA-48140 RA-48140 ER-ADI ER-AFI ER-AFI ER-AFI ST-ATF UR-JOZ	An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B	Krylo United Nations Warsan Air Serv Renan Renan Afr. Bus. and Trp. Alok Air Alok Air Meridian	mfd ASM NBO rgd rgd FIH KRT KRT	12jan93 18aug93 16oct93 22may96 06may99 11sep03 12nov06 14mar07 04oct18	in basic Aeroflot c/s, no titles; operated for the United Nations; damaged on landing at Bosaso nov93; repaired in 1994 and ferried back to NBO; l/n NBO 25nov94; canx 16may96 as to Moldova seen without titles NLO 12jun96; f/n with titles KIV 15aug97; leased to Africa West of Togo in basic Aeroflot c/s, no titles; f/n BUD 29may01; l/n BUD 04aug01 African Business and Transportation; l/n FIH 21feb04; offered for sale oct05 with t/t 2,651 hours and 1,633 cycles; current on register 20apr06 as with Aeroportul International Marculesti in blue/yellow/green c/s with blue cheatline and a black silhouette of Africa on the fin; canx 17nov06 as to Sudan in blue/yellow/green c/s with blue cheatline and a black silhouette of Africa on the fin; damaged 29jul07 on a flight from Juba to Paloch (South Sudan) when the nose wheel collapsed; stored at Paloch awaiting repair, seen jan11/dec12 to Advanced Aviation Technology FZE of the UAE; already f/n in Sudan (probably at Paloch) 17jul18, still in full Alok Air c/s including titles; f/n without titles KGO 23oct18; new CoFR issued 11feb21; canx between 07/21aug21; restored to the Ukraine register 08oct21 with the same owner/operator; current on register 13aug22 mfd 1992; f/n NLO 27sep94; l/n CEJ 03jul96 no titles this day photo proof re-serialised 2003 to, see next line l/n VER 26apr07 awaiting overhaul due to corrosion; flew via Greenland to Iceland 01dec07 probably for overhaul in Kiev l/n IEV 08aug08/08apr09 before and after overhaul and seen flying bare metal no reg on IEV 17apr09; l/n KEF 19may09 en route back to Mexico; l/n MEX 12jul12; derelict hull reported at the Zombie Adventure facility, San Nicolas Totolapan (N19.246888 W99.243053) Mexico 22apr18 d/d 15oct92, details from factory; f/n SVO 27aug93, in all-white c/s; l/n SVO 17jul94, c/n read off from door in white c/s with green cheatline and grey undersides, no titles; f/n BKA 24sep94; seen BKA 21may96; l/n BTS 10sep96; soc and canx 15aug96 to Peru d/d 18nov96 from Bratislava, in all-white c/s, no titles with serial painted as 'FAP-'; l/n LIM 04feb97 photo date unknown, shows civil registration also carried in addition to '327'; in white c/s with red cheatlines/undersides with titles; civil registration officially canx 21dec01 and already removed before oct01 in white c/s with red cheatlines/undersides with titles and painted as just '327'; repainted again in all-white c/s with black cheatline and grey undersides; seen IQT 07mar09 operational; damaged 25jun14, made a forced landing at Lima-Jorge Chavez after a mechanical problem in the landing gear system; repaired; seen LIM 05apr15, active; seen LIM 18mar18, in light grey c/s with titles; l/n LIM 22sep23, active
32 06	UR-48016 UR-48016 MT-316 MP-316 AMT-212	An-32B An-32B An-32B An-32B An-32B	Ukr Air Alliance Aviant Kiev Avn.Pl Mexican Navy Mexican Navy Mexican Navy	d/d PRG MEX CZM	27aug93 26dec96 24jun97 nov01 dec04	l/n VER 26apr07 awaiting overhaul due to corrosion; flew via Greenland to Iceland 01dec07 probably for overhaul in Kiev l/n IEV 08aug08/08apr09 before and after overhaul and seen flying bare metal no reg on IEV 17apr09; l/n KEF 19may09 en route back to Mexico; l/n MEX 12jul12; derelict hull reported at the Zombie Adventure facility, San Nicolas Totolapan (N19.246888 W99.243053) Mexico 22apr18 d/d 15oct92, details from factory; f/n SVO 27aug93, in all-white c/s; l/n SVO 17jul94, c/n read off from door in white c/s with green cheatline and grey undersides, no titles; f/n BKA 24sep94; seen BKA 21may96; l/n BTS 10sep96; soc and canx 15aug96 to Peru d/d 18nov96 from Bratislava, in all-white c/s, no titles with serial painted as 'FAP-'; l/n LIM 04feb97 photo date unknown, shows civil registration also carried in addition to '327'; in white c/s with red cheatlines/undersides with titles; civil registration officially canx 21dec01 and already removed before oct01 in white c/s with red cheatlines/undersides with titles and painted as just '327'; repainted again in all-white c/s with black cheatline and grey undersides; seen IQT 07mar09 operational; damaged 25jun14, made a forced landing at Lima-Jorge Chavez after a mechanical problem in the landing gear system; repaired; seen LIM 05apr15, active; seen LIM 18mar18, in light grey c/s with titles; l/n LIM 22sep23, active
32 07	no reg RA-48063 FAP-327 OB-1686 327	An-32B An-32B An-32B An-32B An-32B	all-white Vysota AO Peruvian Air Force Peruvian Air Force Peruvian Air Force	mfd BTS rgd LIM	30jan92 27jul94 18oct96 25jul97 oct01	l/n VER 26apr07 awaiting overhaul due to corrosion; flew via Greenland to Iceland 01dec07 probably for overhaul in Kiev l/n IEV 08aug08/08apr09 before and after overhaul and seen flying bare metal no reg on IEV 17apr09; l/n KEF 19may09 en route back to Mexico; l/n MEX 12jul12; derelict hull reported at the Zombie Adventure facility, San Nicolas Totolapan (N19.246888 W99.243053) Mexico 22apr18 d/d 15oct92, details from factory; f/n SVO 27aug93, in all-white c/s; l/n SVO 17jul94, c/n read off from door in white c/s with green cheatline and grey undersides, no titles; f/n BKA 24sep94; seen BKA 21may96; l/n BTS 10sep96; soc and canx 15aug96 to Peru d/d 18nov96 from Bratislava, in all-white c/s, no titles with serial painted as 'FAP-'; l/n LIM 04feb97 photo date unknown, shows civil registration also carried in addition to '327'; in white c/s with red cheatlines/undersides with titles; civil registration officially canx 21dec01 and already removed before oct01 in white c/s with red cheatlines/undersides with titles and painted as just '327'; repainted again in all-white c/s with black cheatline and grey undersides; seen IQT 07mar09 operational; damaged 25jun14, made a forced landing at Lima-Jorge Chavez after a mechanical problem in the landing gear system; repaired; seen LIM 05apr15, active; seen LIM 18mar18, in light grey c/s with titles; l/n LIM 22sep23, active

32 08	UR-48007 UR-48007 HK-4011X UR-48007 CR867	An-32B An-32B An-32B An-32B An-32B	Kievski AZ SAEP SAEP not reported Sri Lanka AF	d/d BOG rgd PIK SHJ	03jan95 05apr95 jul95 12jul99 16nov00	f/n SHJ 02mar95, all white with Ukraine flag being repainted this day l/n BOG 24mar99; leased from Aviant, leased from Valan; canx 01jul99 l/n RML 15feb05; c/n confirmed by Sri Lanka Air Force; damaged in an accident at Ratmalana and wfu; preserved at the base museum, since 2010 (N6.8221662 E79.891423); l/n 21feb13 still preserved at the base museum, Ratmalana and reported painted as such with this fake serial; photo proof; see c/n 3410
32 09	CR867 EK-48026 EK-48026 ST-PAW	An-32B An-32B An-32B An-32B	Sri Lanka AF Veteran, a/w, n/t Police Air Wing	d/d Erb IEV	19jan17 19jun95 23mar02 12dec06	seen Ratmalana Base Museum this date now again with the correct serial; l/n 23jun22 to Yerevan Ministry of Machine Building; f/n BKA 24aug95; l/n 30dec01; operated in full Armenian Airlines c/s still in Aviakompany Veteran fleet list 12jan04; canx 16mar06 c/n from CAA; flight planned IEV-ALP 12dec06 as YRY9174; l/n KRT 17mar07 also wearing serial 203; l/n KRT 31mar18 rgd 27nov92 to Privatbank, Dnepropetrovsk; f/n IEV 24jun97; l/n VIE 09sep98; Ukraine Air Alliance; c/n from Russian register feb98; no longer in 2000 fleet list serial surmised but may not have been used re-serialised 2003 to, see next line
32 10	UR-48132 MT-320 MP-320 AMT-215 RA-48133 HK-3929X	An-32B An-32B An-32B An-32B An-32B An-32B	Avenco, a/w, n/t Mexican Navy Mexican Navy Mexican Navy Stela SELVA	d/d no VER mfd rgd	14oct92 reports 11mar03 dec04 dec92 08jun94	l/n VER 26apr07 awaiting overhaul due to corrosion d/d 04dec92; rgd 14dec92; canx but date unknown f/n BOG 19jun94; undershot the runway at Mitu 08oct94, bounced and touched down again, causing the starboard main gear to collapse and as result veered off the runway, hitting equipment and a parked Pilatus PC-6, with the fuselage finally breaking into two; canx 13jun95
33 02	UR-48017 UR-48017 UR-48017 MT-317 MP-317 AMT-213 EX-32100 UR-CLZ OB-2085-P	An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B	Infoc, Kiev Ukr Air Alliance Kiev Avn Plant Mexican Navy Mexican Navy Mexican Navy all-grey c/s, n/t Lionel Europe Corp Amazon Sky	d/d CEJ SVG MEX MEX VER YHZ rgd	27aug93 29jun95 may96 23apr97 20feb01 26apr07 11mar12 15aug13 26may14	no titles this day; reported for Aviant; l/n PRG 26dec96 photo proof l/n CZM 20mar03; re-serialised in 2003 to, see next line awaiting overhaul due to corrosion; also reported as XB-MKI which could be its radio call-sign reportedly operated by Air Manas; small Kyrgyz flag behind the cockpit; l/n BTS 20mar12 reportedly flew Gostomel-KLV 03dec13 using a Meridian callsign and flight planned BTS-PIK-KEF-UAQ 13dec13; seen PIK 13dec13, in all-white c/s, named 'Commander Babichev'; l/n YHZ 17dec13; canx 13mar14 f/n LIM 29oct14, in all-white c/s with titles; seen again LIM 19nov15, with damage to the nose and engine # 2 removed, possibly after a partial wheels up landing; l/n LIM 05apr16, in the same condition f/n LIM 11aug23, in white/blue c/s with titles, stored in a dusty condition, registration without dashes
33 03	OB-2085-P UR-48019 HK-4007X HK-4007X	An-32B An-32B An-32B An-32B	Lionel Air Kievski AZ Cali Cargo Sadelta	trf d/d rgd VVC	2019 03mar95 10apr95 11feb97	Aeroflot c/s, n/t, f/n BOG 05apr95 f/n BOG 27apr95; leased from Aviant l/n VVC 09sep97; leased from Valan; dbr 24aug98 15:30 hours local, after aborting take-off at LET and over running the runway on a cargo flight to Flandes, resulting in severe structural damage, the subsequent investigation found the cause was due to overloading; canx 26may99 mfd 22dec92 coded 'UN-480', in grey/white c/s seen HLA 06may94, titles not reported l/n Myachkovo 25aug97; soc 25jun98 and canx 26jun98 as to Moldova canx 22apr99, fate unknown; according to ADB the airframe was decommissioned and they have no further information after 1999
33 04	48000 48000 48000 RA-48000 ER-AEL	An-32B An-32B An-32B An-32B An-32B	Trans-Charter United Nations Trans Charter SAM	d/d ph. trf NLO rgd	16sep92 jan94 05apr94 12jun96 29jun98	delivered from Kiev 09apr93 to Skytrump Aviation Moscow; f/n ZIA 31aug93 leased from Skytrump Aviation Moscow; in basic Aeroflot c/s with 'Warsan' on a sticker by the nose; canx 15feb95 as to Sudan, see next line canx 28jan99, with c/n given as 3385 f/n BUD 09jun98; l/n BUD 03jul98 f/n BUD 04aug98; in basic ex Aeroflot c/s with Renan titles, tail logo and Moldovan flag, type painted as such; l/n BUD 28jul01; a photo exists WIL dec01, claiming to be this aircraft (the registration is not visible in the photo) in basic ex Aeroflot c/s, no titles with the type painted as just 'An-32', having arrived for maintenance after sustaining a hard landing; see also details of 9XR-ST at end of file, with unknown c/n; was for sale oct05 with t/t 3,648 hours and 2,316 cycles; current on register 21dec06 with operator as Aeroportul International Marculesti (Renan ceased operations in 2003)
33 05	RA-48002 RA-48002 HK-4021X ER-ACM ER-AFM OB-1869-T RDPL-34158 355	An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B	Aeroflot c/s, n/t Warsan Air Serv Cali Cargo Renan Renan Alok Air Aero Transp. SA no titles Afghan Air Force	mfd WIL BOG rgd rgd IEV rgd KDH	09apr93 18sep94 27apr95 13may96 08jul98 28feb07 27nov07 16jan08 15mar08	possibly not taken up; canx 26dec07 c/n not confirmed; flight planned KBP-ASB 16/17jan08; photo exists KBL feb08, in all-light grey c/s, registration is not 100% confirmed as part of the registration is peeling away, parked next to another An-32 in exactly the same c/s with the serial ending with a '4' (see 354 c/n 2206) in all-light grey c/s; opb Afghan National Army Air Corps (ANAAIC), which was later renamed the Afghan Air Force in jun10; l/n TII 20jun10; c/n checked; wfu summer 2011; photos mar23 after overhaul and repainted in all white c/s with two blue cheatlines to Ukraine Academy of Sciences, INPAP, Kiev, Ukraine; l/n IEV 16jun93 Kontakt Avia Salamandra, in basic ex Aeroflot c/s with tail logo; l/n IEV 14nov93; company went bankrupt in 1994 in basic ex Aeroflot c/s still with tail from previous operator; l/n TBS mar96 l/n IEV 11sep99; basic ex Aeroflot c/s; for sale on Internet for \$ 850,000 with a t/t of 1,453 hours on delivery; in dark green/olive c/s no titles at Santa Lucia Air Base with 1,555 hours, c/n checked; with titles; seen IEV 20mar08 and again IEV 08aug08/10sep09 on overhaul bare metal, test flights as '33-06'; seen IEV 26aug09/25sep09 now painted in full dark green/olive c/s; l/n YXU 01nov09; seen Santa Lucia Air Base jul10/13sep10 in all-white c/s with titles, serial on tail and roundel on fuselage; w/o 24nov10, crashed on take-off from General Mariano Escobedo International Airport on a flight to Santa Lucia Air Base, killing all 5 crew members; t/t 2,384 hours
33 06	UR-48006 UR-48006 UR-48006 UR-48006 FAM-3101	An-32B An-32B An-32B An-32B An-32B	Aeroflot c/s, n/t Kont Av Salamandra Antonov Airtrack no titles Mexican Air Force Mexican Air Force	d/d IEV VIE IEV PIK h/o	18may92 16jul93 feb95 11may98 08aug00 15aug00	l/n RIX 25may93; stored at BTS, seen 16jul93/30mar94; canx 22jul94 left for Peru that day; initially in white c/s with dark green trim, light grey belly and 'Policia Nacional del Peru' titles; f/n as such LIM 09apr05; l/n as such LIM 19jun05; rgd 07jul95 as OB-1624, but no reports with this registration; OB-1624 canx 21dec01; repainted in white c/s with dark and medium green trim, with 'Policia' titles and a large coat-of arms on the fin; f/n as such LIM 21apr06; seen LIM 02oct14; seen LIM in 2017, awaiting attention; seen without engines LIM 18jan20, with the fuselage in primer and the fin in dark green, no markings apart from the serial; insurance renewed until 23oct22; l/n LIM jul22; mentioned in an insurance document dec22
33 07	YL-LDD YL-LDD PNP-227	An-32B An-32B An-32B	Intereks Moscow LAT ALAK AT Peruvian Police	d/d rgd BTS	18feb93 19apr93 30jun94	f/n RIX 25may93 all-white c/s, no titles; l/n stored BTS 16jul93/30mar94; canx 22jul94; was reported for sale on the Internet for \$ 1,900,000 with a t/t of 17 hours delivered to Peru this day; rgd 07jul95 as OB-1625, but no reports with this registration; civil registration canx 21dec01; seen LIM 02oct14; mentioned in an insurance tender document 2016 for future work in 2017-2018; seen LIM 2017 awaiting attention; l/n feb21 hangared, receiving attention and to be made airworthy again
33 08	YL-LDE YL-LDE PNP-228	An-32B An-32B An-32B	Intereks Moscow LAT ALAK AT Peruvian Police	d/d rgd BTS	18feb93 19apr93 30jun94	rgd 05nov93; canx as to Colombia f/n VVC 04feb95; crashed on approach to Rio-Negro-Jose Maria Cordova in fog, 22dec98; canx 30apr99 operator based at Kiev in white/light grey c/s with red cheatline, blue/white logo on fin and Ukrainian flag on nose, no titles; l/n BTS oct95 operated by the Croatian Air Force; l/n IEV 25may98 in light grey c/s with 'Hrvatsko Ratno Zrakoplovstvo' and 'Croatian Air Force' titles; l/n operational ZAG 09dec11; stored without serial at ZAG, seen 2012; l/n ZAG 02may15; offered for sale by the state-owned ALAN agency 11nov14; l/n ZAG 28sep21 d/d 11aug93
33 09	RA-48015 HK-3930X UR-48005 UR-48005	An-32B An-32B An-32B An-32B	Stela SELVA Redoubt Vitair	d/d rgd d/d LUX	08jun93 08jun94 10nov92 04apr95	l/n IEV 25may93 all-white c/s, no titles; l/n stored BTS 16jul93/30mar94; canx 22jul94; was reported for sale on the Internet for \$ 1,900,000 with a t/t of 17 hours delivered to Peru this day; rgd 07jul95 as OB-1625, but no reports with this registration; civil registration canx 21dec01; seen LIM 02oct14; mentioned in an insurance tender document 2016 for future work in 2017-2018; seen LIM 2017 awaiting attention; l/n feb21 hangared, receiving attention and to be made airworthy again
33 10	9A-BAB 707	An-32B An-32B	Croatian Governmt. Croatian Air Force	ZAG ZAG	18jun96 12feb01	operated by the Croatian Air Force; l/n IEV 25may98 in light grey c/s with 'Hrvatsko Ratno Zrakoplovstvo' and 'Croatian Air Force' titles; l/n operational ZAG 09dec11; stored without serial at ZAG, seen 2012; l/n ZAG 02may15; offered for sale by the state-owned ALAN agency 11nov14; l/n ZAG 28sep21 d/d 11aug93
34 01	RA-48014 RA-48014 RA-48014 RA-48014 RA-48014	An-32B An-32B An-32B An-32B An-32B	not known Trans Charter Stela Trans Charter Filair	mfd trf IKT rgd Mya	01aug93 01jan94 06jul94 10apr96 15apr97	leased from Trans Charter; c/s similar to the basic Aeroflot one; CofA expired 29mar98; damaged in 1998 on landing at Kinshasa-N'Djili in heavy rain when overran the wet runway and the nose gear collapsed, the aircraft suffered even more damage during removal from the runway, it was stored on the apron at N'Djili for some years and damaged again when the apron was cleared; scrapped at N'Djili in 2004, but still current on Russian register by aug10 d/d 03jan95, Aeroflot c/s, n/t; f/n BOG 05apr95 leased from Aviant w/o 21dec96 at Rio-Negro-Jose Maria Cordova when on arrival from Bogotá with a cargo of 18.300 newspapers (6 tonnes in total) it approached runway 36 about 4km to the left of the normal approach path, a steep right turn was initiated, followed by a steep left turn after crossing the approach path, lost height and crashed 5760m short of the runway and exploded, t/t 403 hours 45 minutes; canx 26sep97 l/n PRG 28apr94 on delivery; rgd 25apr95 as OB-1612, but no reports; civil reg canx 21dec01; seen LIM 04nov11; l/n LIM 02oct14, no external serial carried; substantially damaged 04oct17 at Wafar Pnp Nancy Flore Airport, Mazamari, Peru, when it overran on landing from Lima, went through a wire fence, across a road and through an 8 foot high brick wall before becoming embedded in a building in the 48th Mazamari Police Command compound; no casualties reported
34 02	UR-48020 HK-4008X HK-4008X	An-32B An-32B An-32B	Kievski AZ Cali Cargo SELVA	mfd rgd BOG	15feb93 10apr95 19jun96	l/n apr96, seen again KGO 05jul96 and 21mar97 reported for sale on the internet dec00 for \$ 1,400,000 but also reported sold in Mexico in 2000 serial surmised, but may have not been used
34 03	AT-530	An-32B	Peruvian Navy	d/d	28apr94	
34 04	UR-48012 UR-48012 UR-48012 MT-321	An-32B An-32B An-32B An-32B	Transavia A T white c/s Transavia Ukraine Mexican Navy	d/d PDV BTS no	16sep93 10jun95 05nov98 reports	

	MP-321 AMT-211 HK-4833X HK-4833	An-32B An-32B An-32B An-32B	Mexican Navy Mexican Navy Servicarie Exp SA Aer Caribe	VER CUN rgd BOG	11mar03 20jul08 28mar12 15feb15	re-serialled 2003 to, see next line l/n MEX 16jul10 f/n SJO 04apr12 all-white c/s, no titles; seen LIM 15mar14, titles not reported; l/n BOG 31oct14 l/n BOG 28apr17; substantially damaged 10jun17 at Tarapaca when it veered off the runway on to soft ground during its landing run; no injuries; not repaired and abandoned there; remains seen there apr19 mfd given as 25jun93; f/n AMS 18jun95; arrived Colombia on delivery 31jul95; dbr 04feb96 at Luremo, Angola, when it overran the runway on landing; visible on GE (S8.548041, E17.853055) factory list says d/d 20dec92 to Renan, Kishinev; f/n KBP 29aug93; l/n CEJ 03jul96, not in 1998 fleet list f/n BUD 29sep98 in basic ex Aeroflot c/s with Malu Aviation titles and Renan tail logo; l/n BUD 22dec98 in basic ex Aeroflot c/s with Renan tail logo; l/n NBO 07sep00 titles not reported; dbr 07nov00 at Luebo, Congo, a tyre burst on the right main gear during the take-off run, the pilot elected to abort, overran the runway by 500 m and came to rest in a cemetery, killing one of the six crew and one of the five passengers; canx 16feb01
34 05	UR-48008	An-32B	Ukr Air Alliance	d/d	20dec92	
34 06	UR-48003 ER-ADA ER-AFA ER-AFA	An-32B An-32B An-32B An-32B	Ukr Air Alliance Malu Aviation Malu Aviation Renan	mfd rgd BUD LKG	29jun93 04nov96 13oct98 apr00	
34 07	FAP-325 OB-1685	An-32B An-32B	Peruvian Air Force Peruvian Air Force	BTS rgd	16aug96 25jul97	
	FAP-325	An-32B	Peruvian Air Force	LIM	mar02	in white c/s with red cheatlines/undersides and titles; registration was officially canx 21dec01 and removed before 2002 in white c/s with red cheatlines/undersides and titles; c/n checked and painted as just '325'; seen LIM may02; repainted in all-white c/s with black cheatlines and grey undersides; seen LIM 01feb07 operational; seen LIM 16dec22 all grey c/s, with titles, active; l/n LIM 11aug23, in a hanger without engines f/n PRG 28apr94 on delivery; rgd 25apr95 as OB-1613, but no reports; civil reg canx 21dec01; seen CUZ 01apr16, no external serial carried l/n LIM 19dec22, serial now carried on the tail
34 08	AT-531	An-32B	Peruvian Navy	d/d	28apr94	
34 09	UR-48023 HK-4006X HK-4006X HK-4006X UR-48023	An-32B An-32B An-32B An-32B An-32B	Kievski AZ Aviant Coral SELVA Sadelca Aviant	d/d rgd BOG VVC PRG	26jan95 27mar95 24apr96 11feb97 16may99	leased from Aviant; seen MVP 24apr95 leased from Aviant reportedly leased from Valan (but Aviant would be more plausible); l/n BOG 24mar99; canx 05may99 reported as an An-32B-100, the world's only certified An-32 passenger version aircraft (certified in 2000) - but there are no traces of such a conversion visible on the aircraft and there is no remark about that in the aircraft's technical passport; in basic Sadelca c/s, no titles; in Aviant fleet list jan04; stored at Kiev-Svyatoshino, seen sep04/jun06; exported 06jul07
	ST-ATL 7710	An-32B An-32B	Avamyal Sudanese Air Force	rgd KRT	16apr07 ? jul08	Avamyal Aviation Services FZE version painted on the nose as such; carried both the serial and registration ST-ATL; in white c/s with dark blue tail and engines, no titles; l/n ELF 20aug11 in the same c/s as above, but now without serial; seen without registration or serial KRT 02sep12 and 27dec12
	ST-ATL	An-32B	Sudanese Air Force	ELF	27feb12	
	ST-ALM 7710	An-32B An-32B	Kush Aviation Sudanese Air Force	no KRT	reports 29sep14	c/n from the Ukrainian customs data base; ferried ATZ-DLM-ODS 12dec13, for overhaul by Zavod No. 410 GA (seen there under overhaul mar14); reported as ferried ODS-DLM-DOG 19jun14 initially in white c/s, grey undersides with the serial on the fin and the registration ST-ALM under the wing, no roundels and no titles; l/n as such KRT nov16; repainted in bluish grey c/s with military roundels and 'Sudan Air Force' titles, now carrying ST-ALM also on the fuselage; f/n as such in 2020; l/n KRT 09mar23; based upon the known location in mar23, this aircraft was probably destroyed KRT 17apr23 during fighting between different factions of the military
34 10	UR-48022 UR-48022 HK-4009X HK-4009X HK-4009X UR-48022 CR868 SCM3305 SCM-868	An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B An-32B	Kievski AZ Aviant SELVA SELVA Caricarga SELVA Kievski AZ Aviant Sri Lanka AF Sri Lanka AF Sri Lanka AF	d/d BOG rgd VVC BOG KLV SHJ RML CMB	26jan95 05apr95 10apr95 23jan96 09feb97 29aug00 14mar01 13may10 12mar12	f/n VVC 24apr95 leased from Aviant l/n VVC 31jan00; leased from Valan; canx 17aug00 l/n RML 09may03; see c/n 3208 l/n 15jul11, location not reported but probably RML opb 2 Heavy Transport Squadron at CMB; in light grey c/s with titles; l/n CMB 22nov16; to be overhauled by Zavod No. 410 GA at IEV in 2021; l/n CMB 06oct23
35 01	CR860	An-32B	Sri Lanka AF	mfd	05oct93	d/d 23jun95; opb 2 Heavy Transport Squadron at CMB; damaged 21apr97 on a night landing at Ratmalana, but repaired by apr98; l/n in full colours BOM 19jul08; test-flown from IEV 25jul09 in bare metal, marked as '35-01'; seen in the paint-shop at IEV 27jul09, without markings serial with hyphen; opb 2 Heavy Transport Squadron at CMB; in light grey c/s, no titles; l/n RML 11feb11 serial with hyphen; opb 2 Heavy Transport Squadron at CMB; in light grey c/s with titles; arrived at IEV for overhaul by Zavod No. 410 GA 11aug20 and departed 07jun21; l/n CMB 06oct23
35 02	CR861	An-32B	Sri Lanka AF	d/d	23jun95	crashed 13sep95 on a flight from Ratmalana to Palaly, whilst in the cruise at 8,000 feet in rain, instrument problems were encountered and it was decided to abort the mission and return to Ratmalana, some 20 minutes after take off radar contact was lost and crashed into the sea off Ja-Ela; the exact cause of the accident was never determined, all 5 crew and 76 soldiers were killed
35 03	CR862	An-32B	Sri Lanka AF	d/d	23jun95	crashed 22nov95 into the sea whilst on approach to Palaly on a flight from Ratmalana, the cause of the crash was probably due to a missile strike, all 3 crew and 60 military personnel were killed
35 04	UR-48025 UR-48025 HK-4012X UR-48025 CR869	An-32B An-32B An-32B An-32B An-32B	Kievski AZ SAEP SAEP KiGAZ "Aviant" Sri Lanka AF	d/d BOG rgd PIK SHJ	23feb95 05apr95 10apr95 17jul99 16nov00	leased from KiGAZ "Aviant"; in white c/s with blue/white/green cheatline; l/n BOG 24sep97; canx 01jul99 in basic SAEP c/s with white fin, no titles; l/n PRG 18jul99 c/n confirmed by the Sri Lanka Air Force; opb 2 Heavy Transport Squadron at CMB; in light grey c/s, no titles; l/n in full colours IEV 11sep08; test-flown from IEV 26sep09 in bare metal without markings in the paint-shop; serial without hyphen; opb 2 Heavy Transport Squadron at CMB; in light grey c/s, no titles; l/n CMB 18aug11
	SCM3304	An-32B	Sri Lanka AF	IEV	09oct09	
	SCM-869	An-32B	Sri Lanka AF	CMB	09jan12	serial with hyphen; opb 2 Heavy Transport Squadron at CMB; in light grey c/s with titles; arrived at IEV for overhaul by Zavod No. 410 GA 11aug20 and departed 07jun21; l/n CMB 06oct23
35 05	S3-ACD/3505	An-32B	Bangladesh AF	d/d	09aug95	opb No. 3 Squadron "Unicomrs" at Chittagong; in dark green/light green camo c/s with light blue undersides; l/n JSR 01dec98; last overhaul (by Zavod 410 GA) completed 12oct18; l/n DAC 27nov22
35 06	EP-837	An-32B	Peruvian Army	d/d	04jul97	f/n YR 06jul97 on delivery; l/n LIM 23mar04 active; dbr 03apr04 in a hard landing at Puerto Esperanza; hulk reported to have been removed 500km ESE to Pucallpa (S8.389170 W74.576027)
35 07	--	An-32P	bare metal	Ksv	14sep02	fire-fighter version; completed minus engines, instruments and interior sep02, c/n not checked; seen with green rudder Kiev-Svyatoshino sep04
	5A-DRE	An-32P	Libyan Air Force	Ksv	09sep05	h/o 01sep05; in white c/s with green and red trim and Arabic 'Mataafi' (fire brigade) titles; c/n checked MJI 31oct07; overhauled at Misrata in 2016 and entered service as a transport with the Fajr Libya (Libya Dawn) Air Force; l/n Misrata 19apr18
35 08	CR863	An-32B	Sri Lanka AF	mfd	26jul96	d/d 30jul96; opb 2 Heavy Transport Squadron at CMB; in light grey c/s, no titles; f/n RML 20nov96; l/n in full colours IEV 05dec08; seen under overhaul with Zavod No. 410 GA at IEV 25apr09; test-flown from IEV 26oct09 in bare metal in the paint-shop; serial without hyphen; opb 2 Heavy Transport Squadron at CMB; in light grey c/s, no titles; l/n CMB 18aug11
	SCM3302	An-32B	Sri Lanka AF	IEV	02nov09	
	SCM-863	An-32B	Sri Lanka AF	CMB	09jan12	serial with hyphen; opb 2 Heavy Transport Squadron at CMB; in light grey c/s with titles; arrived at IEV for overhaul by Zavod No. 410 GA 11aug20; repainted in dark grey c/s during overhaul and test-flown 20apr21; l/n IEV 23apr21; departed 07jun21 via IST; l/n CMB 06oct23
35 09	CR864 SCM3303 SCM-864	An-32B An-32B An-32B	Sri Lanka AF Sri Lanka AF Sri Lanka AF	d/d RML CMB	30jul96 13may10 22feb13	f/n RML 20nov96; l/n RML 15feb05 l/n 15jul11, location not reported but probably RML l/n DME 02apr14; w/o 12dec14 at Hokandara when it crashed in fog into wooded terrain while on approach to Ratmalana
35 10	CR865	An-32B	Sri Lanka AF	d/d	13aug96	f/n RML 20nov96; dbr 21feb97 on take-off from Ratmalana when the landing gear was retracted too early and the aircraft sank back to the runway; the hulk sat at RML, seen dec98/aug10; the cockpit was put (with parts of other aircraft) on an artificial dump in the Sri Lanka Air Force museum at Ratmalana, representing the loss of material during the conflict with the LTTE, seen mar12/oct19
36 01	CR866	An-32B	Sri Lanka AF	d/d	03sep96	f/n RML 20nov96; l/n apr03; according to the OKB wfu or w/o before 12mar07; possibly the following accident relates to this aircraft; an An-32 was damaged 14jun03 at Kankasantural (Palaly) Airport, Jaffna with 55 soldiers on board from Ratmalana, veered off the runway on landing and crashed into a nearby signpost injuring one soldier; Google Earth images dated 21dec04 and 10oct09 (N9.786772 E80.067894) shows what looks to be an An-32 with both wings broken off and confirmed by a sep16 report as at Ratmalana close to the museum; l/n 19jan17
36 02	--	An-32P	bare metal	Ksv	14sep02	fire-fighter version; tie-up to this c/n surmised; seen with green rudder Kiev-Svyatoshino sep04, 85 % completed; f/f 25jan05
	5A-DRF	An-32P	Libyan Air Force	Ksv	09sep05	d/d dec05 or early 2006 ?; in white c/s with green and red trim and Arabic 'Mataafi' (fire brigade) titles; used call-sign 'LAF315' 12dec09; overhauled at Misrata and entered service as a transport with the Fajr Libya (Libya Dawn) Air Force; l/n MJI jun17
36 03	-- UR-CFS 3C-4GE	An-32B An-32B An-32B	bare metal bare metal Equat. Guinea AF	Ksv Ksv Ksv	14sep02 17dec07 29sep08	and sep04 85% completed on the assembly line; l/n Kiev-Svyatoshino 05sep06 details confirmed by Ukrainian CAA; canx 06oct08 in dark green and sand camouflage c/s; named 'Col. Cosmo Ondo Nchama'; d/d 08oct08; the first An-32 released from the factory directly with TCAS; seen IEV 02nov09; l/n IEV 30mar17 in dark green and sand camouflage c/s, named 'Col. Cosmo Ondo Nchama' with titles and 'FAGE' on the fin; l/n SSG feb23
	3C-TM04	An-32B	Equat. Guinea AF	photo		
36 04	--	An-32B	primer	Ksv	14sep02	on the assembly line, 35 % completed by aug03, 90 % by oct08 and almost complete 30dec09; l/n Kiev-Svyatoshino 16aug10, complete now
	YI-401 (1)	An-32B	Iraqi Air Force	f/f	10sep10	mfd 16sep10; in grey c/s with titles in Arabic and English plus an Air Force crest on the rear fuselage; f/n Kiev-Svyatoshino sep10, test-flying; l/n operational Kiev-Svyatoshino 28feb11; rejected by the Iraqi Air Force and replaced by c/n 3704; seen back on the assembly line 21dec12; offered by DP "Antonov" as an An-32P to DSNs Ukrayiny, but the offer was rejected 16oct19; l/n Kiev-Svyatoshino 31may21, all grey, no titles
36 05	--	An-32B	primer	Ksv	14sep02	on the assembly line; r/o 30dec10; f/f 03mar11 ?; l/n Gostomel 03mar11, test-flying

	YI-402	An-32B	Iraqi Air Force	Ksv	03aug11	in grey c/s with titles in Arabic and English plus an Air Force crest on the rear fuselage; ferried to BGW 18nov11; h/o 23apr12; initially opb 23rd Transport Squadron at New al-Muthana; trf to 33rd Transport Squadron at New al-Muthana may13
36 06	--	An-32B	primer	Ksv	14sep02	on the assembly line, l/n there 30dec09
	YI-403	An-32B	Iraqi Air Force	Ksv	03aug11	in grey c/s with titles in Arabic and English plus an Air Force crest on the rear fuselage; f/f nov11 ?; h/o 21nov11; ferried to BGW 27dec11; initially opb 23rd Transport Squadron at New al-Muthana; trf to 33rd Transport Squadron at New al-Muthana may13; l/n EBL 01jan17
36 07	--	An-32B	primer	Ksv	14sep02	on the assembly line, l/n there 28feb11
	YI-404	An-32B	Iraqi Air Force	f/f	dec11	in grey c/s with titles in Arabic and English plus an Air Force crest on the rear fuselage; h/o 26dec11; ferried from Gostomel via SIP to BGW 03/04apr12; initially opb 23rd Transport Squadron at New al-Muthana; trf to 33rd Transport Squadron at New al-Muthana may13
36 08	"31" black	An-32P	MNS Ukrayiny	r/o	26nov07	f/f 31dec07; acceptance flight conducted at Kiev-Svyatoshino 15feb08; used call-sign 323367XC; based at Nizhyn; in white c/s with red trim and 'MNS Ukrayiny' titles; ferried to Nizhyn 19feb08; official mfd 23feb08 based at Nizhyn; in white c/s with red trim, initially still with 'MNS Ukrayiny' titles; l/n as such Nizhyn 11apr17; titles changed to 'DSNS Ukrayiny'; f/n as such DNK 18aug17; seen IEV 09nov18; contract for prolongation of life-time until 23feb21 signed 06may19; l/n 24aug21 in flight
36 09	"32" black	An-32P	MNS Ukrayiny	mfd	18mar08	seen still in primer Kiev-Svyatoshino 14feb08; used call-sign 323368XC; based at Nizhyn; in white c/s with red trim and 'MNS Ukrayiny' titles; f/n Nizhyn 21apr08
	"32" black	An-32P	DSNS Ukrayiny	trf	24dec12	based at Nizhyn; in white c/s with red trim, initially still with 'MNS Ukrayiny' titles; l/n as such Nizhyn 08feb17; titles changed to 'DSNS Ukrayiny'; f/n as such HRC 17aug17; l/n Ovruch 24apr19; contract for prolongation of life-time until 18mar21 signed 06may19; l/n STR 04mar22
36 10	"33" black	An-32P	MNS Ukrayiny	f/f	mar08	seen in bare metal without markings on the assembly line sep02/aug03, 35 % completed; official mfd 15apr08; h/o apr08; used call-sign 323372XC; based at Nizhyn; in white c/s with red trim and 'MNS Ukrayiny' titles; f/n Nizhyn 21apr08
	"33" black	An-32P	DSNS Ukrayiny	trf	24dec12	based at Nizhyn; in white c/s with red trim, initially still with 'MNS Ukrayiny' titles; l/n as such HRC 03may18; contract for prolongation of life-time until 15apr21 signed 06may19; l/n STR 04mar22
37 01	"34" black	An-32P	MNS Ukrayiny	mfd	02jul08	h/o probably 07jul08; used call-sign 323373XC; based at Nizhyn; in white c/s with red trim and 'MNS Ukrayiny' titles; f/n Nizhyn 17jul08; used call-sign UR-30991 at Gostomel 28sep08
	"34" black	An-32P	DSNS Ukrayiny	trf	24dec12	based at Nizhyn; in white c/s with red trim, initially still with 'MNS Ukrayiny' titles; l/n as such TGD 23jul17; titles changed to 'DSNS Ukrayiny'; f/n as such VIN 27sep17; seen Nizhyn 29apr19; contract for prolongation of life-time until 02jul21 signed 06may19; l/n AYT aug21
37 02	--	An-32B	primer	Ksv	30dec10	on the assembly line
	YI-405	An-32B	Iraqi Air Force	f/f	jan12	in grey c/s with titles in Arabic and English plus an Air Force crest on the rear fuselage; f/n Gostomel 05jan12, test-flying; h/o 10apr12; ferried to BGW 18apr12; initially opb 23rd Transport Squadron at New al-Muthana; trf to 33rd Transport Squadron at New al-Muthana may13
37 03	--	An-32B	primer	Ksv	28feb11	on the assembly line
	YI-406	An-32B	Iraqi Air Force	f/f	jun12	in grey c/s with titles in Arabic and English plus an Air Force crest on the rear fuselage; f/n Kiev-Svyatoshino 17jun12; h/o 17jul12; ferried from Gostomel via SIP to BGW 17jul12; initially opb 23rd Transport Squadron at New al-Muthana; trf to 33rd Transport Squadron at New al-Muthana may13; l/n jul17, location in Iraq withheld
37 04	no serial	An-32B	primer	f/f	27jun12	also reported as 30jun12; f/n Gostomel 30jun12, test-flying
	YI-401 (2)	An-32B	Iraqi Air Force	no	reports	in grey c/s with titles in Arabic and English plus an Air Force crest on the rear fuselage; ferried from Gostomel via SIP to BGW 03/04oct12; h/o 09oct12; initially opb 23rd Transport Squadron at New al-Muthana; trf to 33rd Transport Squadron at New al-Muthana may13; see c/n 3604
37 05	--	An-32B	primer	Ksv	21dec12	fuselage only, on the assembly line; l/n 27jul19
37 06	--	An-32B	primer	Ksv	21jun12	fuselage only; seen again under construction Kiev-Svyatoshino 21dec12; l/n jul18
37 07	--	An-32B	primer	Ksv	21jun12	fuselage only; l/n under construction Kiev-Svyatoshino 21dec12
37 08	--	An-32B	primer	Ksv	21jun12	fuselage section only

Aircraft with unknown construction numbers include:

---	UR-48009	An-32	United Nations	MPM	09sep93	according to Ukrainian CAA this was never officially rgd in Ukraine
---	UR-48010	An-32	United Nations	MPM	09sep93	according to Ukrainian CAA this was never officially rgd in Ukraine fleet list; RA-69332 was an An-8 until the 1990s
---	CCCP-69339	An-32	MAP	no	reports	an entry in the old Soviet register exists without c/n, probably just allocated for the delivery or return of an export aircraft
---	D2-FBP	An-32	no titles	LAD	15apr98	l/n Saki-4-Novofedorovka 29apr99
---	D2-FBP	An-32	Alada	LAD	19aug99	not in fleet list jan02
---	D2-FVF	An-32	Von Haaf Air	LAD	10jan96	all-white c/s, no titles; l/n LAD 12jun96
---	D2-MAV	An-32	no titles	LAD	jun03	probably opf Angolan Air Force; see An-24RT c/n 0911307
---	T-258	An-32	Angolan Air Force	LAD	22dec14	in all-grey c/s
---	EY-387	An-32	Fly Air Africa	no	reports	suspended from operating in South Sudan 04jul23 due to forged Tajikistan documents
---	ST-ALT	An-32	Sudanese Air Force	KRT	13sep20	in all-grey c/s with titles; reg previously used by An-2 c/n 1G229-50; l/n Merowe nov20
---	ST-FAS	An-32	Farnas Aviation	ph.	31mar06	reported in JP-96/99; not on register mar00
---	7744	An-32	Sudanese Air Force	ph.	31mar06	in basic 'blue' Aeroflot; w/o 12feb98 on a flight from Malakal to Nasir (Upper Nile State) when touched down late on landing at Nasir in heavy fog, overshot the runway and plunged into the Sobat River, 3 of the 7 crew and 24 of the 50 passengers (among them Vice President Zubair Mohamed Salih and other senior government officials) drowned; wreck extant on the banks of the River Sobat (N8.6154182 E33.068432) mar06
---	S9-KAS	An-32	no titles	FJR	08jan08	l/n FJR 29apr08; reg also noted on An-24, see c/n 47309406
---	TN-227	An-32	Congo Air Force	FJR	28aug04	reported in BVZ FIR; l/n BVZ 04may11; photo exists; basic ex Aeroflot c/s, with type painted as 'An-32'
---	not known	An-32A	Afghan Air Force	ZAJ	may13	photo, derelict, in dark brown/green camouflage c/s; reported skidded off the runway circa 1995 on landing at Zaranj airstrip and hit buildings; visible on GE (N30.966421 E61.866811)
---	not known	An-32	Afghan Air Force	ph.	24jun99	opb the Northern Alliance in the late 1990s; used by its crew (pilot: Colonel Muhammad Khan) to defect to Taliban-held Kabul 29sep98
---	3X-GBG	An-32B	Gov. of Guinea	rgd	24jun99	canx 21nov05; details included in may13 Guinea register, with no c/n given; photo CKY feb20 in very dirty and poor condition
---	5A-AEL	An-32	Sun Air Charter	MJZ	oct22	in white c/s with an overpainted cheatline; l/n BEN 02nov23
---	9XR-ST	An-32	Sun Air Charter	ph.	apr02	at Lima 25, Sudan and at LKG the same month; in basic Aeroflot c/s, no titles, with the type painted as just 'An-32'; originally ferried to LKG from KIV via ALY and KRT, with this false registration; was previously Moldovan registered, a fairly new aircraft with low hours and had recently returned from Africa; seen KGL 24mar05; l/n WIL 22may06, no engines; the Rwanda CAA confirm this aircraft was never officially registered in Rwanda; the above known details, suggest this may be c/n 3305, which was not seen between 2002/2007, but was still current on the Moldovan register throughout this period

Antonov An-38

On 23 June 1994 the Russian built An-38 made its maiden flight at the Novosibirsk production plant (former factory # 153), where, by that time, five more aircraft were under construction. The An-38 is more or less the answer to not being able to raise foreign currency funds to buy the An-28 from the Polish production line. The An-38 is an enlarged version of the An-28, seating up to 27 passengers or carrying up to 2.8 tonnes of freight with a speed of 380 km/h. The maximum flight range is up to 1,780 km and the flight range with a maximum payload 780 km. The required runway length is 1,050 m.

The first customer was Vostok Airlines which took delivery of this Garrett TPE331-14GR-801E powered aircraft by June 1998. The optimistic Antonov Design Bureau anticipated 600 An-38 sales for airline, cargo and utility service. They were to replace the obsolescent and physically ageing An-28, L-410, An-24 and Yak-40 airplanes on regional air routes. The type certificate was received by June 1997. However, the total production of the type was limited to seven flying aircraft, one static airframe and two incompleated airframes.

However, the use of imported engines significantly increases the plane's price tag. A decision was made to develop a modification with domestic engines which have a lower base price and service cost. First flight of this version, the An-38-200, powered by domestically designed TVD-20-03 engines developed by the Omsk Aero-engine Design Bureau, took place on 11 December 2001 at Novosibirsk-Yeltsovka (the V.P. Chkalov NAPO airfield). This version received its CoFA on 28 November 2002 but no aircraft have been produced by 2014

The c/n is embossed on small metal plates located on the trailing edges of both fins at the bottom (they can easily be seen through the gap between the fin and the rudder). The An-38 prototype c/ns can be explained as follows: 38 for the type, 01 for the batch and 001 for the number in the batch. Later it would seem a couple of these were changed to a 13 digit c/n and follow a slightly different pattern to the production aircraft as discussed in depth below. The difference is as follows, the fourth digit is a zero (ie. start 416038) and the batch number/number in batch is five rather than six digits.

An-38 prototypes from NAPO (factory # 153) at Novosibirsk-Yeltsovka

38.01.001	3810001 RA-41900(1)	An-38-100 An-38-100	Antonov Des. Bur. NAPO/Aviatrans	OVB rgd	jan94 11jun97	mfd 22jun94; f/f 23jun94; f/n LBG 08jun95 with exhibition number '352'; l/n ZIA aug95
# 41 02004	--	An-38-200	NAPO	f/f	11dec01	f/n DME 23aug97; CofR renewal 08oct98; canx 19dec00, c/n given as 01-001(3810001) in canx register feb01; fuselage used for the An-38-200 prototype c/n 4160384102004, see below; see also c/n 38.01.003 from Novosibirsk-Yeltsovka; prototype of the TVD-20-03 powered version; the fuselage was from c/n 38.01.001 with a new central wing section and engines and received this new c/n 4160384102004
	41910	An-38-200	NAPO	DME	14aug02	c/n checked still as 38.01.001, this date so still having the old c/n plate on; seen Novosibirsk-Yeltsovka 15aug14, in good condition but stored; l/n Novosibirsk-Yeltsovka aug19 in a dismantled state without wings, photo proof of the c/n plate exists, with full c/n presented as 4160384102004
38.01.002	--	An-38				static test airframe
38.01.003	3810003 RA-41900(2)	An-38-100 An-38-100	Antonov Des. Bur. NAPO/Aviatrans	mfd Ban	05feb96 11dec98	f/n IEV 03jul96; l/n ZIA 19aug97
						c/n checked and confirmed ex 3810003 by NAPO representatives; second use of registration on an An-38 prototype; l/n ZIA 21aug99; see c/n 38.01.001

# 16 07003	41900(2)	An-38-100	NAPO/Aviatrans	ph.	early01	l/n ZIA 17aug01; c/n checked; converted to An-38-120 and received a new c/n 4160381607003 photo Jul02; previously this was c/n 38.01.003, received a new c/n 4160381607003 after conversion to An-38-120; in Russian register mar03 as such l/n Batam Hang Nadim 17Jan04; in Russian register feb04 still with c/n 4160381607003, marked as leased for foreign work l/n SGN 11Jan05 in basic Aeroflot c/s, no titles; f/n ULN 10sep05, c/n 38.01.003 reportedly checked; started scheduled flights 20sep05; damaged 18nov05 when lost the nose wheel on take-off from Ulan-Bator and made an emergency landing leased from NAPO apr/oct07; was earmarked to be sold to Malaysia; l/n Novosibirsk-Yeltsovka (N55.075325 E82.993868) 17aug15, no titles, stored in good condition
	RA-41900(2)	An-38-120	NAPO/Aviatrans	rgd	02aug02	
	RA-41900(2)	An-38-120	Layang Layang	BKI	04Jan03	
	RA-41900(2)	An-38-120	Vietnam Air Serv.	SGN	29aug04	
	RA-41900(2)	An-38-120	Hangard	toc	06Jul05	
RA-41900(2)	An-38-120	Layang Layang	XSP	24nov07		

The long 13 digit c/n for the production aircraft can be explained as follows; 416 code for the Novosibirsk Aircraft Production. As is the case with several other (ex-) Soviet aircraft factories, the code was obtained by playing around with the factory number. In this case factory 153: 1 is added to the number of digits in the factory number (or the third digit): 1+3=4, 5 the resulting first digit of the code subtracted from it: 5-4=1 and finally 3 is multiplied by the number of preceding digits 3x2=6. 38 is the product code (izdelye 38), the next digit is quarter of certification followed by one digit for the year of certification, of the final six digits the first two are the batch number and the last four the number in the batch.

An-38 production aircraft from NAPO at Novosibirsk-Yeltsovka; the c/n is prefixed by 41638

# 47 010001	RA-41901	An-38-100	Vostok	mfd	29oct97	rgd 13nov97; named 'Vera' (faith); l/n SIN 02mar01; seen LGK 11oct01 with 'Vostok' and 'Loyang Loyang Aerospace' titles leased from Vostok Airlines named 'Vera'; t/t 4,036 hours and 2,677 cycles by 01Jul09; seen Bukhta Providenniya 03May12 active; l/n Khabarovsk-Maly 15aug18, stored; new CoFR issued 03oct22 with titles
	RA-41901	An-38-100	Layang Layang	BKI	07Jul03	
# 47 010002	RA-41901	An-38-100	Vostok	rgd	02Jul04	still in full Vostok c/s with Alrosa titles; l/n YKS 22Jun23 rgd 19sep98; named 'Lyubov' (a woman's name, meaning at the same time 'love'); seen BKI 16aug00 leased from Vostok; l/n BKI 26feb02 t/t 5,444 hours and 3,828 cycles by 01Jul09; l/n in its old c/s NGL 16oct11; f/n in new c/s KHV 02sep12; seen GDY 17sep12; l/n Khabarovsk-Maly 15aug18, stored l/n MJZ 10Jan22, in basic Vostok c/s, no titles; seen MJZ 22dec22, now with titles; l/n YKT Jul23 rgd 04oct99; f/n MJZ 27Jun04; l/n YKS 26mar07; in fleet list 31dec07, t/t 3,780 hours and 2,030 cycles by Jan10; seen wfu MJZ 04Jul15; restored to service in 2016; seen MJZ 09Nov16, active; seen MJZ 15Apr21 With "75 years 1945-2020 Pobeda" (Victory) sticker; l/n MJZ apr22/aug22 engineless; new CoFR issued 20oct22 uncompleted fuselage and wings still sitting in the factory uncompleted fuselage only still sits in the factory rgd 06Jun00; in fleet list 31dec07, t/t 3,386 hours and 2,788; f/n YKS 11dec10; seen MJZ 04Jul15 stored; seen MJZ 06oct18 awaiting engines; seen MJZ 11Nov19, active; seen YKS 19Jun21 with "75 years 1945-2000 Pobeda" (Victory) titles; l/n MJZ 31aug22 engineless; new CoFR issued 20oct22 uncompleted fuselage sitting in the factory uncompleted fuselage, stored outside
	RA-41901	An-38-100	Vostok	BKI	02Jul04	
	RA-41902	An-38-100	Alrosa	MJZ	31May23	
	RA-41902	An-38-100	Vostok	mfd	28dec97	
	RA-41902	An-38-120	NAPO	Ovy	29sep04	
# 38 010003	RA-41902	An-38-120	Vietnam Air Serv.	ZUH	31oct04	in basic Aeroflot c/s, no titles; f/n MXV 07sep05; started scheduled flights 20sep05; l/n ULN 10sep05 named 'Nadezhda'; t/t 3,842 hours and 2,807 cycles by 01Jul09; seen Khabarovsk-Maly 07oct10 stored, no engines; l/n Khabarovsk-Maly 15aug18, as such; CoFR renewal 21mar22; seen MJZ 08Apr22, still in full Vostok c/s with titles, opb Alrosa; l/n MJZ 07May22 as such rgd 19sep98; named 'Lyubov' (a woman's name, meaning at the same time 'love'); seen BKI 16aug00 leased from Vostok; l/n BKI 26feb02 t/t 5,444 hours and 3,828 cycles by 01Jul09; l/n in its old c/s NGL 16oct11; f/n in new c/s KHV 02sep12; seen GDY 17sep12; l/n Khabarovsk-Maly 15aug18, stored l/n MJZ 10Jan22, in basic Vostok c/s, no titles; seen MJZ 22dec22, now with titles; l/n YKT Jul23 rgd 04oct99; f/n MJZ 27Jun04; l/n YKS 26mar07; in fleet list 31dec07, t/t 3,780 hours and 2,030 cycles by Jan10; seen wfu MJZ 04Jul15; restored to service in 2016; seen MJZ 09Nov16, active; seen MJZ 15Apr21 With "75 years 1945-2020 Pobeda" (Victory) sticker; l/n MJZ apr22/aug22 engineless; new CoFR issued 20oct22 uncompleted fuselage and wings still sitting in the factory uncompleted fuselage only still sits in the factory rgd 06Jun00; in fleet list 31dec07, t/t 3,386 hours and 2,788; f/n YKS 11dec10; seen MJZ 04Jul15 stored; seen MJZ 06oct18 awaiting engines; seen MJZ 11Nov19, active; seen YKS 19Jun21 with "75 years 1945-2000 Pobeda" (Victory) titles; l/n MJZ 31aug22 engineless; new CoFR issued 20oct22 uncompleted fuselage sitting in the factory uncompleted fuselage, stored outside
	RA-41903	An-38-100	Alrosa	MJZ	04mar22	
	RA-41903	An-38-100	Vostok	mfd	08Jul98	
	RA-41903	An-38-100	Layang Layang	BKI	02Feb01	
# 39 010004	RA-41903	An-38-100	Alrosa	rgd	02dec21	uncompleted fuselage sitting in the factory uncompleted fuselage, stored outside
	RA-41904	An-38-100	Alrosa	mfd	13Jul99	
# .. 010005	--	An-38-100	all primer	Ovy	18aug14	
# .. 010006	--	An-38-100	all primer	Ovy	18aug14	
# 20 010007	RA-41907	An-38-100	Alrosa	mfd	24May00	
# .. 020001	--	An-38-100	all primer	Ovy	17aug15	
# .. 020003	--	An-38-100	all primer	Ovy	aug19	

Antonov An-70

The An-70 (izdelye 77) was developed to replace the An-12 in the Soviet/post-Soviet air forces. First design studies started in the late 1970s, but the technical requirements brought forward by the Soviet military changed frequently and were not finalised until 1987. Further delay was caused by the break-up of the Soviet Union, and so the An-70, which had become a Ukrainian aircraft in the meantime, was flown for the first time only on 16 December 1994.

The crash of this aircraft some two months later, although not caused by problems with the type, was naturally a large disaster for the Antonov Design Bureau. This tragic accident killed all seven people on board, including Vladimir Lyenko, to whom we, the editorial team of "Soviet Transports", will always be thankful for helping us learn a lot about the Antonov Design Bureau. The high-winged An-70 is powered by four Progress D-27 propfans and can lift a payload of up to 47 tonnes, more than the Il-76. Its large cargo bay enables it to carry up to 300 fully-equipped soldiers, 206 casualties, one main battle tank, two medium helicopters or two to three armoured personnel carriers. Some of the cargo within the capabilities of the An-70 would presently require the use of an An-124 because of its bulkiness. The strange looking design of contra-rotating propfans and a high aspect-ratio wing enables operations from at least three times as many airfields in the post-Soviet states as current cargo aircraft.

Several versions apart from the An-70 military transport were planned, but only the An-188 with CFM56 turbofan engines and Western avionics remained by 2018. Whether it will actually leave the drawing board (or in fact the computer screen as the An-70 was the first Soviet/CIS aircraft almost completely designed by computer) remains to be seen.

Series production was planned to take place at the "Aviant" factory in Kiev for Ukraine and at the "Polyot" factory in Omsk for Russia. The Russian Air Force had a requirement for 164 An-70s, while the Ukrainian Air Force planned to order 65 aircraft. However, the Commander-in-Chief of the Russian Air Force decided in 2003 not to procure the An-70, favouring instead the resumption of the Il-76 production. Ostensibly because the An-70 became too large and can carry too much payload, but more probably because Ukraine was no longer considered to be a reliable partner. The crisis in Ukrainian-Russian relations which erupted in 2014 finally sealed the fate of the An-70. The production of two aircraft for the Ukrainian Air Force was started by the "Aviant" factory in 2001, but the probability that they will ever be completed is low. The type was eventually redesignated An-77 (after the izdelye number) in spring 2018 in order to circumvent Russian intellectual property rights.

The An-70 c/n consists of the product code (izdelye 77), the batch number and the number in the batch. It is embossed on small metal plates riveted to one side of the vehicle loading ramp (Il-76 style).

Two An-70 prototypes built by ANTK im. Antonova (former factory # 573) at Kiev-Svyatoshino

01 01	UR-	An-70	ANTK im. Antonova	r/o	20Jan94	the first prototype; only carried 'UR-'; f/f 16dec94 from Gostomel; w/o 10feb95 on a test flight from Gostomel when suffered problems with the electronic visual displays and probably also with the fly-by-wire system, banked to the left (officially the crew lost visual contact with the chase plane An-72V 72966), collided with the chase plane, lost its left stabiliser and part of the fin, went out of control and crashed in a forest near Nebrat (Borodyanka district of the Kiev region), all 7 crew members were killed; t/t 1 hour 28 minutes and 4 cycles
77 01 02	UR-	An-70	Antonov Des. Bur.	r/o	dec96	planned as a static test airframe, but converted to the second flying prototype after the crash of the first prototype; f/f 24Apr97 from Gostomel the line number was also reported as 01-03 which might be due to parts of the third aircraft being used on this one, see the remark above; initially in white c/s with light grey undersides and blue fin, no titles; carried the Paris Air Show exhibition numbers '354' and '375' at various stages in its career; seriously damaged 27Jan01 in a crash-landing in a field after take-off from Omsk, but repaired by the "Polyot" factory and reflown 05Jun01; arrived for modernisation at Svyatoshino 28Jul10 and reflown 27Sep12; l/n in its old c/s Svyatoshino 15Feb13; repainted in grey c/s without titles; f/n as such Svyatoshino 09Apr13; l/n Gostomel 21Apr13 in grey c/s with Ukrainian and Russian flags and the Paris Air Show exhibition number '178'; no titles; f/n Gostomel 17May13; canx between 10Nov13 and 28Mar14; l/n Gostomel 19Jul14 still operated by DP "Antonov"; in grey c/s with full Ukrainian Air Force markings; made a revenue flight Gostomel-BGF-NDJ-QIE-LEJ- Gostomel 22/26Sep15; displayed at the "Dubai Airshow 2017" 12/16Nov17 with show number 178; reflown 24Jul21 after a long period of storage; l/n over Kiev city 24Aug21; evacuated to Deblin and noted there 08mar23
	UR-NTK	An-70	Antonov Des. Bur.	ZIA	18Aug97	
	UR-EXA	An-70	DP "Antonov"	rgd	15Apr13	
	"02" blue	An-70	Ukraine Air Force	QIE	25Sep15	

An-70 built by DP Antonov (former Factory No. 473) at Kiev-Svyatoshino

01-04	--	An-70	primer	Ksv	20Aug08	was to be the first production aircraft; construction started dec01; forward fuselage approximately 70 % complete by oct04, assembly of the fuselage completed dec12/Jul18; never completed
01 05	--	An-70	primer	Ksv	20Aug08	nose seen under construction aug08/Jul18

Antonov An-72, An-74 and family

The An-72 is a twin-engined STOL transport aircraft, with its D-36 jets mounted high on the wings very close to the fuselage. The engines blow over the top of the wing forcing lift. If an engine should fail, this will dramatically disturb lift on one side of the aircraft, making control difficult. In order to minimize this effect the engines are placed as close to the fuselage as possible, thus enabling single-engine operations. The An-72 can carry 10 tonnes of cargo, 68 fully-equipped soldiers, 57 paratroopers or 24 casualties on stretchers.

Development of the "izdeliye 200" started in 1972, and the first flight of the prototype took place on 31 August 1977. It took more than eight years before the first production aircraft flew on 22 December 1985. Partly to blame for this was the decision to prepare series-production at the KiAPO (factory # 473) in Kiev in 1978, but then to relocate it to the KhGAPP (factory # 135) in Kharkov before the first aircraft could be completed in Kiev. In 2019 the Antonov website reported that the Kharkov factory built 114 An-72s between 1984 and 1992.

The An-74 was developed as an Arctic version of the An-72 and was accordingly first called An-72A (A for Arkticheski). Design started in 1984, and later the designation An-74 came to include all civil variants of this aircraft family. The An-74 first appeared at the Paris Air Show in 1987, and total production according to the Antonov website was 62 aircraft built at Kharkov between 1985 and 2004. Iran was an export customer, having procured twelve An-74T-200s and An-74TK-200s. It is uncertain whether these Iranian aircraft were included in the 62 aircraft mentioned as being completed, but regarding the number of aircraft known and the number of checked c/ns it looks like they have to be added on. This we think also fits with the statement of the General Manager of the KhGAPP factory at Kharkov in an interview end 2003 that "about 200" An-72/74s have been built up to now. Only five more aircraft were subsequently delivered during the next decade up to mid 2014.

Several versions of the An-74 were developed. The An-74T is a cargo aircraft, whereas the An-74TK is a convertible (K for konvertiruyemy). Series 100 means the An-74 has a four-crew cockpit for flights under difficult conditions, while series 200 aircraft are flown by only two crew members. The An-74TK-300 is the first version having the engines below, not above the wings. This reduces STOL capabilities, but makes the aircraft more economical in normal airline service. At the same time, the D-36 engines were replaced by D-436T-1 turboprops which save 29 % fuel.

There are also some specialised versions in this aircraft family, of which only the An-72P, a maritime patrol version also known as the An-76, saw series production (17 had been built by early 2001). The An-71 was a small AWACS with a "Vega-M" radar in a radome on top of the fin (part of the E-700 radio-technical complex). Because of its heavier weight the An-71 was powered by two more powerful D-436K turboprops and received an additional RD-38A booster in the aft fuselage. Only two prototypes were built, and trials were stopped in late 1990. The An-72R (izdeliye 88) with its large fairings along the fuselage is still a mystery. It was believed to be a communications relay aircraft, but in fact it was an aircraft similar to the Grumman/Boeing E-8 "J-Stars", equipped with a side-looking phased array radar for the detection of ground targets and directing air and ground assets to engage them. Three prototypes were completed and tested before the programme was closed down, while the fourth one remained unfinished at the Antonov Design Bureau and could still be seen there in 2007. Both versions fell victim to the lack of funding in the time of political and economic crisis. Fortunately the type is normally painted on the nose of the aircraft to help distinguish the An-74 from the An-72. Both types can usually be confirmed by the registration as the An-72 registrations starts with -72... and the An-74 with -74... on production aircraft. For the prototypes with a six digit registration the first and last digit of the registration are the type and the third and fourth digit are the c/n.

6 An-72 prototypes built by KMZ (factory # 573) at Kiev-Svyatoshino

001	CCCP-780334	An-72A	Antonov Des. Bur.	f/f	29sep83	first An-72A (An-74) prototype, converted from An-72 c/n 003; d/d ? 29oct83; had a non-standard 'pelican' nose-cone; carried 'An-72A' nose titles by 1985 and 'An-74' nose titles by 1986; in 'polar' Aeroflot c/s; evacuated the members of Dmitri Shparo's polar expedition from the drifting polar station SP-27 mar86 with exhibition number '324'; had a non-standard 'pelican' nose-cone; in 'polar' Aeroflot c/s; delivered a stationary radio transmitter to Sredni island on the Severnaya zemlya archipelago nov87
	CCCP-72003	An-74	Antonov Des. Bur.	LBG	13jun87	at Novaya zemlya; not on the Soviet register; had a non-standard 'pelican' nose-cone; in 'polar' Aeroflot c/s; carried the badge of Dmitri Shparo's polar expedition behind the cockpit; flew a number of sorties in support of a Soviet-Canadian cross-polar ski expedition feb/apr88; l/n Gostomel 20aug88
	CCCP-72200	An-74	Antonov Des. Bur.	ph.	feb88	reverted to its previous registration; reported for the Southern Engine Factory; sat wfu at Gostomel (N50.587167 E30.209967) aug02/jul14
	CCCP-72003	An-74	Antonov Des. Bur.	Gos	19aug89	dynamic test airframe for fatigue tests; became an An-71 static test airframe
002	--	An-72	Antonov Des. Bur.	mfd	1985	static test airframe, reportedly converted from An-72 static test airframe 002; static trials started may85
003	--	An-71	Antonov Des. Bur.			second dynamic test airframe for fatigue trials; later modified to second flying prototype and registered CCCP-19793
	CCCP-19793	An-72	Antonov Des. Bur.	f/f	04may79	in Aeroflot c/s; photo jul81; converted to An-72A c/n 001
004	CCCP-19774	An-72	ADB/Aeroflot c/s	f/f	01aug77	photo as such; first flying prototype; reported re-registered may79; see next line
	CCCP-83966	An-72	ADB/Aeroflot c/s	LBG	07jun79	with exhibition number "350"; was used for trials of the avionics of the export version; rebuilt according to MGA requirements and re-registered to, see below
	CCCP-72001	An-72	ADB/Aeroflot c/s	no	reports	photos exist in Antonov archive and confirmed as '004'; was also seen on TV 14nov88, but presumably old footage; severely damaged in hard landing at Kiev-Svyatoshino but date unknown and wfu; converted and re-registered to, see CCCP-780151
01	CCCP-780151	An-71	ADB/Aeroflot c/s	r/o	23jun85	new c/n issued; first prototype of this Airborne Early Warning and Control version (AWACS); f/f 12jul85; carried additional 'ES UVD' (unified ATC system) titles; received its full kit of electronic equipment may86; t/t 650 hours, 387 cycles until An-71 trials stopped in late 1990; l/n Kiev-Svyatoshino (N50.476313 E30.381183) 25mar07/22jan09 cannibalized
005	CCCP-19795	An-72	ADB/Aeroflot c/s	f/f	in 1979	f/n LBG 04jun81; converted and re-registered to, see next line
	CCCP-72000	An-72	MAP Kiev Mez	rgd	03mar83	in Aeroflot c/s; f/n BCN may84 for the Cosmo 84 Airshow and seen again SXF 29aug84, ferry flight to Farnborough Airshow; wfu Gostomel early 1990s; l/n Gostomel 19mar97
006	--	An-72	Antonov Des. Bur.	f/f	29nov84	converted to, see next line
	"06" yellow	An-72P	Antonov Des. Bur.	f/f	29nov84	prototype; airframe structure strengthened (could perform aerobatics, fly loops and barrel rolls); State testing took place in the Crimea and the Far East; f/n ZIA 16aug92; in Soviet, later Ukraine, Air Force camo c/s; alternative designation An-76; seen stored Gostomel jun06 and plate checked as '06' Gostomel 26sep08; l/n Gostomel 03oct10/27sep19, stored in poor condition; noted at Gostomel 27may22, destroyed, presumably during the Russian invasion feb22
03	CCCP-780361	An-71	ADB/Aeroflot c/s	r/o	19feb86	second An-71 prototype but third An-71 airframe completed; built from scratch using stock An-72 assemblies supplied from Kharkov; f/f 28feb86; carried additional 'ES UVD' (unified ATC system) titles; t/t 380 hours, 362 cycles until An-71 trials stopped in late 1990; l/n Kiev-Svyatoshino sep02/apr10 stored with engine covers marked 71-03; was reported Omsk built but this is impossible regarding the f/f date; removed by road to the Oleg Antonov State Aviation Museum at Kiev (N50.404819 E30.465439) 15oct10; l/n 24oct21

Note: The above data comes mainly from "Aviatsiya i Vremya" magazine, and the numbers are given there as construction numbers, not line numbers. This makes sense because the aircraft were built at Antonov's experimental facility, not the production plant in Kharkov.

So far only few attempts to find the c/n plate "on the trailing edge of the cargo ramp" were successful. However, An-72s and some An-74s have the c/n embossed on a small metal plate found on the inside of the emergency exit cover (at the rear of the cargo cabin on the starboard side), though some aircraft carry the fuselage number (line number) there instead. Also, An-74s often have the c/n on the engine air intake/exhaust, APU exhaust covers and "remove before flight" strips attached to pitot/static covers, though these may be "borrowed" from another aircraft (fortunately this is rare). On these covers the c/n is usually stencilled in a split presentation with dots like 365.720.10.952 (for Kharkov-built aircraft, but not for Omsk-built examples); the same presentation is often used in official files (for example, ADB listings, tenders and accident/incident reports). As with nearly all Soviet aircraft with c/ns in the system involving the "famous last five" digits and a parallel line-number system (to confuse would-be spies) the first two and the last three of these "famous last five" digits change independently. The c/n can be explained as follows: they all start with 365 indicating the factory code (explained below) then the version #720 for the An-72, #760 for the An-76 and #470 for the An-74, finally the famous last five (later became six and then seven) digit number.

The factory code 365 is apparently obtained by playing around with the factory's number, 135: 1 is multiplied by the number of digits in the factory number: 1x3 = 3, 3 is then multiplied by its sequence number (second digit): 3x2 = 6 and finally a 5 which is left unchanged.

The first two digits of the last five digits of the c/n increment starting at 01. At the beginning of batch 21, this became three digits after reaching 99. Also, from the beginning of batch 20, an extra digit was added to the last three of the c/n. Thus the last five digits became six from batch 20 and seven from batch 21.

It is possible that a system exists to translate these number back to the line-number or build sequence number as the Tashkent factory did for the An-22 and Il-76 with the last three digits, but at present this is not known. Some of the last three digits in batches 1 and 2 have again been used in later batches. From batch 3, the last three digits of the c/n increment until batch 20 when they became four digits. As can be seen below, some other patterns have been established for aircraft within the majority of batches. The first 3 batches of aircraft built were of 5 aircraft only, from batch 4 onwards of 10 aircraft.

From batch 6 onwards, the first two digits of the last five digits of the c/n are the same as the batch number until batch 10. From batch 10 onwards the first and the second digit added together, equate to the batch number until batch 18. The batch number for batches 21 and 22 now appears as the second and third digit of the last seven.

The list below was compiled with the assistance of Vadim Araslanov of the Kharkov State Aircraft Manufacturing Company for which our sincere thanks.

An-72 and An-74 production aircraft built by KhGAPP (factory # 135) at Kharkiv-Sokolniki since 1985 until 2014

#720 10 905	CCCP-72002	An-72	ADB/Aeroflot c/s	f/f	22dec85	line # 01-01; photos as such winter 1986; registration not mentioned in any register or factory listings received
	no code	An-72	Soviet Air Force	Gos	20aug88	owned by Antonov Design Bureau; in all-grey c/s; seen with 'Pinocchio' nose for trials; was demonstrated to the air force in jul86
	"11"	An-72	Soviet Air Force	Gos	jun89	owned by Antonov Design Bureau; in all-grey c/s
	"11" red	An-72	Ukraine Air Force	Gos	08sep92	c/n and code from the factory, still owned by Antonov Design Bureau; in all-grey c/s; l/n Gostomel 22sep94, still with red star on tail
	ES-NOP	An-72-100	Enimex	rgd	25jul01	former registration reported as 01-01 which is the line number 1; f/n SNN 26oct01; l/n BOH 27feb02; dbr on landing Wamena, Indonesia, when opb PT Trigana Air Service 21apr02 when fire broke out; t/t 1897 hours, 1376 cycles; official accident report states "Date of manufacture (1st time used) 30oct85 which is before the official f/f date
---	--	An-72				line # 01-02; either not built or a static test frame
#720 10 912	--	An-72R	Antonov Des. Bur.			line # 01-03; c/n in factory listing; obviously the first An-72R prototype because the other two (CCCP-783061 and CCCP-783573) have a large fin fillet to improve directional stability and this one has none; stored engines at Kiev-Svyatoshino in grey c/s without markings, mission avionics removed; l/n 21sep04
#720 10 930	CCCP-783061	An-72R	MRP NPO "Vzlyot"	Akc	1999	line # 01-04; ELINT aircraft with antenna arrays on fuselage sides; in Aeroflot c/s; also coded "37" red (carried the civil registration on the fin instead of the fuselage and the tactical code above the Soviet flag); f/n Akhtubinsk 1999, stored; photo in "Air Fleet Herald" magazine No. 3/2003; sat wfu Kiev-Svyatoshino, l/n sep04
#720 10 935	CCCP-783573	An-72R	MRP NPO "Vzlyot"	Akc	27jul97	line # 01-05; ELINT aircraft with antenna arrays on fuselage sides; in Aeroflot c/s; also coded "38" red
#720 10 940	CCCP-784072	An-72R	MRP NPO "Vzlyot"	no	reports	line # 02-01; ELINT aircraft with antenna arrays on fuselage sides; in Aeroflot c/s; also coded "39" red
#470 10 947	CCCP-58642	An-74	Antonov Des. Bur.	d/d	11jun86	line # 02-02; c/n confirmed; in Aeroflot c/s; f/f 26jun86; f/n SNN 28jul86; l/n YXX aug86

	UR-74028	An-74	Antonov Des. Bur.	rgd	08dec92	Ukrainian CAA says rgd 22jan93; c/n confirmed; f/n Gostomel 22sep94; seen with damaged tail Gostomel may98; sat wrecked at Gostomel, l/n jun/sep99; canx 01oct08
#720 10 949	"11"	An-72	Soviet Air Force	no reports		line # 02-03; c/n and code from factory
	"11" red	An-72	Russian Air Force	CKL	15aug96	c/n not confirmed for this sighting !, seen parked on the grass with special pods; a photo of an aircraft with this code, ex CCCP-729..., in basic Aeroflot c/s with Soviet flag on tail and chaff/flare dispensers on the fuselage sides was taken during overhaul by 308 ARZ at Ivanovo-Severnaya with chaff/flare dispensers; opb 929 GLITs at Akhtubinsk; in basic Aeroflot c/s, no titles; seen CKL 14aug06; was reported to be scrapped at Akhtubinsk in 2011 as life-time expired, but this did not happen as still present early 2011/apr12; c/n only mentioned in a tender document jun19 in terms of assessing the technical condition and carrying out a set of works to extend the assigned service life by 5 years at 308 ARZ
	RA-72991	An-72	Russian Air Force	GDZ	07sep00	line # 02-04 painted on; in grey c/s with Red Stars; l/n Gostomel 22sep94; involved in an incident 16jul96 when the thrust reverser of the left engine deployed accidentally (due to a manufacturing defect) during the take-off run so that the aircraft veered off the runway to the left
#720 10 952	no reg	An-72	Antonov Des. Bur.	Kho	24aug87	former registration reported as 02-04 which is the line number; in white c/s with medium blue and dark blue trim, with titles and logo; f/n EMA 04apr00; l/n OST 04feb03; canx 2004; stored on the maintenance ramp at Gostomel, seen may04/oct19
	ES-NOC	An-72-100	Enimex	rgd	26oct98	line # 02-05; static test airframe; photo, bare metal c/s; details from spotters.net.ua
#720 20 337	---	An-74	Antonov Des. Bur.	Ksv	03jul19	line # 03-01
	CCCP-72900 RA-72900	An-72 An-72	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd SVO	1987 aug02	with some additional stickers, one marked 'A1' behind the cockpit; see trf next line; c/n offered for sale 25oct02, opb mil. unit 94045 at Chelyabinsk
	not known	An-72	Centrafrican	no reports		mentioned on website as one of three transferred to this airline in 1998, see previous line; sold by ElitKonsul (of Russia) to Prometei (of Russia) 19nov04 and by Prometei to Pan African Airways (of the DR Congo) dec04; left DME for Africa 20dec04
	LAAF-072 5A-DSH	An-72 An-72	Libyan Air Force Allebia	MJI MJI	apr05 13oct07	in all-white c/s, no titles; former registration '9Q-' (9Q-CQT ?) visible under paint; l/n MJI 05dec06 confirmed by factory as ex LAAF-072; carried '72900' on data sheet in cockpit; has the entry ladder of c/n 36572030425 !; in all-white c/s with 'Allebia For Air cargo' titles; named 'Tripoli'; l/n MJI 07oct09, bare metal c/s in the overhaul plant and checked as ex LAAF-072
#720 20 358	LAF-072 CCCP-72901 RA-72901	An-72 An-72 An-72	Libyan Air Force Soviet Air Force Russian Air Force	MJI mfd no reports	31may22 28apr87	and made a test flight 31may22; in all grey c/s with blue bands on the engines, presumably ex 5A-DSH ? line # 03-02
	EK-72901 9Q-COB 9Q-COB 9Q-COB	An-72 An-72 An-72 An-72	Air Armenia MidlandTracey Galaxy Kavatsi Aviatrade Congo	no reports rgd GOM FIH	07aug06 jul06 28jul07	opb mil. unit 29666 at Kryazh; c/n (without registration) offered for sale by Russian privatisation agency 10nov00 and sold to Alkasar 22feb04; t/t 2,637 hours and 1,739 cycles by 2004 contrary to some reports, not converted to an An-72-100; leased see f/n date below
	4L-FAS	An-72	TransAviaService	rgd	03apr08	l/n GOM 22sep06 in white c/s with 'AVK' logo on fin, with Aviatrade Congo titles and additional 'Muana mboka' on the rear fuselage; l/n EBB 29mar08
#720 20 362	CCCP-72902 EK-72902	An-72 An-72-100	Soviet Air Force blue/white n/t	no reports SHJ	22may05	to Rolkan Investment of Tortola (British Virgin Islands); c/n confirmed; in white c/s with 'AVK' logo on fin, no titles; f/n FJR 29apr08; reportedly opb Air Trade Congo by may08; canx 19jun08 and operated illegally since; l/n KBL 25may10; seized at Kurgan-Tyube (Tajikistan) 12mar11 along with 4L-NAS, for violating International aviation regulations and making an illegal border crossing, the cargo of one of the planes included a disassembled aircraft engine that was also not listed on the customs declaration; seen apr13; still present jun22 (can be seen in the background of a photo)
	EK-72902 4L-NAS	An-72-100 An-72-100	Galaxy Kavatsi TransAviaService	GOM rgd	16jun06 03apr08	line # 03-03; c/n offered for sale 25oct02, opb mil. unit 94045 at Chelyabinsk c/n confirmed by Armenian CAA; l/n NBO 07mar06 grounded; had been leased by Astral Aviation from Rolkan Investment according to Kenyan court documents canx 10jan07
#720 20 375	CCCP-72907 RA-72907 RA-72907	An-72 An-72 An-72	MVD/Aeroflot c/s MVD/Aeroflot c/s Russian MVD/VV	mfd trf CKL	21jan87 1992 04aug08	to Rolkan Investment of Tortola (British Virgin Islands); c/n confirmed; reportedly opb Aviatrade Congo may08; seen KBL 14jun08 in all-white c/s, blue logo on fin and 'AVK' on tail with additional 'Muana mboka' on the rear fuselage; removed by 20nov08 but still with 'AVK' on the tail; l/n TII 30oct09 as such; canx in mid08 and operated illegally since; seized at Kurgan-Tyube (Tajikistan) 12mar11 along with 4L-FAS, for violating International aviation regulations and making an illegal border crossing, the cargo of one of the planes included a disassembled aircraft engine that was also not listed on the customs declaration; seen apr13; still present jun22 (can be seen in the background of a photo)
	RF-72907	An-72	Russian MVD/VV	rgd	17may06	line # 03-04; l/n KJA 01jul92
	RF-72907	An-72	Rosgvardiya	trf	05apr16	opb 3 osae on at Chkalovski; f/n CKL 22aug05
#720 20 385	CCCP-72903	An-72	Soviet Air Force	mfd	30may87	opb 3 osae on at Chkalovski; in basic Rossiya c/s with white top, no titles; named 'Yuri Shatalin' at CKL 08oct09 after a former commander of the Interior Troops; arrived at Taganrog-Tsentralny for overhaul 17oct13; see rgd next line
	EK-72903 EK-72903	An-72 An-72	all-white c/s, n/t South Airlines	rgd IEV	14apr05 31jul06	opb 3 osae on at Chkalovski; in basic Rossiya c/s with white top, no titles; named 'Yuri Shatalin'; f/n CKL 10jul15; l/n CKL dec15
	D2-MBP	An-72		IEV	20oct07	line # 03-05; c/n offered for sale 25oct02, opb mil. unit 94045 at Chelyabinsk; removed from Russian military inventory, 06jun04
	EK-72903	An-72	South Airlines	IEV	08jul10	to Larton Commercial SA and trf South Airlines; f/n SHJ 25nov05, photo as such c/n confirmed in advert, for sale on the internet aug06 (photo with the advert in South Airlines white/blue c/s, no titles) with 2,676 hours and 1,650 cycles; c/n also confirmed by Armenian CAA; l/n IEV 05jul07; mentioned in ICAO/BV document jun08 as owned and opb South Airlines; still on Armenian register 01jan09, see next lines
#720 30 425	CCCP-72904 UN-72904 72904 UN-72904	An-72 An-72 An-72 An-72-100D	Soviet AF/AFL c/s Kazakh AF/AFL c/s Kazakh AF/AFL c/s Berkut	mfd ALA BXJ ALA	23dec86 22apr93 09jun01 19aug07	c/n confirmed; in white/blue c/s, no titles; reports of D2-MBR are in error for this one; l/n IEV 10apr10; was destined for the Angolan Air Force but not taken up; impounded at IEV due to on-going legal issues with regards to ownership and customs import/export regulations
	UP-AN721	An-72-100D	Berkut	ALA	10oct08	in white/blue c/s, no titles; seen IEV 03oct10/13dec11, stored there; l/n KRT 02sep12; canx 11may16; leased to Zaabu International and operated illegally by the government of the Democratic Republic of the Congo since 2016; seen Beni 25oct17, active; seen dec18, presented by the government to the electoral commission for use by election candidates; photo Kananga 31jul19; w/o Kole village, Sankuru Province 10oct19 en route from Goma to Kinshasa whilst flying for the DRC Air Force; four crew and four passengers killed
	UP-AN721	An-72-100D	KazAirJet	Gos	jun12	line # 04-01; f/n Spenberg 1988; entry ladder with plate for this c/n is with 5A-DSH c/n 36572020337 ! still with 'Aeroflot' titles; l/n BXJ 29jun99
	EK-72425	An-72-100D	Mars Avia	rgd	26jun18	l/n active BXJ 01sep02; ferried to ALA feb03 and stored there since; l/n sep03/may04
#720 30 430	no reg	An-72-100D		ph.	15sep23	in white/light blue 'wave' c/s with dark blue cheatline, no titles; contract for procurement of parts for conversion to An-72-100D signed 27aug05; act of acceptance signed 22jun06; l/n ALA 20feb08
	CCCP-72905	An-72	Soviet AF/AFL c/s	mfd	1987	c/n confirmed by CAA; in white/light blue 'wave' c/s with dark blue cheatline, no titles; l/n ALA 16may10 parked near the maintenance area in complete but dirty condition, still no titles
	RA-72905	An-72	Russian AF/AFL c/s	ZIA	31aug93	test flying, in white/light blue 'wave' c/s with dark blue cheatline, no titles; was parked at ALA from apr15; l/n ALA jul16/30may18
	TL-ABC TL-ADF	An-72 An-72	Centrafrican, n/t Centrafrican, n/t	LAD RKT	19aug99 21nov99	c/n confirmed; leased to Zaabu International in aug18 and operated by the government of the Democratic Republic of the Congo; in white/light blue 'wave' c/s with dark blue cheatline, no titles; f/n 29oct18 at Ndjili in DR Congo, presented by the government to the electoral commission for use by election candidates; canx 15may19; continued to fly illegally in Congo after this date; photo GOM 2020
	TL-ADF TL-ADF	An-72 An-72	Centrafrican, n/t Libyan Air Cargo	RKT RKT	29dec01 15sep03	at FIH; advertised for sale on the internet for \$4,500,000, t/t 1,702 hours and 1,360 cycles; in white/light blue/maroon 'wave' c/s, no titles; airframe extended until 28oct24 based upon a decision by Antonov 01oct23
	LAAF-723	An-72	Libyan Air Force	KLD	17aug05	line # 04-02; f/n Spenberg 06dec90; in Aeroflot c/s with blue tail; opb 25 osae at Krzywa-Osla from 1988, then Legnica and finally Smolensk in 1992
#720 30 447	no serial CCCP-72906 RF-72906	An-72 An-72 An-72	bare metal Soviet AF/AFL c/s Russian Air Force	MJI mfd NNM	07oct09 30may87 10jun08	operator not confirmed; seen KRR 14jul94 in Aeroflot colours with blue tail; offered for sale by administration of the Yamalo-Nenets autonomous region 19apr99; l/n OSF 16may99
	RF-72906	An-72	Russian Air Force	trf	2010	c/n not confirmed; in all-white c/s with four diagonal blue stripes of different shades on the fin; l/n RKT 14oct00
#470 30 450	CCCP-74010	An-74T	Antonov Des. Bur.	d/d	24feb87	c/n not confirmed; all-white c/s, no titles; l/n RKT 12may03
	UR-74010	An-74T	Antonov Des. Bur.	Gos	28aug93	c/n not confirmed; in white c/s with green fin and cheatline, no titles or flag; used call-sign 'LAF8302' MLA 08dec03; l/n MLA 16dec03
	UR-74010 UR-74010	An-74T-200 An-74T	Antonov Des. Bur. DP 'Antonov'	f/f rgd	04apr94 19mar10	c/n not confirmed; in white c/s with green fin and cheatline, no titles or flag; seen 31oct07 outside overhaul factory # 003 at Mitiga, awaiting overhaul, serial removed and partly stripped; said to be operated by Libyan Air Cargo with 5A- registration upon completion; see next line
#720 30 455	CCCP-72910	An-72S	Soviet AF/AFL c/s	SVO	29aug88	inside overhaul factory # 003 and confirmed as originally ex RA-72905
						line # 04-03; f/n SVO 22jul88; last overhaul completed 30nov99; l/n Ivanovo-Severnaya 22jun00 in fact not Air Force, but 12 GU MO (Main Directorate for Nuclear-Technical Support and Safety); opb 1080 AB at Gromovo; in basic Aeroflot c/s with Russian flag on fin, no titles; t/t 2,848 hours and 1,790 cycles by 01jan07; l/n NNM 03jul08
						initially opb 1080 AvB at Gromovo; opb 33 otsap at Levashovo or Gromovo from 2013; in basic Aeroflot c/s with Russian flag on fin, no titles; l/n without code and without titles Gromovo jun14; received code '42' red and 'VVS Rossi' titles; f/n as such Gromovo 11aug14; repainted by aug18 in all-grey c/s with Russian flag, 'VKS Rossi' titles and still carrying code '42' red; l/n OVB 20aug22
						line # 04-04; in Aeroflot c/s; used as a trials aircraft; seen LBG 15jun91 with the exhibition number '373'; l/n as such 29sep92, with a Ukrainian flag and without titles now
						VIP aircraft; in white/light grey c/s with blue fin, 'Antonov Design Bureau' titles on the fin and 'Antonov Airlines' titles on the fuselage
						converted to the prototype of this version
						in the register as just an 'An-74T'; in white/light grey c/s with blue fin, 'Antonov Design Bureau' titles on the fin and 'Antonov Airlines' titles on the fuselage; flew from LEJ to Gostomel 18feb22; current on register 13aug22; destroyed 24feb22 while being parked at Gostomel when was hit during the occupation of the airfield by Russian airborne forces and burnt out
						line # 04-05; probably Strategic Rocket Forces in fact; photo exists in Aeroflot c/s and titles with blue fin

	RA-72910 RF-90338	An-72S An-72S	Russian AF/AFL c/s Russian Air Force	no trf	reports 01jun10	probably Strategic Rocket Forces in fact; see next line seen Ivanovo-Severnoy 09nov11, in basic Aeroflot c/s with blue fin, no titles; seen in 308 ARZ at Ivanovo-Severnoy 30mar12, still with 'RA-72910' on the wing; seen oct14, location withheld, opb 929 GLITs l/n CKL 2021
#720 30 460	CCCP-72911 RA-72911	An-72 An-72	Soviet AF/AFL c/s Russian AF/AFL c/s	no Bkr	reports oct94	line # 04-06 in fact Space Forces or Roskosmos; seen CKL 04aug08; trf to Kazakhstan; seen ALA 02apr11; in basic ex Aeroflot c/s with blue tail, no titles and overpainted Russian flag; l/n Taganrog-Tsentralny 30jun11; last overhaul completed in 2011
#720 30 468	"07" red "58" RF-72014	An-72 An-72 An-72	Kazakh Air Force KGB/Border Guards FSB	Tgr no GOJ	23nov12 reports apr10	based at ALA; in white/turquoise c/s with 'KAZAKHSTAN' titles, roundels under the wings; l/n NQZ 27nov22 line # 04-07; c/n and code from the factory opb 1 otapp at Yoshkar-Ola-Danilovo; in basic Aeroflot c/s, no titles and without red stripe on fin; tender for rework published 30nov06; l/n SVO 15apr18; c/n only mentioned in a tender document nov19 in terms of assessing the technical condition and carrying out a set of works to extend the assigned service at 308 ARZ line # 04-08; c/n and code from the factory; possibly had CCCP-72912 allocated c/n confirmed; opb 929 GLITs at Akhtubinsk; in basic Aeroflot c/s with blue fin and Red star, no titles; l/n active ZIA aug09; stored at Akhtubinsk by mid-2010
#720 30 470	"01" red "01" red RF-95953	An-72 An-72	Soviet Air Force Russian Air Force	mfd ZIA	1987 19aug05	details from forums.airforce.ru; also carried code "01" red, in all-grey c/s with Russian flag type cheatline, GLITs badge behind the cockpit line # 04-09; in Aeroflot c/s with blue tail in Aeroflot c/s with blue tail in basic Aeroflot c/s with blue tail, no titles; l/n CKL (N55.882104 E38.034730) sep08/jun18 wfu
#720 30 477	CCCP-72913 RA-72913 RA-72913	An-72 An-72 An-72	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	Ola Spr CKL	may90 05jun93 19aug01	line # 04-10; f/n Oranienburg 26jan89 l/n OSF 28aug03, in Aeroflot c/s with blue tail opb 46 otap (renamed 7055 AvB in 2010) at OSF; in basic Aeroflot c/s with blue tail and with Russian flag on fin, no titles; last overhaul completed jan12 (by 308 ARZ at Ivanovo); l/n OSF 03jul14
#720 30 479	CCCP-72914 RA-72914 RA-72914	An-72 An-72 An-72	Soviet AF/AFL c/s Russ. Navy/AFL c/s Russian Navy	mfd OSF OSF	30nov87 24aug95 28mar06	in basic Aeroflot c/s with blue tail, 'MA VMF Rossii' titles, no code, still with 'RA-72914' under the wings; l/n Kubinka 15aug15 in basic Aeroflot c/s with blue tail, 'MA VMF Rossii' titles; still with 'RA-72914' under the wings; RF-registration no longer worn; l/n KZN feb22
#720 40 520	RF-72029 "41" blue CCCP-72915 RA-72915 RA-72915	An-72 An-72	Russian Navy Russian Navy	OSF OSF	21jul14 08mar16	line # 05-01; f/n SVO 22jul88; seen OSF 09jul00; l/n OSF 31mar01 seemingly wfu l/n OSF 28aug03, in basic Aeroflot c/s with blue tail opb 46 otap (renamed 7055 AvB in 2010) at OSF; in basic Aeroflot c/s with blue tail, no titles; l/n OSF 2022, poor condition, no engines
#720 40 525	"02" red CCCP-72916 RA-72916 RA-72916	An-72 An-72 An-72	Soviet Air Force Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	no reports Spr ZIA CKL	20oct89 20aug99 22feb09	opb 8 GNII VVS (renamed 929 GLITs in 1990) at Akhtubinsk; in Aeroflot c/s with blue tail; still carried code "02" red on a photo in a Polish magazine published jan94 opb 929 GLITs at Akhtubinsk; l/n CKL 04aug08 opb 929 GLITs at Akhtubinsk; in all-grey c/s with Russian flag type cheatline and Russian flag on the fin, no titles, carried a GLITs badge behind the cockpit; l/n CKL jun14
#720 40 530	CCCP-72917(1) RA-72917(1)	An-72 An-72	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Spr	29dec87 06jul93	line # 05-03; f/n Spenberg 20oct89 flew from Rostov-na-Donu-Tsentralny to Spenberg and back 03aug93, using call-sign '72238' (overpainted prefix 'CCCP-' still visible); in Aeroflot c/s with blue tail; last overhaul completed 03feb04; see story with RA-72917 (2) c/n 36572040581
	RF-72917(1)	An-72	Russian Air Force	CKL	20aug07	in fact not Air Force, but 12 GU MO (Main Directorate for Nuclear-Technical Support and Safety); opb 1080 AB at Gromovo; in basic standard Aeroflot c/s with Russian flag on fin, no titles; t/t 2,409 hours and 1,887 cycles by 01jan07
	RF-72917(1)	An-72	Russian Air Force	trf	2010	initially opb 1080 AvB at Gromovo; opb 33 otapp at Levashovo or Gromovo from 2013; in basic standard Aeroflot c/s with Russian flag on fin, no titles; f/n ARH 12apr11; l/n Levashovo 16aug14, stored
	RF-72917(1)	An-72	Russian Air Force		dec16	seen Astrakan-Privolzhskii, in all-grey c/s with 'VVS Rossii' titles, Russian stars and a GLITs badge behind the cockpit, also carrying code "25" red; details from russianplanes.net
#720 40 548	CCCP-72918 RA-72918	An-72 An-72	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Spr	30dec87 25nov93	line # 05-04; f/n CKL 09apr91; in Aeroflot c/s with blue tail; l/n Spenberg 15jul93 offered for sale by Russian privatisation agency 09aug01; sold at auction 05jun02, was opb mil. unit 15565 at Chkalovski; l/n ZIA 23aug03
	4L-VAS	An-72-100	TransAviaService	SHJ	14jun05	c/n not 100 % sure, but quoted by CAA as '365720405'; see next line; in all-white c/s with small titles and flag; l/n DXB 28oct05
	EK-72101	An-72-100	Astral	YVA	01apr06	c/n confirmed in list from Antonov; regarded as non-airworthy by Antonov and banned from flying in Kenya; initially in all-white c/s with additional 'www.astral-aviation.com' titles; seen KDH 24mar08 in all-white c/s, no titles; 4L- prefix visible under paint, see previous line; seen KDH 08may08; in ICAO/BV document jun08 as owned and opb South Airlines; still registered 01jan09; l/n KBL jun11
	EK-72101 EK-72101	An-72-100 An-72-100	Sky South Airlines	TII FJR	27mar09 09dec10	l/n KBL 27jul10, all-white c/s with titles in blue/white c/s, no titles, without hyphen in registration; l/n FJR 06aug11; leased to Zaabu International and operated by the government of the Democratic Republic of Congo since oct12; w/o Kisangani 01nov13, after an emergency landing on a flight from Goma to Kinshasa when the hydraulic system failed, skidded off the runway and caught fire, the crew and 15 passengers were not injured; canx 08nov13; according to ADB in a letter dated 31mar20 to the United Nations, Antonov had not performed any work and there were no documents available regarding serviceability or airworthiness since 2003
#720 40 550	CCCP-72909 RA-72909	An-72 An-72	KGB/Aeroflot c/s FSB	mfd SVO	30dec87 15mar96	line # 05-05; f/n LED 04sep88; photo PRG oct88, in Aeroflot c/s with blue tail opb OAOSN at SVO; in Aeroflot c/s with blue tail; l/n SVO 29aug03; repainted in basic Aeroflot c/s, no titles or red stripe on the fin; seen SVO 29jul04; l/n SVO 20apr07
	RF-72010	An-72	FSB	SVO	03may08	opb OAOSN at SVO; in FSB c/s, with light blue undersides and fin, no titles; last overhaul completed 14nov07; l/n SVO 08feb21
#720 40 560	CCCP-72922 RA-72922	An-72 An-72	MVD/Aeroflot c/s Russian MVD/VV	mfd trf	15dec87 1992	line # 05-06; in Aeroflot c/s with blue tail, l/n LED 29jun90 opb 3 osae on at Chkalovski; initially in basic Aeroflot c/s, no titles; f/n LED 12jul94; l/n as such LED 12jan99; repainted in basic Rossiya c/s with white top, no titles; f/n as such LED jan07; l/n CKL 06dec07; see rgd next line
	RF-72922	An-72	Russian MVD/VV	rgd	17may06	opb 3 osae on at Chkalovski; in basic Rossiya c/s with white top, no titles; f/n CKL 19feb09; l/n Samara-Bezmyanka 24mar16
#720 40 563	RF-72922 CCCP-72925 RA-72925 RA-72925 RA-72925	An-72 An-72 An-72 An-72 An-72	Rosgvardiya Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	trf SVO SVO Sae	05apr16 25may91 14sep93 23oct12	opb 3 osae on at Chkalovski; in basic Rossiya c/s with white top, no titles; f/n KJA 21may16; l/n ZIA 13mar23 line # 05-07; in Aeroflot c/s with blue tail; l/n SVO 19mar93 in Aeroflot c/s with blue tail; l/n Samara-Bezmyanka 13aug99; stored since 2000 in basic Aeroflot c/s with blue tail, no titles, stored; photo circa feb21, still stored in the same c/s, CCCP-prefix now bleeding through with the last five digits very faded
#720 40 565	CCCP-72919 RA-72919 RA-72919 RA-72919	An-72 An-72 An-72 An-72	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	rgd Spr CKL	16feb89 13sep93 19aug01	line # 05-08; in full Aeroflot c/s with blue tail based at Chkalovski; in full Aeroflot c/s with blue tail; l/n CKL aug96 based at CKL until 2005; trf to NBC protection forces (VRKHBZ) in 2005; opb 395 oiae VRKHBZ at Bagai-Baranovka (Saratov region) from 2005; in basic Aeroflot c/s with blue tail, no titles or badges; l/n Bagai-Baranovka 20may11
	RF-72919	An-72	Russian Air Force	SVX	31mar12	in basic Aeroflot c/s with 'VVS Rossii' titles and Russian stars on the fin; seen Ivanovo-Severnoy 05oct16, light grey c/s with 'VVS Rossii' titles and Russian stars on the fin, also carrying code "19" red; l/n Ivanovo-Severnoy 19aug17; c/n only mentioned in a tender document may19 to undertake special flight control tests following an experimental repair at 308 ARZ
#720 40 570	CCCP-72920 RA-72920 RA-72920	An-72 An-72 An-72	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	CKL CKL CKL	09apr91 25aug03 23jul07	line # 05-09; in Aeroflot colours, blue tail in basic Aeroflot c/s, blue tail no titles; l/n Taganrog-Tsentralny 22nov12, in not too good condition and awaiting overhaul
#720 40 581	RF-72920 CCCP-72921 RA-72917(2) RA-72917(2)	An-72 An-72S An-72S An-72S	Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	CKL Koz Iva CKL	jan17 23aug90 30mar02 15aug02	same basic Aeroflot c/s, blue tail still no titles; l/n OVB 10sep22 line # 05-10; opb 25 osae at Krzywa-Osla from 1988, then Legnica and finally Smolensk in 1992 was in a rework plant (presumably after 1993) at the same time as 72917(1) c/n 36572040530 and painted in error as 72917, this error was never corrected; probably based at Ivanovo-Severnoy carried line # 05-10 on the plate on the emergency exit cover instead of the c/n; all-passenger VIP aircraft with four-abreast seating in the back; initially based at CKL; in basic Aeroflot c/s, with Russian flag and blue tail, no titles; seen CKL 22aug05 and 14aug06, as such; trf to NBC Protection Forces (VRKHBZ) in 2007; opb 395 oiae VRKHBZ at Bagai-Baranovka (Saratov region); stored at Bagai-Baranovka probably from 2008; active again by aug11; seen in 308 ARZ Ivanovo-Severnoy 30jan12/22aug12 also carried code "17" red; in all-grey c/s with 'VVS Rossii' titles and Russian stars; l/n ZIA 14aug17, still carrying code "17" red
#720 60 590	CCCP-72923 RA-72923	An-72 An-72	MVD/Aeroflot c/s Russian MVD/VV	mfd trf	13jan88 1992	line # 06-01; f/n 26jul92; in Aeroflot c/s with blue tail; l/n SVO 26sep92 opb 3 osae on at Chkalovski; repainted in basic Rossiya c/s with white top, no titles; f/n as such CKL 28may04; l/n CKL feb13; see rgd next line
#720 60 600	RF-72923 RF-72923 RA-72924 RA-72924	An-72 An-72 An-72 An-72	Russian MVD/VV Rosgvardiya MVD/Aeroflot c/s Russian MVD/VV	rgd trf mfd trf	17may06 05apr16 28jan88 1992	opb 3 osae on at Chkalovski; in basic Rossiya c/s with white top, no titles; f/n CKL jun13; l/n CKL jul15 opb 3 osae on at Chkalovski; in basic Rossiya c/s with white top, no titles; f/n OVB 08jul16; l/n LED 21sep22 line # 06-02; in Aeroflot c/s with blue fin; f/n SVX 20apr93; l/n GOJ 22aug95 opb 3 osae on at Chkalovski; initially in basic Aeroflot c/s, no titles; f/n CKL 19aug01; l/n as such 22aug05; repainted in basic Rossiya c/s with white top, no titles; f/n as such GOJ 02feb06
#720 60 610	RF-72924 RF-72924 "24" ? "03" red	An-72 An-72 An-72 An-72	Russian MVD/VV Rosgvardiya Soviet Air Force Russian Air Force	rgd trf no ZIA	17may06 05apr16 reports 21aug97	opb 3 osae on at Chkalovski; in basic Rossiya c/s with white top, no titles; f/n CKL 22aug08; l/n CKL 03jan15 opb 3 osae on at Chkalovski; in basic Rossiya c/s with white top, no titles; f/n GOJ apr17; l/n CKL 28aug19 line # 06-03; all-grey c/s; became, see next line opb M.M. Gromov Flight Research Institute (LII) at ZIA, navigation systems test-bed; carries 06-03 on plate on the emergency exit cover instead of the c/n; the aircraft was obviously re-coded (the tactical code was applied on a blotch of darker paint where the previous code had been overpainted); "24" was hand-painted on the mainwheel tyres as a common anti-theft ploy; using the last digits of the c/n or the tactical code is quite common at LII when aircraft in military markings are used as test-beds; however, the engine covers, pitot covers and boarding ladder were marked 0610 !; l/n 09jun12; seen again Chkalovski 05nov12, repainted in all-grey c/s with Russian flag type cheatline with GLITs badge behind the cockpit, 'VVS Rossii'

#720 60 620	CCCP-72926 RA-72926 RA-72926 RF-72015	An-72 An-72 An-72 An-72	KGB/Aeroflot c/s FSB/Aeroflot c/s FSB FSB	mfd LED SVO MCX	1988 11jul94 06may95 12sep08	titles; c/n from russianplanes.net; seen Taganrog-Tsentralny nov13; reported Akhtubinsk 24may14 as RF-73021, but this registration is not carried; l/n Engels mar17, still as just "03" red line # 06-04; f/n Sperenberg 04may89; in Aeroflot c/s with blue tail in Aeroflot c/s with blue tail in basic Aeroflot c/s with blue tail and without red stripe, no titles; l/n SVO 07aug00 opb 1 ottap at Yoshkar-Ola-Daniilovo; initially in basic Aeroflot c/s with blue tail and Russian flag and without red stripe, no titles; l/n as such SVO 27apr09; last overhaul completed apr11; repainted in FSB c/s with light grey undersides and tail, no titles; f/n as such Ivanovo-Severnoy 21jun11; seen VKO aug19; c/n only mentioned in a tender 11mar20 for repairs/overhaul; l/n 2023, location withheld
#720 60 625	CCCP-72927 RA-72927 RF-72016	An-72 An-72 An-72	KGB/Aeroflot c/s FSB FSB	Spr TBS GOJ	01nov89 mar96 26feb07	in basic Aeroflot c/s with blue tail and Russian flag, no titles or red stripe on the fin; l/n SVO 2003 opb 1 ottap at Yoshkar-Ola-Daniilovo; in basic Aeroflot c/s with red stripe on fin, no titles; l/n Yoshkar-Ola-Daniilovo 23aug12; contract signed 10dec12 for overhaul at 308 ARZ; repainted in FSB c/s, with light blue undersides and fin, no titles; trf and opb OAOSN at SVO; f/n VKT feb14; l/n OV8 jul22 line # 06-06; c/n from Soviet register; rgd 16dec88; in Aeroflot c/s with blue fin; f/n Sperenberg 08mar89; l/n Sperenberg aug92
#720 60 640	CCCP-72928 RA-72928 4L-AAL 4L-AAL 4L-AAL EK-72102 UR-CFI EK-72928 EK-72928 EK-72928 EK-72928 EY-331	An-72 An-72 An-72 An-72 An-72 An-72 An-72-100 An-72-100 An-72-100 An-72-100 An-72-100	Soviet AF/AFL c/s Russian AF/AFL c/s not known Air Van iAP Air Armenia Veteran not known Air Armenia Maritime Air Mars Avia Asia Sky Lines	mfd CKL LAD SHJ SHJ rgd rgd OSF JUB rgd JUB JUB	27aug88 15aug96 24apr03 11jan04 08feb04 07sep05 05feb08 09sep13 20jul14 04feb16 07apr17 13oct17	opb military unit 15565 at Chkalovski; c/n offered for sale by the Russian privatisation agency 06aug01 and sold 05apr02 c/n confirmed by the Georgian CAA; the owner between jul02 and 08apr05 could not be established by a Ukrainian court; in white c/s with blue trim, no titles; CoFA issued 14nov03 in white c/s with blue trim, no titles; l/n SHJ 12jan04 in white c/s with blue trim, titles on the left side only; l/n SHJ 23nov05 to Aviation Communication of the UK; c/n confirmed by the Armenian CAA; in documents as an An-72-100, but in fact it was a 'plain' An-72; bought by Aviation Communication from Game Mark Ltd. 08apr05; in all-white c/s, no titles; ferried from ZIA to Dzhankoi 28mar06, imported illegally; leased to Veteran 28mar06 and h/o 29mar06; f/n Dzhankoi 25may06; canx 02jun06; l/n Dzhankoi 31jul06; converted to an An-72-100 and demilitarised by Aviaoptim at Dzhankoi 06jun07/19nov07; seen without registration at Dzhankoi 16jan08 to Aviation Communication of the UK; the owner was given in various documents as Avia Ltd. of Russia 11feb08 and as Aviation Communication 19feb08, the real owner could not be established by a Ukrainian court; in all-white c/s, no titles; was confiscated by the Ukrainian state, the respective court order was dated 19jul10; canx 20jul10; offered for sale 31aug11, for \$ 4,500,000 registration with hyphen; in all-white c/s, no titles; l/n OSF 04dec13 in all-white c/s, now with titles c/n confirmed by the CAA; registration without hyphen; in all-white c/s, no titles; f/n OSF mar16; in 2016 register as Skiva Air in 2017 register; in all-white c/s, no titles; canx 12jul17 version given as such for EY-331 together with a photo of EK-72928 on their website; in all-white c/s, no titles; the Tajik CAA, however, gave the c/n as 36547098956 (which is an An-74-200) with a valid CoFA following a technical inspection 05may17; perhaps the sale of that aircraft fell through or paperwork issues ?, as the c/n mentioned by the CAA has now subsequently adopted a Tajik registration it would seem; l/n MGQ mar22 still active and no titles
#720 60 642	CCCP-72936 RA-72936 4L-SAS ST-BDK ST-BDK ST-BDK ST-PRK	An-72 An-72-100 An-72-100 An-72-100 An-72-100 An-72-100 An-72-100	Soviet AF/AFL c/s all-white c/s, n/t all-white c/s, n/t Badr Airlines AMIS Badr Airlines Sudan Government	Kln BKA FJR AER KRT ELF KRT	1999 11aug03 26jan05 27sep06 18mar07 28aug08 17jan11	line # 06-07; An-72S ?; offered for sale by Russian privatisation agency 06aug01; l/n Klin-5 airbase 20aug01, in Aeroflot colours blue tail, with titles; opb mil. unit 45157 at Klin and sold at auction 12oct01 l/n BKA 23aug04 c/n confirmed from Georgian source; with small TransAviaService email address on fuselage; l/n OSF 02jul06 c/n confirmed; in all-white c/s with 'Badr' logo on fuselage; flew AER-KRT 27sep06; l/n KRT 26oct06 African Union Mission in Sudan; opb Badr in all-white c/s with 'Badr' logo on fuselage; l/n KRT 07oct10 seen DOH 29may11 and KRT 20aug11; l/n IEV 26sep19; c/n and registration confirmed in an export document oct19 regarding engine components
#720 60 645	"02" red EY-512 T-708	An-72 An-72-100 An-72-100	Ukraine Air Force Asia Airways Angolan Air Force	mfd no RAI	1988 reports 27dec14	line # 06-08; opb Ukraine State Aviation Research Centre; with dark blue tail white fuselage with dark blue/yellow trim and 'Ukraine' titles; f/n Kirovskoye 24aug97, c/n not checked this date; seen FFD 24jul98, but c/n reported as 36076097927 this date, which is an An-72P; seen OXH 22jul00, c/n and line # from RIAT 2000 check-list; offered for sale by SkyBirdHeli 27may06 with t/t 1,946 hours and 1,936 cycles; seen Kirovskoye sep08, in exactly the same c/s; l/n ODS 10apr14, in the process of being repainted, with an all-white nose cone reported ferried ODS-KRT 24oct14; version as such from trade database of import/exports (25sep17) giving the same registration and operator as Alada Airlines; another document gives shipment origin as Ukraine and destination as Angola c/n not confirmed; in dark grey c/s with light grey undersides and titles, type painted as just 'An-72'; l/n IAR 18jun18 line # 06-09; mfd 31aug90; toc 30nov90; rgd 18nov91 to Yakutavia; f/n YKS 03jul92
#470 60 649	CCCP-74000 RA-74000 RA-74000 ER-AEO T-700 D2-MBF T-700 D2-MBF T-700	An-74 An-74 An-74 An-74 An-74 An-74 An-74 An-74 An-74 An-74	AFL/Yakutiya Aeroflot Polyarnyye Avial. not known Angolan Air Force Angolan Air Force Angolan Air Force Angolan Air Force Angolan Air Force Angolan Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	d/d SVO trf rgd LAD LAD UYL LAD mfd CKL	30aug90 07sep93 21apr94 04oct00 22mar01 23jul12 18oct13 LAD feb16 1988 15aug96	line # 06-09; mfd 31aug90; toc 30nov90; rgd 18nov91 to Yakutavia; f/n YKS 03jul92 soc 27sep00 and canx 28sep00 as to Slovenia canx 02nov00 as sold to Angola in white c/s with grey undersides, type painted as An-74; c/n reported as 36547060640, but that cannot be correct; reported in the Namibian FIR feb02/dec03, also as an An-74 c/n confirmed; 36 pax configuration; initially in white/grey c/s with two thin red cheatlines, no titles; l/n as such TMS 15aug05; repainted in dark grey c/s with light grey undersides, no titles; f/n as such MSQ 22jul07; was at KLD 29jun/20aug09; reportedly flew BEN-KLD 06apr10; l/n ODS 28feb12 in dark grey c/s with light grey undersides; l/n LAD 07nov12 in dark grey c/s with light grey undersides; l/n 14dec20 during a ceremony somewhere in Angola line # 06-10; f/n Legnica 23apr92; in Aeroflot c/s with blue tail; l/n CKL 04jun92 l/n CKL 05aug00, titles not reported; offered for sale by Russian privatisation agency 06aug01; opb mil. unit 15565 at Chkalovski and sold at auction 18jan02 in white c/s with green fin and cheatline, no titles with a Libyan flag behind the cockpit; l/n OSF 28aug03 c/n not confirmed; in white c/s with green fin and cheatline, no titles with a Libyan flag behind the cockpit; used call-sign 'LAF8302' MLA 27nov03; l/n MLA 07dec03 c/n not confirmed; in white c/s with green fin and cheatline, no titles with a Libyan flag behind the cockpit; one engine nacelle in Cen Sad c/s; seen 31oct07 outside overhaul factory # 003 at Mitiga, awaiting overhaul; said to be opb Libyan Air Cargo with SA- registration upon completion; see next line
#470 70 655	no serial CCCP-74001(1) RA-74001(1) RA-74001(1) ST-BDS RA-74001(1) UP-AN741	An-72 An-74 An-74 An-74T-100 An-74TK100 An-74TK100	bare metal AFL/Yakutiya Polyarnyye Avial. Respublika Sakha Badr Airlines Sakha Avia School	MJI mfd trf rgd BKA OSF	07oct09 31aug90 21apr94 21aug02 26aug10 mar14	inside overhaul factory # 003 and confirmed as originally ex RA-72929 line # 07-01; late mfd, see ST-BDS below; toc 12sep90; f/n DME 12apr91; rgd only 18nov91 to Yakutavia; see c/n 36547098943 converted to An-74T-100 leased to Shar Ink 06aug02/13may04; f/n OSF 02oct02, titles not reported; seen BKA jun03/jun05 with just a 'Sakha Aviation School' badge on the nose; trf from Yakutiya to OAO 'ESYA+K' 09jul07 with t/t 6,981 hours and 2,254 cycles; seen BKA 12jul09; listed in official fleet list 04may09 of Yedinaya Sakha-Yakutskaya transportnaya kompaniya as stored; on Russian register nov09 as An-74TK-100; l/n KBL 06may10, reportedly opb Shar Ink c/n and operator confirmed in Russian customs document, in 52 passenger configuration with manufacture year given as 1988; had '74001' on one engine cover and '74047' on the other one, in all-white c/s, no titles; flew DME-DAM 01sep10 presumably on delivery; seen BKA 04oct10 with '74001' on engine cover, but reg not visible; l/n OSF 04dec13 rgd 01apr14; opb Shar Ink, in all-white c/s. with small Shar Ink badge; l/n IAR 28apr19; canx 08jul19 as sold abroad according to flight trackers 27nov19 operated a flight with an EWZ call-sign this date, using the hex code of RA-74001; in all-white c/s, no titles; l/n Marculesti Jun21 f/n Marculesti 17aug22; seen QRA 04oct22, in all-white c/s, no titles; l/n PZY 04feb23 line # 07-02; rgd 16dec88; f/n Sperenberg 04jan90; all-passenger VIP aircraft with four-abreast seating in the back in Aeroflot c/s with blue tail; l/n Engels aug97 in basic Aeroflot c/s with blue tail, no titles; with additional 'Transneft 2013 Silk Way' sticker, ASF 11jul13; l/n CKL 09sep16 in all-grey c/s with Russian flag type cheatline, no titles; seen CKL sep18 with 'VKS Rossii' titles; l/n CKL 18aug20 line # 07-03; in Aeroflot c/s; d/d 31aug90; f/n SVO 27sep90; w/o 17sep91 (local time, according to Moscow time still 16sep91) on the leg from Lensk to Omsk of a cargo flight from Petropavlovsk-Kamchatski to Anapa (using call-sign CCCP-87136), on take-off from Lensk at night (with the MTOW exceeded by 8 tonnes) the crew retracted the flaps prematurely, causing the aircraft to descend, it hit tree tops on the slope of a hill 3,903 metres behind the runway threshold, crashed, caught fire and burnt out, all 5 crew and 8 passengers killed; t/t 923 hours 40 minutes and 552 cycles line # 07-04; An-72S ?; opb 978 ottap at Klin; in Aeroflot c/s with blue fin and titles; f/n Klin 1999; l/n Klin 20aug01; earmarked for sale 07feb00, offered for sale by the Russian privatisation agency 06aug01 and sold 12oct01 canx 22apr02 c/n confirmed in Moldovan register and by Russian customs data base; in all-white c/s, no titles; l/n LAD 06aug07 in all-white c/s, no titles, also carried the military serial on the forward fuselage; left Tver for Angola after maintenance 11feb09; seen LAD 28mar09, military serial not reported; sat wfu at LAD, seen apr10/nov16, just 'D2-FEP' visible on the rear fuselage only; scrapped at LAD in early dec17 line # 07-05; toc 21sep90; rgd 18nov91 to Yakutavia; f/n YKS 03jul92, operated by Tshersk Aviation Plant
#720 70 688	CCCP-72937 ER-AWQ D2-FEP D2-FEP/T-703	An-72 An-72 An-72-100	Soviet AF/AFL c/s not known Angolan Air Force Angolan Air Force	mfd rgd LAD LAD	31aug88 09apr02 24apr03 01mar08	canx 22apr02 c/n confirmed in Moldovan register and by Russian customs data base; in all-white c/s, no titles; l/n LAD 06aug07 in all-white c/s, no titles, also carried the military serial on the forward fuselage; left Tver for Angola after maintenance 11feb09; seen LAD 28mar09, military serial not reported; sat wfu at LAD, seen apr10/nov16, just 'D2-FEP' visible on the rear fuselage only; scrapped at LAD in early dec17 line # 07-05; toc 21sep90; rgd 18nov91 to Yakutavia; f/n YKS 03jul92, operated by Tshersk Aviation Plant
#470 70 690	CCCP-74003 RA-74003 RA-74003	An-74 An-74 An-74	AFL/Yakutiya Aeroflot Polyarnyye Avial.	d/d SVO trf	31aug90 04jul93 21apr94	

	RA-74003	An-74	Respublika Sakha	rgd	04jun01	f/n BKA 29jun04; l/n BKA jul04/14apr11 stored; carries just a small 'Sakha Aviation School Center' badge on the nose; ferried to OSF and seen there feb12/may16 stored; l/n may21, with engines missing and in poor condition; still current on Russian register jul21
# 720 70 693	CCCP-72938 RA-72938	An-72 An-72	Soviet AF/AFL c/s Russian AF/AFL c/s	Kir CKL	02jul92 15aug99	line # 07-06; probably not Air Force, but NBC protection forces (VRKhBZ); in full Aeroflot c/s with blue fin in fact not Air Force, but NBC protection forces (VRKhBZ); opb 3950iae VRKhBZ at Bagai-Baranovka (Saratov region)
	RA-72938	An-72	Russian Air Force	CKL	may07	in fact not Air Force, but NBC protection forces (VRKhBZ); opb 395 oiae VRKhBZ at Bagai-Baranovka (Saratov region); in basic Aeroflot c/s with white fin, VRKhBZ badge behind cockpit; l/n Ivanovo-Severnoy 11dec13
# 720 70 695	RF-95690	An-72	Russian Air Force	Iva	08may15	c/n from russianplanes.net; in all-grey c/s with Russian stars and 'VVS Rossiya' titles, also carrying "11" red; l/n OVB sep18
	CCCP-72931 ES-NOB ES-NOB	An-72 An-72 An-72-100	Soviet AF/AFL c/s Enimex, n/t Enimex	mfd BRE TLL	1988 21apr96 28oct96	line # 07-07; f/n Sprenberg jun91; in Aeroflot c/s with blue tail; l/n PKV 20aug95 in basic ex Aeroflot c/s with blue tail, no titles ran off the runway this date, due to pilot error; seen GRO 17may97, with additional Air Afrique and 'Total' stickers; rgd given as 15jun99 in aug05 register; with additional small Channel Express titles mar01/jan03; l/n OST 31oct03
	ES-NOB ES-NOB D2-MBT D2-FGE D2-FGE T-706 D2-FGE T-706	An-72-100 An-72-100 An-72-100 An-72-100 An-72-100 An-72-100 An-72-100	United Nations Enimex no titles Servis Air Angolan Air Force Angolan Air Force Angolan Air Force	DXB TLL KLD LAD ODS LAD	25dec03 aug07 feb08 28mar09 feb10 20jul12	seen DXB 08jan04 coded 'UNO-215'; l/n DXB 13nov06, as such all-white no titles; 'UN' titles still visible under paint; canx date unknown c/n not confirmed or version; all-white, previous 'UN' titles still visible under paint c/n and version confirmed from Ukrainian customs database in dark grey c/s with light grey undersides, no titles; seen ODS 19dec11 details from russianplanes.net; in dark grey c/s with light grey undersides
# 720 70 696	CCCP-72932 ER-72932	An-72 An-72	Soviet AF/AFL c/s Moldovan Air Force	mfd trf	28dec88 1992	location withheld; in dark grey c/s with light grey undersides in dark grey c/s with light grey undersides; seen LAD 21sep16, active; l/n LAD oct21/03jan23, stored line # 07-08; no reports in basic Aeroflot c/s with blue fin and Moldovan flag, no titles; f/n KIV 08jul96; f/n with white fin KRK 29sep99; l/n CND sep00
	ER-AWF	An-72	Vichi Air Company	rgd	22may01	in an official document jul01 as an asset of the Moldovan National Army; in white c/s with dark blue cheatline and light blue belly, no titles; c/n painted on fin; f/n KIV 03apr03; l/n SHJ 06may04
	ER-AWF	An-72	Aerop. Marculesti	SHJ	13jan05	Aeroportul International Marculesti; in all-white c/s, initially without titles, only logo on engines; f/n with 'Flughafen Magdeburg Cochstedt' titles (on the left side only) CSO 11jul06; stored at Kiev-Svyatoshino, seen jul08/03jul19; canx between 29nov17 and 04jan18; mentioned in Ukrainian legal documents 24dec19, with regards to outstanding lease debts and the bankruptcy proceedings of the operator Black Sea Airlines LLC; c/n offered for sale on the web for 1 million USD
# 720 70 698	CCCP-72933 ER-72933 ER-AFZ	An-72 An-72 An-72	Soviet Air Force Moldovan Air Force Vichi Air Company	mfd KIV rgd	28dec88 21sep94 02jan00	line # 07-09; no reports in basic ex-Aeroflot colours, blue tail and Moldovan flag; l/n KIV 08jul96 f/n LAD 22mar01; in official document jul01 as an asset of the Moldovan National Army; l/n KIV jul03; c/n painted on the tail
	72933 ER-AFZ	An-72 An-72	Moldovan Air Force Aerop. Marculesti	PDV rgd	sep03 11mar04	c/n painted on the tail; no titles Aeroportul International Marculesti; in all-white c/s, no titles; f/n SHJ 14mar04; seen VBS 08jan06 with large 'Emergency Life Support for Civilian War Victims' titles; l/n as such CUF 20sep06; seen CSO 08jul07 with 'Lotto', 'Sicherheit' and 'Hasseröder' stickers but no titles; seen KIV 17may08 again, large Emergency Life Support for Civilian War Victims titles; l/n KIV 28apr15, same titles; canx between 01jan16 and 11mar16
	T-709	An-72-100	Angolan Air Force	LAD	25feb16	seen ODS aug17; c/n not confirmed for this serial, but c/n confirmed in Ukrainian legal documents 15feb18 as owned by the Angolan Air Force, with version as such and ferried ODS-DLM 10dec17; in dark grey c/s with light grey undersides and titles; l/n LAD 22jan22
# 720 70 770	"01"	An-72	Soviet Air Force	no	reports	line # 07-10; c/n and code given as just "1" by the factory
# 720 80 775	CCCP-71052	An-72PS	Antonov Des. Bur.	mfd	1988	line # 08-01; SAR version; not on Soviet register; f/n Gostomel 08sep92, in all-grey c/s with Soviet flag on the tail
	"15" blue	An-72PS	Ukraine Air Force	Kke	apr95	in blue/orange and white c/s with version painted as such; seen again 24aug97; offered for sale by SkyBirdHeli 27may06 with t/t 430 hours and 273 cycles; seen Kirovskoye sep08, c/n quoted as 08-01, in the same but very faded c/s with code overpainted; l/n Kirovskoye 29aug10/jan15, as such line # 08-02; rgd 28jul89; f/n Legnica 15jul92 canx but date unknown
# 720 80 777	CCCP-72934 RA-72934 3D-RTV TL-ACV	An-72 An-72 An-72 An-72	Soviet AF/AFL c/s Russian AF/AFL c/s Air Cess, n/t Centrafican, n/t	mfd BOJ RKT RKT	apr89 jun98 12aug98 29nov98	illegal TL- registration !; in all-white c/s with four diagonal blue stripes of different shades on the fin; l/n RKT 26jan02
	9XR-CV	An-72	Regional Intl A.S.	no	reports	c/n not confirmed; canx dec03 as exported to South Africa; according to the Rwanda CAA this aircraft has never officially been registered in Rwanda, see next line
	ZS-OYT 9XR-RV LAAF-722	An-72 An-72 An-72	not known Regional Intl A.S. Libyan Air Force	res no MJI	27aug03 reports apr05	ntu; no further details; reg allocated 30jun06 to a Bell 47G-5A c/n not confirmed; overflown Malta en route BEN-MOW 10may04, using call-sign LAAF-722 c/n confirmed; in white c/s with green fin and cheatline, no titles; seen 31oct07 in Factory # 003 at Mitiga, being overhauled and stripped down; said to be operated by Libyan Air Cargo with 5A- registration upon completion; l/n MJI 07oct09 when former RA- identity was checked, in all light grey c/s without serial or titles
# 720 80 778	LAF-722 CCCP-72935 RA-72935	An-72 An-72 An-72	Libyan Air Force Soviet AF/AFL c/s Russ. Navy/AFL c/s	ph. mfd OSF	06jul13 01apr89 16may99	in all light grey c/s, with titles and named 'AL HANE 26/11 19/11' line # 08-03; rgd 28jul89; f/n CKL 09apr91, in Aeroflot c/s with blue tail seen OSF jul00/aug01 wfu; in Aeroflot c/s with blue tail; canx but date unknown; seen 17aug05 at Ivanovo-Severnoy (308 ARZ) and still there 30aug07; seen Ivanovo-Severnoy (308 ARZ) 17jan12, undergoing overhaul in a hangar
	RF-72935 RF-73022	An-72 An-72	Russ. Navy/AFL c/s Russian Navy	OSF EIK	18jun13 27nov13	in basic Aeroflot c/s, no titles; l/n OSF 18aug13 in basic Aeroflot c/s with 'MA VMF Rossiya' titles; l/n Ivanovo-Severnoy 08may15; reported jul15 with code "42"; seen as such OSF oct15, carrying code "42" blue; seen USK 30oct15 with the RF- registration carried on the wings only; l/n 2023, location withheld
# 720 80 780	CCCP-72939 RA-72939 ES-NOK	An-72 An-72 An-72-100	Soviet AF/AFL c/s Russian AF/AFL c/s Enimex	mfd Spr rgd	29apr89 29apr94 21feb97	line # 08-04; rgd 28jul89; f/n Sprenberg 17sep91, in Aeroflot c/s with blue tail; l/n Sprenberg 11mar93 in Aeroflot c/s with blue tail; canx 22jan97 l/n GRO 17may97 in basic ex-Aeroflot c/s, white tail; with full tail emblem TLL 05aug97; l/n ZAG jun99 as such; seen ORB 25aug00 in white colours with gold stripe along fuselage and engines; l/n SNN 05jun03
	ES-NOK ES-NOK ER-AVE	An-72-100 An-72-100 An-72-100	United Nations Enimex, n/t Pecotox Air	FNA TLL rgd	10jul03 27aug06 01sep06	coded 'UN-090'; l/n TLL 22apr06, as such in all-white c/s, no titles in all-white c/s, no titles; f/n TLL 03dec06; still using Enimex call-sign 02jun07; current on register 06may08; l/n TLL 05jun08
	D2-MBW T-704	An-72-100 An-72-100	Angolan Air Force Angolan Air Force	TLL LAD	27jun08 28mar09	in all-white c/s, no titles; l/n TLL 08jul08 c/n not confirmed, but see remark with T-705 c/n 36572095909; in all-white c/s, no titles; sat wfu at LAD, seen jun14/nov16; scrapped at LAD in early dec17
# 720 80 781	CCCP-72940	An-72	Soviet AF/AFL c/s	mfd	apr89	line # 08-05; rgd 28jul89; in Aeroflot c/s and titles with blue tail; f/n Oranienburg 31oct89; l/n Sprenberg 15oct92
	RA-72940 72940	An-72 An-72	Russian AF/AFL c/s Russian AF/AFL c/s	CKL CKL	15aug96 25aug03	canx but date unknown in Aeroflot c/s and titles with blue tail; l/n CKL 21aug17
# 720 80 783	CCCP-72941 RA-72941	An-72 An-72	Soviet AF/AFL c/s Russian Air Force	no TYA	reports 23may08	line # 08-06 in fact not Air Force, but NBC protection forces (VRKhBZ); opb 3950iae VRKhBZ at Bagai-Baranovka (Saratov region); in basic Aeroflot c/s, VRKhBZ badge behind cockpit and unknown badge on engine cowling; l/n SVX 10sep11
# 720 80 786	RF-95691 CCCP-72942	An-72 An-72S	Russian Air Force Soviet AF/AFL c/s	URS mfd	15sep17 31may89	in all-grey c/s with 'VVS Rossiya' titles and Russian stars on the fin, also carrying code "12" red; c/n from russianplanes.net; l/n CKL 18aug20 line # 08-07; all-passenger VIP aircraft with four-abreast seating in the back; opb 223 osap at Chkalovski; f/n CKL 24sep91; l/n CKL 29aug93 f/n FRA 18sep97; l/n HHN 29apr02 coded 'UNO-211'; l/n DXB 06feb05 seen TLL 18may05 in all-white c/s, no titles; UN markings overpainted but still visible; l/n as such SNN 06may06; seen TLL 06sep06 with reg painted out, only 'E' still visible
	ES-NOG ES-NOG ES-NOG	An-72-100 An-72-100 An-72-100	Enimex United Nations Enimex	rgd DXB rgd	10sep97 02aug02 16feb05	f/n already TLL 20sep06; in Pecotox Air fleet list 02nov06 but still using Enimex call-sign 02jun07; l/n BRQ 12jun07; canx as to Angola 19oct07
	ER-AVD	An-72-100	all-white c/s, n/t	rgd	01nov06	in all-white c/s, no titles; previous 'UN' titles still visible under the paint; registration painted on at TLL around 03/06dec07; left TLL 06dec07; l/n KLD feb08, all-white c/s, no titles
	D2-MBS	An-72-100	Angolan Air Force	TLL	03dec07	details from russianplanes.net; in all-white c/s with multiple blue/red stripes on the fuselage and tail with titles; seen LAD 28mar09 and 2010; version confirmed from a cargo manifest document
	D2-FGF	An-72-100	Servis Air	LAD	17feb09	in dark grey c/s with light grey undersides with small flag on tail, no titles; seen Nyala 14aug10; l/n ODS 26sep12
	D2-FGF	An-72-100	Angolan Air Force	ODS	12aug10	details from russianplanes.net; in dark grey c/s with light grey undersides and titles colour scheme not reported
	T-707 D2-MBS T-707	An-72-100 An-72-100 An-72-100	Angolan Air Force Angolan Air Force Angolan Air Force	LAD LAD LAD	08nov12 06jun13 15oct14	in dark grey c/s with light grey undersides and titles; seen IAR 16may15/29may16; seen JNB 12nov20; l/n LAD 05jan23
# 720 80 787	CCCP-72943 RA-72943 RA-72943	An-72 An-72 An-72	Soviet AF/AFL c/s Russian AF/AFL c/s Russ. Space Forces	Ola CKL VKO	06oct90 05aug00 22jul06	line # 08-08; in Aeroflot colours with blue tail; l/n CKL 09apr91 titles not reported; probably Russian Space Forces in fact based at Plesetsk; in basic Rossiya c/s but with white top, no titles but Space Forces badge behind the cockpit; l/n CKL 08sep08
	RF-72502	An-72	Russ. Space Forces	VKO	27jun09	based at Plesetsk; in basic Rossiya c/s but with white top, no titles but Space Forces badge behind the cockpit; l/n CKL 15jul11, see trf date below
	RF-72502	An-72	Russian Air Force	trf	2010	in basic Rossiya c/s but with white top, no titles and no badge; f/n KLD 21jul11; used call-sign '72348' Pushkin 02jun12; l/n Levashovo 14aug15, seen Ivanovo-Severnoy 11aug18, in all grey c/s with 'VKSS Rossiya' titles, Russian stars and carrying code "47" red; l/n 2021, location withheld line # 08-09; rgd 28jul89; canx but date unknown
# 720 80 789	CCCP-72004 ES-NOL ES-NOL ES-NOL	An-72 An-72 An-72 An-72	MOM Yuzhny KB Enimex all-white c/s, n/t Enimex	mfd DNK CPH TLL	jun89 05jul96 11feb99 27jun99	l/n IST 12aug98 used Enimex call-sign l/n RKT 09apr00; report at TLL 05apr02 in error or restored ?, see below

	ES-NOL EL-ALL 3C-QQS 5A-DNL LAAF-721	An-72 An-72 An-72 An-72 An-72	Cen-Sad Cen-Sad West Africa Air ex Cen-Sad c/s n/t Libyan Air Force	TIP rgd rgd MJI MJI	jun00 08aug00 14may01 05dec06 31oct07	f/n RKT 26nov00; l/n RKT 14dec00; canx 01may01 by the new Liberian CAA in basic ex Cen-Sad c/s, no titles; f/n RKT 29dec01 c/n not confirmed; with white tail; registration used before on an Il-76 c/n 0033447357 c/n confirmed, see two lines down; in overhaul factory # 003, being overhauled and stripped down; said to be opb Libyan Air Cargo with 5A- registration upon completion, but see below inside overhaul factory # 003, in all light grey c/s, without serial or markings, c/n not checked in all light grey c/s with small green flag on tail and small serial under cockpit window; photo exists with c/n visible on the tail; l/n MJI 17sep15, in good condition with new Libyan flags line # 08-10; in Aeroflot c/s with blue fin and titles; seen Ivanovo-Severnny 21jun11 still as CCCP-, reportedly opb Strategic Rocket Forces; l/n Ivanovo-Severnny 01aug11 undergoing maintenance in 308 ARZ; in basic Aeroflot c/s, no titles; seen OVB aug18; photo mar21, location unknown line # 09-01 probably opb 349 oae at Yermolino; in basic Aeroflot c/s with blue tail, no titles; seen Yermolino 17aug03 in basic Aeroflot c/s with blue tail, no titles; l/n Ivanovo-Severnny 09aug14 in all-grey c/s with Russian flag type cheatline and Russian flag on the fin, no titles but with a GLITs badge behind the cockpit; l/n CKL aug20 with additional small code "26" red on the tail line # 09-02; in Aeroflot c/s with blue tail; l/n Sperenberg aug92
#720 80 793	no serial LAF-721	An-72 An-72	Libyan Air Force Libyan Air Force	MJI BKO	07oct09 21jan11	
#720 90 795	RF-90453 CCCP-72954 RA-72954 RA-72954 RF-90315	An-72 An-72 An-72 An-72 An-72	Russian Air Force Strat.Rocket Force Strat.Rocket Force Russian Air Force Russian Air Force	Iva no OVB trf ph.	30mar12 reports 02jul03 01jun10 jun18	
#720 90 796	CCCP-72944 RA-72944 3D-RTW TL-ACW	An-72 An-72 An-72 An-72	Soviet AF/AFL c/s Russian AF/AFL c/s Air Cess, n/t Centrafrican, n/t	Mil BOJ RKT	06oct90 jun98 1998 20sep99	in official register illegal TL- registration !; in all-white c/s with four diagonal blue stripes of different shades on the fin; l/n RKT 20sep00; dbr 06oct00 when landed wheels-up at Luzambe (Angola); photo exists after the accident line # 09-03; operator may have been the Strategic Rocket Forces; l/n Sperenberg 22apr93 in full Aeroflot c/s with blue tail
#720 90 799	CCCP-72945 RA-72945 RA-72945 RF-90372 RF-90372	An-72 An-72 An-72 An-72 An-72	Soviet AF/AFL c/s Strat.Rocket Force Russ. Space Forces Russ. Space Forces Russian Air Force	Spr Spr trf rgd trf	22nov89 09aug93 2001 2009 01jun10	f/n 2011, photo, location withheld; in basic Aeroflot c/s with Russian flag and blue tail, no titles; seen Omsk-Severnny aug15; underwent overhaul at 325 ARZ from 31aug15, was with mil. unit 45097-3 (Omsk); repainted in white c/s with grey undersides, Russian flag type cheatline and Russian flag on the fin, 'VVS Rossii' titles; l/n OVB apr22 line # 09-04; in Aeroflot c/s with blue fin; f/n Sperenberg 04may91; l/n Sperenberg 29apr93 opb 3 osae on at Chkalovski; still in full Aeroflot c/s with blue fin and titles; f/n STW 28mar97; l/n operational CKL 25aug03; stored at CKL, seen aug07/mar17; see next line opb 3 osae on at Chkalovski; flown after storage at CKL 03may17, to be overhauled by 308 ARZ; seen CKL 04apr19, in all-grey c/s with Russian flag type cheatline and Russian flag on the fin, no titles; l/n CKL mar21 line # 09-05 seen CKL aug03/aug17 wfu, prefix scrubbed out; in Aeroflot colours with titles, blue tail; l/n CKL jul18, flying, with CCCP prefix scrubbed out, but visible; RA- prefix under the wing and Aeroflot titles line # 09-06; c/n and code given as just "2" by the factory line # 09-07; f/n OVB 30jul92; l/n Kubinka 03sep93 seen OSF jul00/aug03, stored; possibly opb 403 osap at Severomorsk-1 by 2007; l/n Taganrog-Tsentralny 22nov12; last overhaul completed 28aug13 (by 325 ARZ) and became, see next line location withheld; in basic Aeroflot c/s with blue tail and 'MA VMF Rossii' titles; opb 7055 AvB at OSF; l/n OSF 04apr16; seen OSF 13may16 also carrying "45" blue; l/n ZIA oct20, with RF- registration hardly visible on the lower blue part of the tail line # 09-08; c/n and code given as just "4" by the factory c/n not confirmed; in olive drab/dark brown/medium brown camo c/s with light grey undersides, red stripe on the fin; photo GRV aug/sep95 c/n not confirmed; seen SVO 02apr05 in basic Aeroflot c/s, with Red Star and red stripe on fin; the top half of the engine covers are painted in the colours of the Russian flag; l/n GOJ 26apr08 c/n confirmed; opb 1 ottap at Yoshkar-Ola-Danilovo; initially in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles, with overpainted Red Star still visible; the top half of the engine covers are painted in the colours of the Russian flag; l/n as such SVO 27oct09; last overhaul completed 09jun10; repainted in FSB c/s with light grey undersides and fin, no titles; f/n as such SVO 16may11; l/n LED 20may22 line # 09-09; at Baikanur-Krainii; in Aeroflot c/s with blue tail; l/n VKO 16jul93 reported as based at Plesetsk, so probably Space Forces at Baikanur-Krainii; no titles and faded Russian flag line # 09-10; c/n and code from the factory opb 5 oao at PKC; in olive drab/dark brown/medium brown camo c/s with light grey undersides opb 5 oao at PKC; initially in olive drab/dark brown/medium brown camo c/s with light grey undersides, Red Star and red stripe on fin; engine covers marked '23'; t/t 2,452 hours by 2007; tender for avionics upgrade published 21jul11; l/n in its old c/s OVB 26feb14; repainted in olive drab/dark grey/sand camo c/s with light grey undersides, with Russian star and red stripe on fin; f/n as such OVB 31jan17; l/n LED 20may22 line # 10-01 c/n confirmed; in basic Aeroflot c/s with Red Stars, no titles; l/n CKL 07may15 in all-grey c/s with Russian flag type cheatline and Russian flag on the fin, no titles; l/n CKL 12aug18 line # 10-02; all-passenger VIP aircraft with four-abreast seating in the back; opb 223 osap at Chkalovski; f/n Sperenberg 1990 opb 223 osap at Chkalovski; in basic 'blue' Aeroflot c/s with Red Stars, no titles; l/n FRA 29jul91 opb 223 osap at Chkalovski; in basic 'blue' Aeroflot c/s with Red Stars, no titles; f/n Landsberg-Penzing 14mar94; l/n CKL 03feb12 in light grey c/s with 'Russian flag' cheatline and 'VVS Rossii' titles and a Russian flag on the fin; l/n Rostovna-Donu-Tsentralny apr21 line # 10-03; f/n Sperenberg 1990 l/n Sperenberg 16sep93 l/n OSF 28aug03 in basic Aeroflot 'blue' c/s, no titles; opb 46 otap (renamed 7055 AvB in 2010) at OSF; l/n OSF may16, stored line # 10-04 in fact Space Forces or Roskosmos; f/n at Baikonur-Krainii oct94; seen CKL sep05 with prefix 'RA-' and titles painted out, seen again CKL 19sep08 with prefix 'RA-' and titles bleeding through; trf to Kazakhstan in basic Aeroflot c/s, no titles; l/n ALA 31jan11, with the overpainted 'Aeroflot' titles bleeding through, no prefix on fuselage but 'RA-72952' under the wings based at ALA; in white/turquoise c/s with 'KAZAKHSTAN' titles, roundels under the wings; already seen in 325 ARZ at Taganrog 12sep12/1nov12; l/n Nur Khan AFB, Pakistan 30aug21 line # 10-05; c/n and code from the factory, same code as given for c/n 36576091830 (or possibly in error ?), see next line c/n not checked; seen PKC 08jul94 in camo c/s; opb 15 oap (redesignated 5 oao) at PKC; photo GRV atukm95, in green/brown/grey camo c/s with light grey undersides, Red Star and red stripe on fin; seen PKC oct06; t/t 2,869 hours by 2007; l/n UUS 18mar09; last overhaul completed 10dec09, but seen stripped of paint in 325 ARZ at Taganrog jun11/06oct11 c/n confirmed; opb 5 oao at PKC; in sand/medium brown/green/dark brown camo c/s with light blue undersides, Russian star and red stripe on fin; seen UUS sep14, with engines covers both marked "24"; l/n YKS may22 line # 10-06; c/n and code from the factory opb 15 oap (redesignated 5 oao) at PKC; in grey/sand/dark brown/ medium brown/olive drab camo c/s with light grey undersides, red stripe on fin opb 5 oao at PKC; in grey/sand/dark brown/medium brown/olive drab camo c/s with light grey undersides, Russian flag and red stripe on the fin; engine covers marked '26'; seen 24apr13, location withheld; seen aug14, all metal with a black reg, location withheld; seen YKS 18apr16, in revised sand/dark brown/medium brown/light green/dark green camo c/s with light grey undersides, Russian flag and red stripe on the fin; l/n KHV 04aug23 line # 10-07; c/n and code from the factory; same code as given for c/n 36576091825 (or possibly in error ?), see next lines c/n not confirmed; opb 15 oap (redesignated 5 oao) at PKC; in camo c/s; see also c/n 36576096915 photo exists; in brown/green/tan camo c/s with light grey undersides, Red star and red stripe on the fin; seen again PKC mar04; c/n not checked either time, but see the comment next line; opb 15 oap (redesignated 5 oao) at PKC; l/n Dyr 11aug06 c/n confirmed; opb 5 oao at PKC; in sand/green/medium brown/dark brown camo c/s with light blue undersides, with Russian star and red stripe on fin; t/t at 21dec07; t/t 2,613 hours; seen PKC sep14, with engines covers both marked "27"; underwent overhaul with 325 ARZ from 28aug15, still with 5 oao; l/n PKC 2022 line # 10-08; probably opb 226 osap at Sperenberg; f/n Sperenberg 1991; l/n Sperenberg 22nov92 based at CKL; in basic Aeroflot c/s; l/n without titles CKL mar11; f/n with 'VVS Rossii' titles CKL 28sep11; l/n CKL 07may15; underwent overhaul with 325 ARZ from 07dec15, was with mil. unit 42829 (Chkalovski) in all-grey c/s with Russian flag type cheatline and Russian flag on the fin, no titles; l/n OMS 2021 line # 10-09; ELINT aircraft with antenna arrays on fuselage sides; arrived at the KMZ factory for conversion in 1990, but was abandoned when financing stopped; in light grey c/s without any markings; hulk without engines and many fairings sat at the factory, l/n mar07/30dec09 line # 10-10; in Aeroflot c/s probably opb 349 oae at Yermolino; initially in full Aeroflot c/s; l/n as such Yermolino 25aug04; seen SVX 23jun06 in basic Aeroflot c/s, no titles; l/n Vyazma-Dvovayka 11oct11 see previous and next line; may have been trf to the Air Force 01jun10 in basic Aeroflot c/s, no titles; l/n Levashovo 24sep14, with 'VVS Rossii' titles on the fin
#720 90 801	CCCP-72946 RA-72946	An-72 An-72	MVD/Aeroflot c/s MVD/Aeroflot c/s	mfd trf	1990 1992	
#720 90 803	RF-72946	An-72	Rosgvardiya	trf	05apr16	
#720 90 805	CCCP-72947 RA-72947	An-72 An-72	Soviet AF/AFL c/s Russian AF/AFL c/s	Spr CKL	09sep92 05aug00	
#720 90 805	"02"	An-72	Soviet Air Force	no reports		
#720 90 807	CCCP-72955 RA-72955	An-72 An-72	Soviet AF/AFL c/s Russ. Navy/AFL c/s	mfd OSF	29sep89 26aug95	
#720 90 808	RF-72031	An-72	Russian Navy	ph.	28sep13	
#720 90 808	"04" "04" blue "04" red	An-72P An-72P An-72P	KGB/Border Guards FSB/Border Guards FSB	no reports SVO SVO		
#720 90 809	CCCP-72951 RA-72951 72951	An-72 An-72 An-72	Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s	ph. no reports ph.	1991 reports 14nov11	
#760 90 810	"23" blue "23" blue RF-72019	An-72P An-72P An-72P	KGB/Border Guards FSB FSB	mfd PKC UUS	29jun90 mar04 11sep07	
#720 91 815	CCCP-72948 "948" black RF-72948	An-72 An-72 An-72	Soviet AF/AFL c/s Russian Air Force Russian Air Force	no reports Spr CKL		
#720 91 818	CCCP-72949	An-72S	Soviet AF/AFL c/s	mfd	1989	
#720 91 819	"949" black "949" black RF-72949	An-72S An-72S An-72S	Soviet Air Force Russian Air Force Russian Air Force	SQZ trf CKL	13jul91 1992 20dec12	
#720 91 823	CCCP-72950 "950" black RA-72950 RA-72950 RA-72950	An-72 An-72 An-72 An-72 An-72	Soviet AF/AFL c/s Russian Air Force Russ. Navy/AFL c/s Russian Navy Russian Navy	mfd CKL OSF OSF	30dec89 08sep93 09jul00 02jul06	
#720 91 827	CCCP-72952 RA-72952 72952	An-72 An-72 An-72	Soviet AF/AFL c/s Russian AF/AFL c/s Kazakh Air Force	no reports ph. ALA		
#760 91 825	"08" red "22" "24" blue	An-72 An-72P An-72P	Kazakh Air Force KGB/Border Guards FSB	h/o mfd SVO	25nov12 30sep90 30aug93	
#760 91 827	RF-72020	An-72P	FSB	PKC	19dec11	
#760 91 827	"26" "26" blue	An-72P An-72P	KGB/Border Guards FSB/Border Guards	mfd photo	feb91	
#760 91 830	RF-72021	An-72P	FSB	UUS	18dec07	
#760 91 830	"22" "22" blue "27" blue	An-72P An-72P An-72P	KGB/Border Guards FSB FSB	mfd PKC SVO	21dec90 08jul94 1995	
#720 91 831	CCCP-72962 RA-72962 RA-72962	An-72 An-72 An-72	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd SVO CKL	1990 13apr93 25jul07	
#720 91 835	RF-72962 --	An-72 An-72R	Russian Air Force --	Rzd Ksv	31jul18 25mar07	
#720 91 837	CCCP-72967 RA-72967 RF-90318 RA-72967	An-72 An-72 An-72 An-72	Strat.Rocket Force Strat.Rocket Force Strat.Rocket Force Russian Air Force	OMS Errm res Lev	12jun94 17aug03 2009 11feb12	

	RF-90318	An-72	Russian Air Force	Lev	may18	underwent overhaul at 325 ARZ from 22jun15; serial given as "45" with mil. unit 49719 (Levashovo); in all-grey c/s with Russian stars on the fin, 'VVS Rossiya' titles, also carrying "45" red; l/n LED 12nov22
#720 92 838	CCCP-72968 RA-72968 RF-90452	An-72 An-72 An-72	Strat.Rocket Force Strat.Rocket Force Russian Air Force	no Ern trf	reports 17aug03 01jun10	line # 11-01 probably opb 349 oae at Yermolino; in Aeroflot c/s with Russian flag on the fin; l/n Yermolino 25aug04 in basic Aeroflot c/s with Russian flag on the fin, initially no titles; f/n Yermolino 06may10; l/n without titles sep13; received 'VVS Rossiya' titles; f/n as such Levashovo 14aug15; c/n from russianplanes.net; seen LED aug21, in all grey c/s with Russian flag, no titles, also now carrying code "46" red; l/n GO3 jun22
#720 92 841	CCCP-72958 RA-72958 RF-72011	An-72 An-72 An-72	KGB/Aeroflot c/s FSB/Aeroflot c/s FSB	LED SVO SVO	03oct91 11may96 06jul06	line # 11-02; l/n LED 13jul94 opb OAOSN at SVO; l/n SVO 15aug05 opb OAOSN at SVO; in FSB c/s, with light blue undersides and fin, no titles; tender for rework and avionics upgrade published 30nov06; c/n only mentioned in a tender dec12 for overhaul; l/n SVO jul13; repainted in the same scheme but in much brighter blue c/s; f/n SVO mar15; l/n SVO 2023 active
#720 92 845	CCCP-72963 RA-72963 RA-72963	An-72S An-72S An-72S	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd CKL CKL	28aug90 15aug96 09apr09	line # 11-03; f/n FRA 27jan92; l/n Spenberg 26mar93 l/n CKL 20aug07 in basic Rossiya c/s with an 8 adon badge behind the cockpit; tender for repair published 04aug08; initially without titles, l/n as such CKL jun10; received small 'VVS Rossiya' titles on the fin; f/n as such AAQ 20jun12; l/n CKL may16
#720 92 847	RF-72963	An-72S	Russian Air Force	CKL	16sep19	in basic Rossiya c/s with Russian flag on fin (without badge now); initially no titles; l/n as such CKL mar20; received small 'VVS Rossiya' titles on the fin; f/n as such Kubinka 28aug20; l/n Kubinka 19aug22
#720 92 847	CCCP-72966 72966 72966 72966	An-72 An-72 An-72 An-72V	ANTK im. Antonova ANTK im. Antonova Uzbekistan Airways ANTK im. Antonova	Gos ZIA TAS Gos	08sep92 04sep93 23apr94 22sep94	line # 11-04; in Aeroflot c/s carried a Ukrainian flag leased from ANTK im. Antonova slightly damaged 05jul94 on a flight from Novosibirsk to Kiev when suffered an electrical failure, made an emergency landing at Kurgan, touching down at 340 (instead of the standard 220) km/h, and overran the runway, all occupants escaped unhurt
#720 92 848	UR-72966	An-72V	ANTK im. Antonova	rgd	unknown	dbf 10feb95 while accompanying An-70 c/n 0101 on a test flight from Gostomel when the crew of the An-70 lost visual contact with the An-72V and both aircraft collided, the An-72V was hit by the tail of the An-70 and suffered severe structural damage, while the An-70 crashed the An-72V managed to make an emergency landing at Gostomel, all 5 crew escaped unhurt; hulk sat at Gostomel, seen jul96/jun06; cockpit used to build the An-74 simulator installed at ANTK im. Antonova at Svyatoshino, seen sep03/apr05
#720 92 848	CCCP-72969 RA-72969	An-72 An-72	Strat.Rocket Force Strat.Rocket Force	no Ern	reports 17aug03	line # 11-05 probably opb 349 oae at Yermolino; in Aeroflot c/s; seen OMS 12mar08 still with prefix 'CCCP-' under the wing; l/n OVB 28mar09
#760 92 850	RF-90371 RF-90371 "01" "01" red UN-72850	An-72 An-72 An-72P An-72P An-72-100	Russian AF/AFL c/s Russian Air Force KGB/Border Guards Kaz Border Guards Kaz Border Guards	trf Omv mfd ALA Mtp	01jun10 aug15 1991 23apr93 07oct05	photo 24dec12, still with Aeroflot titles in all-grey c/s with Russian flag type cheatline and Russian flag on the fin, no titles; l/n CKL 12feb18 line # 11-06; c/n and code from the factory c/n not confirmed for this sighting but 99 % certain; in basic Aeroflot c/s with blue fin, no titles c/n not confirmed; in white/dark blue/light blue 'wave' c/s, red stripe on rudder and Border Guards roundel below engines, no titles; l/n as such ALA 06nov12; seen stripped (undergoing heavy maintenance) IEV 05jul13
#720 92 853	UP-72850 72850 CCCP-72956 RF-72956	An-72-100 An-72 An-72 An-72	Kaz Border Guards Kaz Border Guards Soviet AF/AFL c/s Russian Air Force	IEV ALA mfd Gmv	14feb14 16feb19 31aug90 29sep07	in white/dark blue/light blue 'wave' c/s, red stripe on rudder and Border Guards roundel below engines, no titles; arrived for overhaul with KhGAPP 09nov17; l/n Gostomel 03aug18 no prefix; large 'Kazakhstan' titles; l/n Zhetigem 07may22 line # 11-07; based at Klin; f/n Klin-5 airbase 1999; l/n Klin-5 airbase 2001 in fact not Air Force, but 12 GU MO (Main Directorate for Nuclear-Technical Support and Safety); opb 1080 AB at Gromovo; in basic Aeroflot c/s with Russian flag on fin, no titles; t/t 2,046 hours and 2,044 cycles by 01jan07
#720 92 856	RF-72956	An-72	Russian Air Force	trf	2010	initially opb 1080 AvB at Gromovo; opb 33 otsap at Levashovo or Gromovo from 2013; underwent overhaul with 308 ARZ in 2010, repainted in basic Rossiya c/s with grey top, no titles; f/n as such ARH 14may11; l/n without code and without titles Gromovo 19jul14; received code "43" red and 'VVS Rossiya' titles; f/n as such Levashovo 16aug14; l/n Levashovo nov19; c/n only mentioned in a tender document dated 29jan21 with regards to the extension of resources and service life by 5 years, with work to be carried out by 325 ARZ
#720 92 856	CCCP-72957 RA-72957 RF-72957	An-72 An-72 An-72	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Iva Gmv	30sep90 14jun04 23jun07	line # 11-08; based at Klin; f/n Kurilsk-Burevestnik 14dec90; l/n Klin-5 airbase 09jul94 in 308 ARZ; seen there again 17aug05, titles not reported; last overhaul completed 21sep05 in fact not Air Force, but 12 GU MO; opb 1080 AvB at Gromovo; in basic Aeroflot c/s with Russian flag on fin, no titles, unknown commander's pennant behind the cockpit; t/t 1,695 hours and 1,644 cycles by 01jan07
#720 92 856	RF-72957	An-72	Russian Air Force	trf	2010	initially opb 1080 AvB at Gromovo; opb 33 otsap at Levashovo or Gromovo from 2013; in basic Aeroflot c/s with Russian flag on fin, no titles, unknown commander's pennant behind the cockpit; f/n CKL feb11; l/n CKL feb11; l/n without code and without titles CKL apr14; received code "41" red and 'VVS Rossiya' titles; f/n as such Gromovo 12oct14; seen OVB 17oct14; underwent overhaul at 325 ARZ from 06may15, with mil. unit 49719 (Levashovo); seen BZK 07jul17, all grey c/s with Russian stars and 'VVS Rossiya' titles; l/n CKL 2020
#720 92 858	CCCP-72959 UR-72959 72959 "15" blue	An-72 An-72 An-72 An-72	KGB/Border Guards Aviailini. Ukrayiny Ukr Border Guards Ukr Border Guards	mfd trf IEV IEV	1990 1992 11may98 22may04	line # 11-09; h/o 24dec90; no reports f/n SIP 02jun93; in full c/s with titles; opb mil. unit 9997 at Odesa-Tsentralny (Ukrainian Border Guards) since h/o according to Ukrainian legal documents dated 30jun20; l/n IEV 16jun93 l/n IEV 04aug02 based at Odesa-Tsentralny; in white/light grey c/s with blue/yellow cheatline and red stripe on fin, no titles, but carries a Border Guards badge; c/n checked ODS 06may06; nosewheel collapsed during a hard landing at Kiev-Zhuliany, probably in early 2008 and stored there since; seen IEV 29aug08; offered for sale by Ukrainian Government 17dec08 for € 800,000; l/n IEV 10ju;09; seen IEV 22jul09, stripped of paint; l/n IEV 01aug09 in the process of being resprayed
#720 92 858	3C-CMN	An-72	Equat. Guinea AF	IEV	14aug09	c/n given as 11-09; registration previously worn by An-26 c/n 10910; in all-white c/s with thin grey stripes, no titles; l/n IEV 21aug09; d/d IEV-BEN-SSG 21-22aug09; opb Ministry of Defence, Equatorial Guinea; h/o 23aug09; l/n dec09, photo on Russian website
#720 92 858	3C-LLQ 3C-CMN	An-72 An-72	Equat. Guinea AF Equat. Guinea AF	LBR IEV	24jan11 16jan14	c/n confirmed; in all-white c/s with thin grey stripes, no titles; opb Ministry of Defence, Equatorial Guinea c/n confirmed; opb Ministry of Defence, Equatorial Guinea; ferried KRT-IEV 16jan14; in all-white c/s with thin grey stripes, no titles; l/n IEV 17may14, returned home via AYT the same date opb Ministry of Defence, Equatorial Guinea; according to Ukrainian legal documents 16oct18/30jun20 it underwent maintenance in 2018, as 3C-LLQ was given in these documents the aircraft had probably reverted back to this registration; photo exists SSG date unknown
#720 92 858	3C-TM10 "02" "02" red UN-72859	An-72 An-72P An-72P An-72-100	Equat. Guinea AF KGB/Border Guards Kaz Border Guards Kaz Border Guards	SSG mfd BXJ KBP	feb23 dec90 23apr93 10jun05	c/n not confirmed, but in identical c/s to 3C-LLQ/CMN with titles and 'FACE' on the tail; l/n 02mar23 line # 11-10; c/n and code given as just "2" by the factory c/n not confirmed, but very likely; in basic Aeroflot c/s, no titles; l/n BXJ 01sep02 VIP aircraft; in white/dark blue/light blue 'wave' c/s, red stripe on fin and Border Guards badge below engines, no titles; seen again UKK 04jun09 and BXJ 02dec11; l/n as such IEV 12mar12, before overhaul; seen stripped of paint IEV 07jul12
#720 92 858	UP-72859	An-72-100	Kaz Border Guards	IEV	22sep12	VIP aircraft; type painted on as just 'An-72'; in white/dark blue/light blue 'wave' c/s, red stripe on fin and Border Guards badge below engines, no titles (painting not completed by 22sep12, but complete by 01nov12); l/n ALA 06nov12; w/o 25dec12 on a flight from Astana to Shymkent when approached Shymkent in adverse weather (heavy snowfall) at night and crashed on a hill near an open-cast mine at Sairam, all 7 crew and 20 passengers (among them the commander of the Border Guards) killed; the scrap metal remains of an An-72P (c/n and registration not given) were offered for auction 18apr23 by the Kazakh Border Guards, with this airframe being the only likely candidate
#720 93 860	CCCP-72964 RA-72964 RA-72964	An-72 An-72 An-72	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	Spr Tgr	05jun92 17may93 21aug05	line # 12-01; seen at Paris-Villacoublay; in standard Aeroflot c/s; l/n STR 24nov92 in standard Aeroflot c/s; l/n CKL 21aug03 no titles; l/n Taganrog-Tsentralny 30jun11 as such; seen Taganrog-Tsentralny dec11, with additional 'VVS Rossiya' titles; l/n CKL 24jan17; mentioned in a tender document dec18 for works to eliminate the spontaneous opening of the shutters on the nacelle reversers of the engines, with work to be carried out at 308 ARZ
#720 93 863	RF-72964 CCCP-72965 RA-72965 RA-72965 RF-72965 CCCP-72960 RA-72960	An-72 An-72 An-72 An-72 An-72 An-72 An-72	Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force KGB/Aeroflot c/s FSB/Aeroflot c/s	CKL SVO Spr CKL ph. SVO SVO	20aug19 18jul91 14jun93 19sep08 feb20 08apr91 22may94	in all-grey c/s with Russian flag type cheatline and Russian flag on the fin, no titles; l/n Rostov region 2021 line # 12-02; in standard Aeroflot c/s; l/n Spenberg 08feb93 in standard Aeroflot c/s; l/n Ivanovo-Severnoy 27aug04 in basic Aeroflot c/s, no titles; l/n CKL 09sep16 in all-grey c/s with Russian flag type cheatline and Russian flag on the fin, no titles; l/n LED 30jul22 line # 12-03; l/n SVO 27aug93
#720 93 866	CCCP-72961 CCCP-72961 RA-72961	An-72 An-72 An-72	KGB/Aeroflot c/s FSB/Aeroflot c/s FSB	SVO SVO SVO	08apr91 17jul94 06may95	no titles; dbr 23oct94, after take-off from Vorkuta on a flight to Tiksi, at a height of 200 metres an incomplete retraction of the end flaps and slats occurred and shortly afterwards a warning signal to check the hydraulic system was received in the cockpit, the Commander decided to try and make an emergency landing back at the airport, during the approach the front and main landing gear was eventually extended and he decided to land manually with a clean wing (without flaps and slats, hydraulic boosters or brakes), applying emergency braking only after landing, the aircraft veered to starboard on the runway and the gear partially collapsed; when the aircraft came rest, all 5 crew and 29 passengers escaped, with some sustaining only minor injuries
#720 93 866	RF-72012	An-72	FSB	SVO	mar09	line # 12-04; l/n SVO 28aug93 opb OAOSN at SVO opb OAOSN at SVO; in basic Aeroflot c/s, no titles and no red stripe on fin; l/n SVO 11jul07; tender for rework published 19nov07
#760 93 868	"21" blue "21" blue	An-72P An-72P	KGB/Border Guards FSB	no UUS	reports 26sep07	opb OAOSN at SVO; in FSB c/s, with light blue undersides but white fin, no titles; last overhaul completed 11nov08; seen SVO 01jul15; c/n only mentioned in a tender jul15 for overhaul; repainted with light blue fin; f/n SVO 27aug17; l/n OMS 2023
#760 93 870	RF-72023	An-72P	FSB	PKC	23jul09	line # 12-05; c/n and code from the factory opb 5 oao at PKC; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; l/n UUS 16apr08; last overhaul completed 11dec08
#760 93 870	CCCP-72970 CCCP-72970 RA-72970	An-72P An-72P An-72P	KGB/Border Guards FSB/Border Guards FSB	no UUS UUS	reports 07jul94 19jun06	opb 5 oao at PKC; still carried code "21" blue; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; l/n KHV Tsentralny 2023 line # 12-06; in full Aeroflot c/s opb ? oap (mil. unit 2199) at UUS; in full Aeroflot c/s opb 6 oao at UUS; in basic Aeroflot c/s, no titles and no red stripe on fin; l/n UUS 06may10

	RF-72028	An-72P	FSB	UUS	12jul10	opb 6 oao at UUS; in basic Aeroflot c/s, no titles and no red stripe on fin; l/n UUS 18may11; tender for rework published 20oct11; seen Taganrog-Tsentralny 20nov12, bare metal, under overhaul; seen UUS 08may16, in basic Aeroflot c/s, red stripe and Russian flag on the fin, no titles; l/n UUS 2021, as such line # 12-07; c/n and code from the factory
#720 93 872	"70" "70" red "70" red RF-90316	An-72 An-72 An-72 An-72	Soviet Air Force Strat.Rocket Force Russian Air Force Russian Air Force	no Ern trf Ern	reports 17aug03 01jun10 23aug17	in grey c/s with Red star; c/n not confirmed for this sighting; seen again Yermolino 13aug06 in grey c/s with Red star; l/n Yermolino 11aug12/09jul16, stored with starboard engine missing serial was allocated by 2012, see previous line; c/n from russianplanes.net; l/n 2021, all-grey c/s with 'VKS Rossii' titles and coded "49" red
#720 93 873	RA-72971 RA-72971 RF-90317	An-72 An-72 An-72	Strat.Rocket Force Russian Air Force Russian Air Force	mfd trf ph.	1991 01jun10 18mar15	line # 12-08; probably opb 349 oae at Yermolino; in Aeroflot c/s; f/n Yermolino 17aug03 in basic Aeroflot c/s with Russian flag on fin, no titles; f/n Yermolino 30jul12; l/n Yermolino 11aug12 carried also code "48" red; in grey c/s with 'VVS Rossii' titles and Russian flag on fin; last overhaul completed in 2014; f/n on Franz Josef Land archipelago 18mar15; l/n Levashovo nov19, possibly wfu
#720 93 875	"09" blue	An-72	Russian Air Force	Kub	14may94	line # 12-09; c/n checked; an aircraft coded "09" blue was seen Voronezh-Baltimore 12aug01, but it is not certain that this is the same aircraft (although it should be noted "09" red, see next line, has been photographed a couple of times at Voronezh-Baltimore since); l/n Ivanovo-Severny 23aug03/27aug04 in all-grey c/s
	"09" red	An-72	Russian Air Force	Iva	05aug07	opb 929 GLITs at Akhtubinsk; in basic Aeroflot c/s, no titles, Red star on the fin; l/n Krasnodar-Tsentralny may14; c/n only mentioned in a tender issued by EMZ im. Myasishcheva in 2015 to execute works and restore to a serviceable state (with location given as Balashov)
#720 93 876	"33" "35" blue	An-72 An-72	Soviet Air Force Russian Air Force	mfd Kln	16may91 1999	line # 12-10; c/n and code from the factory c/n not confirmed; in all-grey c/s with Red Star on fin; l/n Kln-5 airbase 20aug01; c/n offered for sale by Russian privatisation agency 06aug01; opb mil. unit 45157 at Kln and sold at auction 12oct01
	ER-AWS T-702 D2-MAQ	An-72 An-72 An-72	Tiramavia Angolan Air Force Angolan Air Force	rgd Wtk HLA	30apr02 19apr03 03dec04	c/n confirmed and reported on Moldovan register as ex RA-93876; canx 14mar03 reported in the Namibian FIR mar02/nov04 in white/grey c/s with blue wavy stripes; l/n LAD 22jul06 as such; flew SEB-ADB-KIV 27oct07; seen KIV 04apr09, in dark grey c/s with light grey undersides, no titles and with '702' on the engine covers
	T-702 D2-MAQ T-702 D2-MAQ T-702	An-72 An-72 An-72 An-72 An-72	Angolan Air Force Angolan Air Force Angolan Air Force Angolan Air Force Angolan Air Force	LAD ODS LAD LAD ph.	13may10 jul11 23jul12 06jun13 nov14	in dark grey c/s with light grey undersides, no titles reportedly ferried 26may11 AQJ-ODS; in dark grey c/s with light grey undersides, no titles; l/n UYL 03aug11 in dark grey c/s with light grey undersides, no titles; l/n LAD 03may13
#720 94 877	CCCP-72973 RA-72973 RF-72033	An-72 An-72 An-72	Soviet AF/AFL c/s Russ. Navy/AFL c/s Russian Navy	mfd OSF OSF	31may91 26aug95 20feb14	at SAFAT maintenance base, north of KRT; in dark grey c/s with light grey undersides, no titles; l/n TUN 28may20 line # 13-01; no reports seen Severomorsk-3 10apr12, active; opb 46 otap (renamed 7055 AvB in 2010) at OSF; l/n OSF mar13 in basic Aeroflot c/s, no titles; l/n OSF apr15; photo after apr15 now coded "43" blue and carrying 'MA VMF Rossii' titles; l/n OSF 25oct16; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life
#720 94 878	CCCP-72974 RA-72974 RA-72974 RF-72034	An-72 An-72 An-72 An-72	Soviet AF/AFL c/s Russ. Navy/AFL c/s Russian Navy Russian Navy	mfd Kac OSF OSF	27jun91 07jul96 15jul08 may14	line # 13-02; f/n Kubinka 01sep93; l/n Kubinka 04sep93 based at Ostafyevo; in basic 'blue' Aeroflot c/s, no titles; stored at OSF, seen jul00/aug03; active again by 2005; opb 46 otap (renamed 7055 AvB in 2010) at OSF; l/n Levashovo 17aug12 based at Ostafyevo; initially in basic 'blue' Aeroflot c/s with 'MA VMF Rossii' titles and Russian flag on fin; l/n as such OSF 14jul14; stored without titles at OSF, seen may16; repainted in dark grey c/s with 'Voyenno-Morskoi Flot' titles on the fuselage and 'MA VMF Rossii' titles and Russian flag on the fin and received the code "44" blue; f/n as such OSF may18; l/n OSF 2020
#760 94 880	CCCP-72908 RA-72908 RF-72018	An-72P An-72P An-72P	KGB/Aeroflot c/s FSB/Aeroflot c/s FSB	HRK SVO SVO	1991 29aug95 feb08	line # 13-03; version in factory documents as such; black and white photo exists, in Aeroflot c/s with (blue) tail c/n and version in tender as such; l/n TBS 16may96 c/n confirmed; opb 1 ottap at Yoshkar-Ola-Danilovo; in basic Aeroflot c/s, no titles and without red stripe on fin, Russian coat of arms badge behind cockpit; version painted as just An-72; tender for rework of this c/n published 06jul11; seen STW 15jul11; underwent rework at 308 ARZ in 2012; version painted as An-72P after overhaul; l/n OGZ aug20
#720 94 883	CCCP-72972 RA-72972 RA-72972 RF-46546	An-72 An-72 An-72 An-72	Soviet AF/AFL c/s Russ. Navy/AFL c/s Russian Navy Russian Navy	mfd FFD AAQ Tag	27jun91 20jul96 03sep08 may14	line # 13-04; f/n Kubinka 01sep93 l/n OSF jul00/26mar07 wfu returned to service, with a Navy emblem behind the cockpit, no titles; opb 46 otap (renamed 7055 AvB in 2010) at OSF; l/n AAQ 22jun12 in basic Aeroflot c/s with blue tail and 'MA VMF Rossii' titles; l/n Taganrog-Tsentralny 20may14; seen Saki 04mar16 now also carrying "46" blue; l/n OSF may21, with the RF- registration hardly visible in the lower blue part of the tail; damaged ROV 07jul23 when it made a heavy landing, the aircraft left the runway and the nose gear collapsed, with no injuries to the 5 crew
#720 94 884	CCCP-72976 "976" black "976" black RA-72976 RF-72976 RF-72976 "58" "58" red	An-72 An-72 An-72 An-72 An-72 An-72 An-72P An-72P	MVD/Aeroflot c/s Soviet MVD/VV Russian MVD/VV Russian MVD/VV Russian MVD/VV Rosgvardiya KGB/Border Guards FSB	mfd ORY trf CKL rgd trf mfd UUS	29aug91 nov91 1992 22aug05 17may06 05apr16 27sep91 07jul94	line # 13-05; probably never painted up like this opb 3 oase on at Chkalovski; f/n VIE 22jun94; in basic Aeroflot c/s with Red Stars, no titles; l/n CKL 25aug03 opb 3 oase on at Chkalovski; initially in basic Aeroflot c/s, no titles; l/n as such CKL 14aug06; repainted in basic Rossiya c/s with white top, no titles; f/n as such LED 11dec06; l/n operational CKL sep11; stored at CKL, seen jan13/may14; see rgd next line opb 3 oase on at Chkalovski; in basic Rossiya c/s with white top, no titles; seen CKL 27may15 opb 3 oase on at Chkalovski; in basic Rossiya c/s with white top, no titles; f/n CKL 17jul18
#760 94 885	"58" red	An-72P	FSB	UUS	07jul94	line # 13-06; c/n and code from the factory opb 6 oao at UUS; in basic Aeroflot c/s with Russian flag on the fin; l/n UUS 19jun06; tender overhaul completed 11dec06
	RF-72025	An-72P	FSB	UUS	mar07	opb 6 oao at UUS; initially in basic Aeroflot c/s with blue wings, Red Star and red stripe on fin, no titles, but with some kind of Border Guards badge behind the cockpit; t/t 1,605 hours by 2007; seen UUS 10jul07 with the Red Star having been replaced by a Russian star; l/n 21aug13; seen UUS 24may15 with a grey tail, red stripe and Russian flag on the fin, no titles; l/n 2023
#720 94 888	CCCP-72975 72975 ER-72975 ER-72975 ER-ACF	An-72 An-72 An-72 An-72 An-72	Valeologia Valeologia Natar Renan Renan	mfd ZIA rgd GRX OST	20dec91 aug93 29dec94 30dec95 04oct97	line # 13-07; rgd 26dec91 in Aeroflot c/s, no titles; f/n RTM 18feb95; l/n NLO 05sep95 with Rwandan flag on both sides; l/n FIH 01apr96 w/o 22dec97 on a flight from Abidjan to Rundu (Namibia), reportedly shot down over the Atlantic Ocean by the Angolan Air Force when refused to land after interception, all 6 crew and 5 passengers killed; owner confirmed that the aircraft is missing since
#720 94 889	'ER-AER' CCCP-72977 CCCP-72977 HK-3808X ER-72977 ER-ACA ER-ACA ER-AEJ ER-AEJ ER-AEJ	An-72 An-72 An-72 An-72 An-72 An-72 An-72 An-72 An-72 An-72	Renan Soviet Air Force Valeologia Helitaxi Colombia Valeologia no titles Renan Renan Shemair Aerop. Marculesti	rgd mfd rgd rgd IEV FIH rgd KIV Ksv	29dec97 05may91 26dec91 dec92 28dec93 28jun95 01apr96 02may95 03apr03 25mar07	fake registration, used to cover up the loss of ER-ACF; canx 16feb01 line # 13-08; no reports painted in basic Helitaxi Colombia c/s without titles and seen as such PRG 28nov92 on delivery to Colombia in white/light grey c/s with gold/blue cheatlines and logo on fin; type painted as 'An-74' !, returned to Ukraine 19may93; canx 13dec93 in basic Helitaxi Colombia c/s with own logo on fin, no titles; type painted as 'An-72/An-74' on the left side and as 'An-74' on the right side; l/n ATH feb94; reportedly opb Natar feb95 in basic Helitaxi Colombia c/s; rgd 02may95 to Renan 7, see ER-AEJ two lines below in basic Helitaxi Colombia c/s with own titles plus logo on fin; carried a Rwandan flag on both sides in 1996; l/n BTS 04oct97; see rgd next line in basic Helitaxi Colombia c/s with own titles plus logo on fin; the rgd from the Moldovan register probably relates to ER-ACA, see two lines above; f/n AMS 13sep98; l/n BUD 10oct01 CoFA expired 23jan03
#470 94 890	CCCP-74004 RA-74004 RA-74004 RA-74004 RA-74004	An-74 An-74 An-74 An-74 An-74	AFL/Krasnoyarsk Aeroflot Norilsk Avn Ent. 2nd Sverdlovsk AE not known	mfd NSK trf rgd rgd	25mar92 13may95 22dec95 25jul05 14aug14	Aeroportul International Marculesti; in all-white c/s, no titles; already on register with this operator mar04; overhauled in 2008 and then stored at Kiev-Svyatoshino; reflown after storage jul13; stored at Marculesti, seen in 2016; canx between 29nov17 and 04jan18; version given in Moldovan legal documents 2017/18 as an An-72-100 by 2012; l/n Marculesti jul18/jun22 line # 13-09; the first series-production An-74; in 'polar' c/s; toc 02apr92; rgd 08jun92; opb Norilsk OAO in 'polar' c/s Initially still in full 'polar' Aeroflot c/s including titles; supported Arctic expeditions in 1994/98; stored in 1998/2001 because of economic problems of Norilsk Avn Ent.; l/n with titles BKA 22aug03; f/n without titles Bukhta Provideniya 29jan04; leased to 2nd Sverdlovsk Aviation Enterprise from 15apr04; l/n IEV 22may04 to YuM. Pervak; in basic 'polar' Aeroflot c/s, no titles; CoFA expired 25oct05, but still current on register aug10; stored at Kiev-Svyatoshino, seen mar07/dec10; t/t 3,017 hours, and 1,120 cycles by nov08; ferried from Gostomel to OSF between 03oct13 and 05oct13; stored at OSF, seen oct13/feb14; offered for sale by Middle-East still present OSF aug14 stored, in Aeroflot 'polar' c/s, no titles; canx between 07jun17 and 04jul17; l/n OSF may21, being stripped of paint; advertised again for sale on the web, t/t 3,017 hours, photos exist in all white c/s without registration at OSF, was later sold; fate unknown
#470 94 892	CCCP-74005 RA-74005 RA-74005	An-74 An-74 An-74TK100	Yakutavia Nadym Gazprom Gazpromavia	mfd KRR OSF	23apr92 19sep94 01aug02	line # 13-10; d/d 24apr92; rgd 16jun92 leased from Gazpromavia; l/n OSF 21aug99 An-74TK-100C; bought for the Kamchatka region on the basis of a Russian Federation government decree dated 29dec07, but Koryakskoye aviapredpriyatiye was not interested in taking over the aircraft; last overhaul completed 11nov08
	RA-74005	An-74TK100	FMB Rossii	trf	2009	Federalnoye mediko-biologicheskoye agenzstvo Rossii (Federal Medical & Biological Agency of Russia), operated for FMBZ im. A.I. Burnazyana (Federal Medical Biophysical Centre); first mentioned with this owner in tender 11nov09; t/t 3,093 hours by 11nov09; tender for operation of this aircraft won by Shar Ink 07dec09; initially still in basic Gazpromavia c/s, no titles; f/n DME 03dec09; l/n as such GOJ jan10; repainted in all-white c/s; f/n as such OSF 07apr10; seen OSF 09jun12 with Shah Ink badge; l/n VKO 19oct19
#760 95 895	"59" "59" red	An-72P An-72P	KGB/Border Guards FSB	mfd UUS	28dec91 07jul94	line # 14-01; c/n and code from the factory; a photo exists of "59" red with Ukrainian markings, probably it was this aircraft prior to delivery, as it was not operated by the Border Guards of Ukraine in basic Aeroflot c/s with Russian flag on the fin; l/n SVO 24apr97, c/n not checked

	RF-72026	An-72P	FSB	UUS	18dec07	c/n confirmed; opb 6 oao at UUS; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; tender for overhaul published 30nov06; t/t 1,547 hours by 2007; underwent overhaul at 325 ARZ from 10oct14, was with mil. unit 2199 (Yuzhno-Sakhalinsk); l/n2022 location withheld
#470 95 896	CCCP-74006	An-74	AFL/Yakutiya	mfd	25mar92	line # 14-02; rgd 25may92 to Yakutavia; on charge as of 01jul92; opb Kolyma-Indigirski OAO; in 'polar' c/s; f/n YKS 03jul92
	RA-74006	An-74	Aeroflot	Ovn	12jul93	opb Sakha Avia
	RA-74006	An-74	Polyarnyye Avial.	trf	20jul95	rgd 18nov96 to Respublika Sakha; still in 'polar' Aeroflot c/s including titles; l/n as such IEV 21may04; converted to, see next line
	RA-74006	An-74TK100	Sverdlovsk 2nd AE	rgd	16jan06	to UGМК (Urals Mining and Metallurgical Company); An-74TK-100C; fitted out for 26 (among them 6 VIP) passengers; in all-white c/s, no titles; f/n DME 25mar06; t/t 3,029 hours and 1,225 cycles by 01jan10; new CoFR issued 10nov10; sold to Kuzbassazrezugol 08dec15; new CoFR issued 29apr16; l/n KGP 27dec16
	RA-74006	An-74TK100	ShAR Ink	rgd	28mar17	An-74TK-100C; in all-white c/s with logo, no titles; f/n LVR 20apr18; l/n OSF 25aug18; canx 14jan19 as sold abroad
	not known	An-74TK100	East Wing		25feb20	An-74TK-100C; according to flight trackers operated a flight with an EWZ call-sign this date, using the hex code of RA-74006, see next line
	UP-AN740	An-74TK100	East Wing		31jul21	An-74TK-100C; exact version and c/n not confirmed; flight planned Aqaba-Odessa this date, as a technical flight for maintenance with the type given as An-72, but the known registration sequence would suggest an An-74 ?; seen ODS 29sep21 (photo proof), in all white c/s, exact type could still not be determined; returned Odessa to Nur-Sultan 21feb22, operator given as East Wing
#470 95 898	CCCP-74009	An-74	Kolymaavia	mfd	31mar92	line # 14-03; already rgd 03mar92; in basic 'polar' Aeroflot c/s
	MOLD-74009	An-74	Valeologia	d/d	31mar92	carried the unauthorised prefix 'MOLDOVA'; f/n Lensk 02jul92
	RA-74009	An-74	Valeologia	GDX	08jul94	in basic 'polar' Aeroflot c/s with additional 'Kolymaavia' titles; canx 26jan95
	ER-ACN	An-74	Renan	rgd	31jan95	in basic 'polar' Aeroflot c/s, no titles; f/n GRX 30dec95
	ER-ACN	An-74	Air Moldova	KIV	08jul96	reported for Renan; overhaul completed 14jun96
	ER-ACN	An-74	Renan	HLA	sep97	no titles
	ER-AEN	An-74	Renan	rgd	28dec98	seen without titles OST 20jun99; f/n with large 'Renan' titles TFS 13mar00; l/n as such FAO mar01; according to Antonov the aircraft was regarded as no longer airworthy from 31mar01; repainted in white/grey wavy c/s with three blue stripes on the forward fuselage and blue engines, no titles; f/n as such ODS 25may02; current on register 06may08; stored at Gostomel, seen aug08/oct10; seized by a Ukrainian court jan09 for non-payment and ownership issues; ferried by a GosnII GA crew from Gostomel to DME 17nov10, having RA-74009 assigned but not painted on; l/n as ER-AEN DME 02dec10
	RA-74009	An-74	UTair	rgd	16oct08	without CoFA by aug10; initially in white/grey wavy c/s with three blue stripes on the forward fuselage and blue engines, no titles; seen undergoing heavy maintenance at Ivanovo-Severnoy 01aug11, with the previous registration crudely obliterated; stored at TJM, seen jul14/sep19; new CoFR issued 19aug16, but canx between 01dec16 and 10mar17; t/t some 3,800 hours and 1,606 cycles; airlifted underslung by Mi-26T RA-06031 from TJM to Tyumen-Plekhanovo 29oct19; repainted in full yellow/black/red UTair c/s for display; preserved as such at Tyumen-Plekhanovo, seen 10sep20/14aug22
#760 95 899	"02" "60" red RF-72027	An-72P An-72P An-72P	KGB/Border Guards FSB FSB	mfd UUS UUS	25mar92 07jul94 11sep09	line # 14-04; c/n and code given as just "2" by the factory; no reports opb 6 oao at UUS; in basic Aeroflot c/s with Red Star on the fin; l/n UUS 19jun06 opb 6 oao at UUS; in basic Aeroflot c/s with blue wings, Russian flag and red stripe on fin, no titles; named 'Igor Dmitrenko' after the commander of Il-76TD RA-76839 which crashed 02dec01; t/t 1,972 hours by 2007; l/n UUS 08jul14; seen UUS 07oct18, with a grey tail, red stripe and Russian flag on the fin, no titles; l/n KHV 25jan22
#470 95 900	CCCP-74008(1) UR-74008(1)	An-74 An-74	Kharkov Avn Plant Antonov Des. Bur.	mfd rgd	29apr92 22jan93	line # 14-05; d/d 29apr92; rgd 12may92; see c/n 3654701221089 in basic 'polar' Aeroflot c/s with large 'ANTONOV 74' below the cockpit, no titles; f/n Gostomel 21aug93; l/n ZIA 02sep93
	UR-74008(1)	An-74T-100	Vitair	LUX	14feb95	the prototype of the version An-74T-100, converted by ANTK im. Antonova in 1995; leased from the Kharkov Aviation Production Association; in basic 'polar' Aeroflot c/s with large 'ANTONOV 74' below the cockpit, no titles; l/n PER 29jul95; canx 27mar03, see below
	RA-74008(1) RA-74008(1)	An-74T-100 An-74T-100	Severgazprom Gazpromavia	UCT rgd	sep97 30oct97	in full c/s; f/n DKR 06jan00; CoFA expired 29apr08 and CoFR returned 21oct08; offered for sale apr09 by AerAsia Corp. with t/t 4,765 hours and 1,768 cycles; l/n OSF 18aug16; canx between 04aug17 and 13sep17 no hyphen in registration; leased from AerAsia Corp.; in basic Gazpromavia c/s, no titles; f/n OSF 08mar18; slightly damaged 09oct19 on a positioning flight from Diinsor to Mogadishu when the crew forgot to extend the landing gear and the aircraft landed wheels-up, all crew escaped unhurt; seen MGQ 03nov19 possibly in service again but may have been awaiting inspection; canx from the Armenian register 20nov19; photo 12dec19, registration not visible, but taxied this date according to the caption
	EK-74008(1)	An-74T-100	Mars Avia	rgd	06nov17	at MGQ; in basic Gazpromavia c/s, no titles
	TY-AEG UR-UZN	An-74T-100 An-74T-100	Constanta	photo rgd	photo 16aug21	owner AMIS (UAE); delivered MGQ-CAI-OZH 19sep21; not included in the latest ADB listings dated 04oct21/13mar23, suggesting it has still to enter service; photo OZH date unknown, still in basic Gazpromavia c/s, no titles; current on register dec23
#470 95 903	CCCP-74007	An-74	KhGAPP	rgd	12may92	line # 14-06; Kharkov Aviation Factory; official mfd 29may92; in white c/s with gold/blue cheatlines and a 'Helitaxi' logo on the red 'polar' fin; f/n PRG 28nov92, on delivery to Colombia
	HK-3809X	An-74	Helitaxi Colombia	rgd	nov92	leased from KhGAPP; in white c/s with gold/blue cheatlines and a logo on the red 'polar' fin; returned to Ukraine 19may93; canx 05nov93
	UR-74007 UR-74007	An-74 An-74	Business Airlines NARO Ukraine	AGP d/d	nov93 nov93	leased from KhGAPP; 'UR-' prefix ? leased from KhGAPP; in white c/s with gold/blue cheatlines and red 'polar' fin; f/n LBG 17jan96; leased to Iran for some 6 months in 1996/97; l/n OST 28apr97
	UR-74007	An-74-200	KhGAPP	Krn	04may98	in white c/s with blue trim, with 'Ukraine' and 'Kharkov State Aircraft Manufacturing Company' titles; leased by KHGAPP to Aero Charter probably from 2001 to mid-2003; f/n with an additional 'ACR' (Aero Charter) logo LUX 23nov01; l/n operational LUX 09nov03; CoFA expired 29may04; canx 01oct08; stored at Kharkiv-Sokolniki, seen sep10/sep17, still with the 'ACR' logo; was sold to Motor Sich mar15
#470 95 905	CCCP-74025 RA-74025 UR-74025 RA-74025 YL-RAF UR-CAE YL-RAF	An-74 An-74 An-74 An-74 An-74TK100 An-74TK100 An-74TK100	Aviakor Aviakor not known Aviakor RAF-Avia RAF-Avia RAF-Avia	mfd ZIA Gos rgd rgd BTS rgd	20may92 03sep93 22sep94 12nov96 30apr01 10oct01 23jan02	line # 14-07; d/d already 13may92; mfd from a 1995 incident report in white/dark c/s with 'Aviakor' titles probably received the prefix 'UR-' just for overhaul, see next line f/n Samara-Bezmyanka 30aug97; soc and canx 07dec00 as to Latvia An-74TK-100; in white c/s with very dark blue trim and many logos on the fin; f/n already VLC mar01 c/n confirmed by the Ukrainian CAA; l/n BTS 30oct01; canx 04jan02 c/n confirmed; f/n RTM 16sep02; seen with 'Eurovision 2005' stickers of Angelica Agurbash at MLA 15apr05 and HEL 28apr05; f/n without these stickers again TLL 28jul05; l/n RIX 26oct08; offered for sale aug08, for \$ 4.0 million, last overhaul 01nov04, CoFA expired 01may06, t/t 2,400 hours and 1,004 cycles; l/n RIX 06jul11; current on register 22aug11
	ER-AUL	An-74TK100	Pecotox Air	RIX	27oct11	still in full RAF-Avia c/s and titles; l/n RIX 03nov11, stored; ferried for overhaul to Zavod 410 GA at IEV 26nov11; current on register 12jan12
	ER-AUL UR-CKC	An-74TK100 An-74TK100	Cavok Air Cavok Air	IEV rgd	28feb12 07aug12	in stylish orange/black c/s with titles on the fin; l/n MSQ 28jun12 to Swift Solution FZC of the UAE; in stylish orange/black c/s with titles on the fin; f/n MHP 07aug12; new CoFRs issued 25jun15 and 03apr17; l/n TRD 21jun17; w/o 29jul17 on take-off from São Tomé when the right engine suffered a bird strike and the crew aborted the take-off, the thrust reverser of the right engine deployed while the thrust reverser of the left engine remained stowed, the aircraft overran the runway, went down an embankment and broke up, one member of the crew injured; officially cancelled between 13dec19 and 31dec19; wreck still at Sao Tome 19jul22
#720 95 907	OB-1485	An-72V	Aero Tumi	d/d	sep92	line # 14-08; rgd 29dec92 (the line number was given as the c/n in the register); reported as ex FAP-368; CoFA expired 22sep93; canx 12sep94
	OB-1485 OB-1485	An-72V An-72V	Peruvian Air Force Colibri Airlines	LIM LIM	oct95 23mar00	seen without 'Fuerza Aérea del Perú' titles mar96/sep97 operational; in white/light grey c/s with green/black/purple cheatline, with titles; stored without markings at LIM, seen jan01
	S9-BOU	An-72V	Goliat Air	LAD	16mar01	c/n confirmed; in white/light grey c/s with green/black/purple cheatline, no titles; as such also on an undated photo at LIM; l/n CPT 23jun03; still in the Goliat Air fleet list feb05; seen LAD 22jul06 still with S9-BOU under the wing, using call-sign T-701
	T-701	An-72V	Angolan Air Force	no	reports	c/n confirmed; presumably just a call-sign whilst still painted S9-BOU ?; reported in the Namibian FIR feb02/sep03; see previous and next lines
	S9-BOU	An-72V	Angolan Air Force	KIV	06jul06	c/n confirmed; in grey c/s with light grey belly and an Angolan flag on the fin, no titles; seen KIV 14jun07; involved in an accident at LAD 20feb09 when the wing clipped the cockpit of another aircraft whilst taxiing at night; repaired; l/n in its old c/s, but without flag now, LAD 02nov11; reported LAD 23jul12 in white c/s without titles, operational; repainted in grey c/s with light grey belly again; f/n as such LAD nov12; l/n LAD oct14
	T-701	An-72V	Angolan Air Force	QRA	22mar15	c/n confirmed; in grey c/s with light grey belly and an Angolan flag on the fin, with titles; arrived for maintenance at QRA 08feb19; seen QRA jun19/oct20 with the right wing hanging down; returned to Luanda aug21; l/n LAD 05jan23
#720 95 908	RA-72979 RA-72979 RF-72979 RF-72979	An-72 An-72 An-72 An-72	MVD/Aeroflot c/s Russian MVD/VV Russian MVD/VV Rosgvardiya	mfd CKL rgd trf	22jun92 20aug07 17may06 05apr16	line # 14-09; f/n LED 27jun96; l/n CKL 19aug01 opb 3 oase on at Chkalovski; repainted in basic Rossiya c/s with white top, no titles; f/n as such CKL 20aug07 opb 3 oase on at Chkalovski; in basic Rossiya c/s with white top, no titles; f/n CKL 04aug08; l/n CKL 23may15 opb 3 oase on at Chkalovski; in basic Rossiya c/s with white top, no titles; f/n CKL 26apr16; l/n 2020, location withheld
#720 95 909	RA-72980	An-72	Soviet AF/AFL c/s	mfd	17jul92	line # 14-10; registration given as previous identity in Moldovan register; reported in an incident report in 2000 !
	ER-72980 S9-GRE	An-72 An-72	Aeroflot c/s, n/t	rgd MLA	02jun94 22aug99	canx 29sep94 c/n from russianplanes.net; in basic ex-Aeroflot c/s with white tail, Aeroflot titles overpainted below the cheatline and large unreadable titles overpainted above the cheatline; reported opb Express International Cargo
	S9-GRE EL-ALX	An-72 An-72	Centrafican, n/t Centrafican, n/t	RKT RKT	01apr00 29oct00	in all-white c/s with four diagonal blue stripes of different shades on the fin; l/n RKT 26apr00 c/n confirmed; rgd not available; in all-white c/s with four diagonal blue stripes of different shades on the fin; l/n RKT 26jan02
	ES-NOH ES-NOH	An-72 An-72-100	Enimex Enimex	rgd rgd	29jun02 29apr03	f/n TLL 31jul02 version from register aug05

	ES-NOH ES-NOH ER-AVG D2-MBX T-705	An-72-100 An-72-100 An-72-100 An-72-100 An-72-100	United Nations Erimex, n/t Pecotox Air Angolan Air Force Angolan Air Force	FKI LPL rgd TLL LAD	15nov04 30may06 01sep06 27jun08 28mar09	op for UN as UNO-804; /ln TLL 22apr06 in all-white c/s, no titles; /ln TLL 21jul06 in all-white c/s, no titles; version as such in fleet list 02nov06; /fn SXF 09may07; /ln TLL 10jun08 all-white c/s, no titles; /ln ODS 08jul08 c/n not confirmed, but comparison of a photo suggests this is likely to be ex D2-MBX rather than D2-MBW; in all-white c/s, no titles; photo at LAD jul10, serial not visible; sat wfu at LAD, seen oct14/nov16; scrapped at LAD in early dec17 line # 15-01; rgd 29dec92 ex FAP-369; line number given as the c/n in the official register; donated for use by the Presidential Ministry may93; CofA expired 23sep93 canx 12sep94; seen Lima oct95 also carrying '369'; seen without 'Air Force' titles and stored LIM mar96; withdrawn from Air Force service by sep97 due to ownership issues; in all-white c/s without serial and under slow maintenance since at least may02, /ln mar04; reported in legal documents on the web jun04 with regards to registration and ownership issues; advertised for sale on web 2006, t/t 451 hours and 499 cycles and sold by early 2007; reported by Air Britain in nov23 to be in the Museo del Fuerza De Aviacion Naval del Peru; presumably the aircraft visible on GE (S12.030760, W77.104468) 09nov18/18apr23 line # 15-02; c/n and code given as just "2" by the factory; never delivered c/n confirmed, but the aircraft was never delivered; CofA expired 21sep93; see next line c/n confirmed; sold to a Moscow-based company for \$ 5 million feb93; official mfd 14apr93; h/o 19apr93 and ferried from the KhGAPP to ZIA 20apr93; undertook 9 test and acceptance flights from ZIA (18 hours), damaging the landing gear during one of the flights (damage not evident externally from two photos taken at ZIA 03sep93); ferried for repair to the KhGAPP in early 1994, but the aircraft was illegally arrested by Ukrainian customs on arrival and sold to the Ukrainian Ministry of the Interior for \$ 28,000 ! opb military unit A-3030 as a VIP aircraft for the Minister of the Interior; in white/light grey c/s with yellow/blue cheatline and Ukrainian flag on fin; /ln IEV 04jul99
#720 96 911	OB-1486 OB-1486	An-72V An-72V	Aero Tumi Peruvian Air Force	d/d LIM	sep92 07may94	
#720 96 912	"02" OB-1487 RA-72983	An-72S An-72V An-72V	Soviet Air Force Aero Tumi Aero Tumi	rgd ZIA	29dec92 03sep93	
	"002" black "02" black "02" blue "02" blue	An-72V An-72V An-72V	Ukrainian MVS Ukrainian MVS Ukraine Nat.Guard	IEV IEV trf	20mar97 02jun02 jun03 2014	
#720 96 914	RA-72982 RA-72982 3C-QQO ES-NOI ES-NOI ES-NOI ES-NOI ST-PAM ST-PRM	An-72 An-72-100D An-72-100D An-72-100D An-72-100D An-72-100D An-72-100D An-72-100D	TsSKB "Progress" TsSKB "Progress" San Air, n/t Aeroflot c/s, n/t Atlantic Airlines Enimex Atlantic Airlines Police Air Wing Police Air Wing	mfd IEV rgd TLL CVT OST CVT IEV KBP	02nov92 03jul96 23apr01 03may04 10may04 16may06 17aug07 11feb08 19may10	
#760 96 915	"22" "07" red "22" blue RF-72024	An-72P An-72P An-72P An-72P	KGB/Border Guards KGB/Border Guards FSB FSB	mfd FAB VVO	21aug92 06sep92 1993 15aug08	
#470 96 918	RA-74024 RA-74024 RA-74024 RA-74024 RA-74024 ST-PRB	An-74 An-74 An-74 An-74 An-74 An-74	Aeroflot Polyot VostsiBaero Kupol Avia Proton Sudan Government	d/d BKA trf rgd OSF OSF	27nov92 14jun94 21feb95 04may00 27aug02 12apr05	
#470 96 919	CCCP-74026 HK-3810X CCCP-74026 UR-74026 UR-74026 UR-74026 UR-74026 UR-74026 UR-74026	An-74 An-74 An-74 An-74 An-74 An-74 An-74TK200 An-74TK200 An-74TK200	Motor Sich Helitaxi Colombia Motor Sich Motor Sich Romoco Cargo Air Mark Mandala Motor Sich United Nations Motor Sich	mfd rgd ph. PRG HLA HND SIN OZH Krn	16nov92 dec92 jan94 09feb94 02nov95 06sep96 28may97 06may98 19aug04 29dec09	
#470 96 920	RA-74027 UR-74027 UR-74027 UR-74027 RA-74027 RA-74027 EK-74027 EK-74027	An-74 An-74 An-74 An-74 An-74-200 An-74-200 An-74-200 An-74-200	Musa Motors Antonov Des. Bur. Vitair no titles Yamal Spec. Flight Serv. all-white c/s, n/t Geleon Trade, n/t	mfd Gos PRG BUD ZIA KRT OSF KRT	21dec92 29jun95 04oct95 13feb98 19aug99 17jan06 20may07 24jun08	
#470 96 923	EK-74027 UR-74043 RA-74043 RA-74043 RA-74043 RA-74043 EK-74043 EK-74043 EK-74043 EK-74923 EK-74923 EK-74923	An-74-200 An-74-200 An-74-200 An-74-200 An-74-200 An-74-200 An-74-200 An-74-200 An-74-200 An-74-200 An-74-200 An-74-200	Alfa Ukraine flag, n/t Yamal Alliance Avia Yamal Spec. Flight Serv. Geleon Trade, n/t Vega Aviation Ayk Avia Skiva Air Tor Air Aviation Mars Avia	TII d/d rgd OST rgd KRT ELF KDH rgd JUB rgd	08may09 28dec92 12jul00 03oct00 19aug03 17jan06 24jun08 24oct08 15oct11 25jul14 15feb17 28jul17	
#470 96 924	9T-TAG RA-74041 RA-74041 RA-74041 RA-74041 ST-BDX ST-PRD	An-74-200 An-74 An-74 An-74-200 An-74-200 An-74-200 An-74-200	DR Congo Air Force Aviakor Liana Aviakor Sibaviatrans Badr Airlines AMIS AMIS Sudan Government	FIH d/d VKO photo rgd KRT OSF KRT DME	15oct23 29dec92 25aug93 photo 03oct96 26oct06 26mar07 25oct07 25dec09	
#760 96 926	"14" blue UR-72984 72984	An-72P An-72P An-72P	Ukr Border Guards Ukr Border Guards Ukr Border Guards	photo HRK ph.	photo 30sep97 2002	

	"16" blue	An-72P	Ukr Border Guards	ODS	02apr06	opb mil. unit 9997 at Odesa-Tsentralny; in basic Aeroflot c/s with red stripe on fin, no titles; c/n checked ODS 03may08; offered for sale by Ukrainian Government 17dec08, for € 630,000; trf to Ministry of Defence, Equatorial Guinea 08may09; l/n Gostomel 10may09
	032	An-72P	Equat. Guinea AF	IEV	06oct09	c/n confirmed; initially in all white c/s without titles and large Roundel on the tail; later with Fuerza Aerea G E titles; seen 07oct13 at an unknown location in Equatorial Guinea; according to Ukrainian legal documents 16oct18/30jun20 it underwent maintenance in 2018; reported w/o 30jul19 en route Malabo-Bata, when it crashed into the sea in adverse weather conditions near Grand Batanga, Cameroon, all seven onboard were rescued and the aircraft sunk, however, Cameroon press reports make no mention of the type and some sources report the aircraft was an An-32 that crashed; see next line, which suggests this aircraft was not the involved in the crash above; a photo exists with a Leopard's head on the forward fuselage and named "Col. Leoncio Ntutumu Nzee"
	3C-TM07	An-72P	Equat. Guinea AF	rgd	2020 ?	c/n not confirmed, but likely; photos exist in all-white c/s with Fuerza Aerea G E titles and large roundel on the tail
#760 97 927	"15" blue	An-72P	Ukr Border Guards	mfd	1992	line # 16-01; reported h/o 1996, see next line; code not confirmed for this c/n; reported as "02" red at FFD 24jul98 on RIAT 1998 check-list with this version and c/n, but this was not an An-72P, see c/n 36072060645, which is based at Kirovskoye
	72985 "17" blue	An-72P	Ukr Border Guards	d/d	aug02	c/n confirmed; reported by Antonov as only h/o aug02, see previous line; f/n Kiev-Svyatoshino 15sep02 based at Odesa-Tsentralny; in basic Aeroflot c/s with red stripe on fin, no titles; t/t about 80 hours by nov05; l/n ODS 06may06, c/n checked
	72985 "17" blue	An-72P	Ukr Border Guards	ODS	27aug06	in basic Aeroflot c/s with red stripe on fin, no titles
		An-72P	Ukr Border Guards	ODS	03may08	based at Odesa-Tsentralny; in basic Aeroflot c/s with red stripe on fin, no titles; '72985' visible under paint; l/n ODS 26sep12
#470 97 930	"03" blue	An-72P	Ukraine Nat.Guard	IEV	08apr15	t/t only 125 hours, before h/o in early 2015; in all-grey c/s, with titles; seen IEV 02oct19; seen QLY 08apr20 with callsign UR-49970; l/n Deblin 14may22/08mar23
	RA-74040	An-74	Klyuch Air	mfd	26feb93	line # 16-02; f/n Gostomel 22sep94 "Key Air", seen this day with 'Samarski Metallurg' titles, which means Samara Metalworks
	RA-74040	An-74	Aviaenergo	ZIA	27may95	l/n DME 25nov98 with a sticker ahead of entry door reading "TRANSAEREA, LDA; Transporte aéreo de cargas e passageiros. Rua Comandante Bula, Nº 108/8, Tel. 348787, Cx Postal 14306, S. Paulo Luanda" (was leased by this airline at an unspecified date); seen DME 19jan99 titles not reported
	RA-74040	An-74	East Line	HHN	16jun99	
	RA-74040	An-74	Aeroflot c/s, n/t	OSF	17aug01	l/n IST 07sep03; was rgd to ESS Rossii 22sep99 and leased to Shar Ink 01sep99/31dec04; reported Norilsk-Alykel 29may02 in an incident report, operated by Shar Ink this date; seen OSF aug07/15jul18, stored; canx 09oct20; l/n OSF may21, in poor condition
#470 97 931	RA-74039	An-74	Koryakavia	mfd	11oct93	line # 16-03; rgd 28apr94; toc 02mar95; based at Korf-Tilichiki; in basic 'polar' Aeroflot c/s with full own titles; was stored at Ossora for 7 years because of a defective engine; ferried to Samara for overhaul jul05; overhaul completed mar06, but probably not paid for; new CoFR issued 25apr06; CoFA expired 11oct07; t/t 1,984 hours and 1,015 cycles by 11oct07; stored at Samara-Bezmyanka, seen jul10; new CoFR issued 18aug10; overhaul ordered by Aviaziya Kolymy jun22
#470 97 932	CCCP-74042	An-74	Aeroflot	mfd	02may92	line # 16-04; f/n Gostomel 23aug92
	UR-74042	An-74	Ukr Agric. Dept.	d/d	15apr93	photograph may94 with logo only, no titles
	ES-NOE	An-74	Enimex	rgd	30sep94	f/n PRG 19dec94
	ES-NOE	An-74	Bio Air, n/t	BRU	20jul98	l/n IST nov98
	T9-ABE	An-74	Bio Air, n/t	OSR	21may99	l/n ESB 12aug02/15dec05 and possibly stored there as seen several time this period
	ST-GFF	An-74	Green Flag, n/t	IST	may07	all-white with black/white/red cheatline, no titles; operator confirmed in UN document nov08; with 'GF' on tail, KRT 20may09; seen BKA 25jun09/18aug09; c/n confirmed from Ukrainian customs database; seen 23jun15; l/n dec20, location withheld; damaged 16jan21 at Kidal, Mali, landed too fast and skidded off the runway; a Ukrainian customs entry for the inspection/test of an engine from this c/n dated 23mar21, suggests it may have been repaired
#470 97 933	UR-74038	An-74TK200	Kharkov APO	mfd	jun93	line # 16-05; f/n ZIA 24aug95; initially in all-white c/s with blue cheatlines, no titles; repainted by mar98 in blue/white c/s with 'Kharkov State Aircraft Manufacturing Company' titles; c/n checked on the loading ramp at LBG 15jun03 as 36547098982, see that c/n !; repainted in 2005 with same titles, but all white with yellow/blue cheatlines and red '74' on tail; l/n MLA 22jan06; opf Libyan Arab Air Force by apr06; w/o 23apr06 on a flight from Tripoli via Sebha to N'Djamena (delivering Libyan food aid to Chad) when crashed near Kousséri (Cameroon) after having abandoned the landing at N'Djamena, all 6 crew killed; canx 01oct08
#470 97 935	RA-74046	An-74	Shonkar	d/d	26mar93	line # 16-06; toc 05apr94; "Falcon Air", reported in fleet list
	RA-74046	An-74	Aeroflot c/s, n/t	UFA	29aug97	reported for Bashkirian Airlines; l/n UFA 18aug99
	ST-BDT	An-74	Badr Airlines	KRT	12sep07	in all-white c/s with small titles; l/n KRT 24jun08, see below
	ST-BDT	An-74	Green Flag	BKA	28oct08	reported in a UN document dated nov08 as having operated for Green Flag at ELF jun08; initially in all-white c/s, no titles; f/n BKA 28oct08; l/n as such BKA 25nov08; repainted in white c/s with 'Sudanese flag' (black/white/red) cheatline, grey belly and a 'Green Flag' logo on the fin, no titles; f/n as such BKA 19dec08; new CoFR issued 19feb09; l/n as such IEV 18jun14; f/n without logo on the fin KRT 18may15; new CoFR issued 09aug15; l/n without logo in the Sudan oct15; received the new 'Green Flag' logo on the fin; f/n as such KRT apr16; arrived at ODS for maintenance dec20 and was still there by may21
#470 97 936	RA-74044	An-74	RDS avia	mfd	21jun94	line # 16-07
	UR-74044	An-74-200	Vitair	ZTR	02aug94	in basic 'polar' Aeroflot c/s with a blue/white logo on the fin, no titles
	UN-74044	An-74-200	Aero-Eko	BTS	sep95	in basic 'polar' Aeroflot c/s with a sticker of Aero-Eko Kazakhstan
	RA-74044	An-74-200	RDS Avia	rgd	22aug96	in full c/s; f/n OSF 31mar01; in the mar03 register still as an An-74-200, but see next line
	RA-74044	An-74-200	Gazpromavia	rgd	28dec00	in full c/s; l/n without sticker VKO 07aug04; received an additional 'PC Course' sticker on the nose; f/n as such LBG 29dec05; l/n as such OSF mar06; f/n without sticker again RTM 11may07; l/n in full colours OSF 25jun12; titles and logo were removed; f/n as such OSF 31aug12; l/n TJM 10jan13
	RA-74044	An-74TK100	UTair	rgd	14feb13	new CoFR issued 09dec16
	RA-74044	An-74TK100	United Nations	MZI	05sep13	operated by UTair for MINUSMA in Mali; in full all-white UN c/s; seen MZI 05sep13 with the code 'UNO-052P'; seen 21jul15 with the code 'UNO-051P'; l/n as such MZI 12feb18; seen with the code 'UNO-302P' BGF 2018; seen with the code 'UNO-052P' BKO 03mar20; dbr 03aug20 on a flight from Bamako to Gao when the generators of both engines failed about 70 minutes after take-off, the APU could not be started and the reserve batteries discharged within 20 minutes so that the aircraft suffered a complete electrical breakdown, the aircraft made it to Gao, but the flaps and thrust reversers could not be deployed so that the aircraft overran the runway by 389 metres and came to a stop on soft ground, the landing gear collapsed and the aircraft sustained substantial damage to its nose and belly, all 7 crew members and 4 passengers were injured (the pilot seriously, all others just slightly)
#470 97 938	RA-74045(1)	An-74-200	RDS avia	mfd	21jun94	line # 16-08; d/d 22jun94; rgd to Gazprom 21nov97; f/n OSF 16may99; sat at OSF, many parts missing (seemed damaged, what happened ?), l/n 07jun07/mar15; offered for sale by Transavia in 2007 with t/t 1,214 hours; service life was valid until 21jun01 according to an ADB document dated 21oct16; see c/n 36547098966 for EK-74045
	EY-334	An-74-200	Khatlon Air	OSF	30mar18	flew this date; acquired mar18; an ADB document dated 12jun18 gives c/n only, with service life now valid until 21aug19; seen MGQ 19nov18 operational; all-white c/s, no titles; seen MGQ 19mar19; no longer current with a valid service life according to an ADB document dated apr21
	EY-334	An-74-200	Allied Services	JUB	17apr22	all-white c/s, no titles; seen JUB 16nov22; suspended from operating in South Sudan 04jul23 due to forged Tajikistan documents; l/n JUB 06oct23
#470 97 940	RA-74029	An-74P	MChS Rossii	d/d	21dec93	line # 16-09; toc 16may94; carried additional 'Tsentro-Spas' titles at some time; f/n ZIA 06jul94; named 'Georgi Baidukov' 31jul97; l/n ZIA 21aug99; soc and canx 04feb02; reported VVO 26aug04, operational
	RF-31112	An-74P	MChS Rossii	Khb	13aug05	named 'Georgi Baidukov'; l/n oct05
	RF-31350	An-74P	MChS Rossii	Kjc	22apr06	named 'Georgi Baidukov'; l/n PKC 21jul22
#470 97 941	RA-74047	An-74	Shonkar	d/d	01jul93	line # 16-10; toc 05apr94; in basic 'polar' Aeroflot c/s with a Bashkirian flag, no titles; f/n UFA 12jun94; l/n UFA 14jul94
	RA-74047	An-74	Tarptautinis Kon.	DUS	21jul96	Tarptautinis Koncernas; in basic 'polar' Aeroflot c/s with own titles and logo on the fin; l/n IST 31jul98, titles not reported
	RA-74047	An-74	no titles	IST	12aug98	in basic 'polar' Aeroflot c/s; l/n UFA 18aug99
	RA-74047	An-74	East Line	FRA	07nov99	in register mar03 as owned by Shonkar
	RA-74047	An-74D	Balt. Str. Komp.	RTM	19jun04	Baltiskaya Stroitel'naya Kompaniya (Baltic Construction Company); in the register as opb ShAR Ink and version as An-74D; in white c/s with blue cheatline and light blue undersides; 'Baltiskaya Stroitel'naya Kompaniya' titles and a 'BSK' logo on the fin; f/n with an additional 'ShAR Ink' logo on the tail (left side only) NTE 23jul04; seen in the overhaul plant at IEV 04jun08/28aug08 without titles, version now painted on as just 'An-74'; t/t 3,256 hours and 1,244 cycles by 28aug08
	RA-74047	An-74D	ShAR Ink	BKA	12jul09	version painted on as just 'An-74'; in white c/s with blue cheatline and light blue undersides, a 'ShAR Ink' logo on the tail (left side only) and a 'BSK' logo on the fin, no titles; l/n BKA 09oct09; not current on the Russian register by nov09/aug10
	ST-PRC	An-74D	Sudan Government	KRT	25dec09	c/n confirmed; version painted on as just 'An-74'; in white c/s with blue cheatline and light blue undersides, a 'ShAR Ink' logo on the tail (left side only) and a 'BSK' logo on the fin, no titles; l/n AUH 14oct10
	no reg	An-74D	ShAR Ink	OSF	10mar11	version painted on as just 'An-74'; 'RA-74047' and 'ST-PRC' on the tail scrubbed out but still readable, 'RA-74047' still present on top of the wings; in white c/s with blue cheatline and light blue undersides, a 'ShAR Ink' logo on the tail (left side only) and a 'BSK' logo on the fin; stored at OSF, seen mar11/aug15; sold by Shar Ink to NIIIS sep15; seen OSF 26oct15 being worked on
	RA-74047	An-74D	NIIIS	ZIA	23dec15	Nauchno-issledovatel'ski institut izmeritel'nykh sistem im. Yu.Ye. Sedakova (Measurement Systems Scientific Research Institute named after Yu.Ye. Sedakov) of Nizhni Novgorod; equipped with 8 MAFS-01 antenna systems and used as a platform for measurements; initially still in white c/s with blue cheatline, light blue undersides and a 'BSK' logo on the fin, version painted on as just 'An-74'; l/n as such ZIA 23dec15; repainted in white c/s with blue cheatline, light grey undersides and fin and 'NIIIS' titles, version painted on as 'An-74D' again; f/n as such NNM 26mar16; seen GOJ 09feb17; canx between 10mar17 and 05may17; seen GOJ 14oct17 apparently active; l/n OSF 08mar18
	74047	An-74D	NIIIS	ph.	2018	l/n GOJ 15jul23
#470 98 943	RA-74048	An-74	Shonkar	d/d	21dec93	line # 17-01; mfd given in Kyrgyzstan register as 21feb94; toc 05apr94
	RA-74048	An-74	Bashkortostan	DME	25may94	l/n UFA 18aug99; VIP aircraft in white c/s with green undersides and thick blue stripe, large titles

	RA-74048	An-74D	all-white c/s, n/t	Ksv	14sep02	leased to 2nd Sverdlovsk Aviation Enterprise 15jan01/20mar08; seen as such LED 12sep08 all-white, no titles
	RA-74048 EX-74001 (2)	An-74D An-74D	Uktus Airport Sapsan	trf rgd	jul11 29sep21	still all white, no titles; l/n FRU 30sep21; canx 23sep21 as sold abroad see c/n 36547070655; active over the UAE 22oct21 according to flight trackers with ICAO code KGB; still active in the UAE 22jan22, although it is reported that it is actually an Il-76 (EX-76005) operating for the same company with this hex code
#470 98 944	EX-74001 (2) RA-74052	An-74D An-74	Bu Shames SHAR Ink	no mfd	reports 18jan94	mentioned on their website, but registration not given line # 17-02; d/d 18jan94; rgd 16may94; in basic 'polar' Aeroflot c/s, no titles; f/n LED 25oct94; l/n OSF 16may99, titles not reported
	RA-74052	An-74-200	Yamal	SVO	sum1999	seen BKA 20apr06 with additional 'Alliance Air' titles and logo; offered for sale by Transavia in 2007 with t/t 2,488 hours; seen BKA 05aug08 without additional titles; seen BKA 26feb09 and again offered for sale apr09 by AeroAsia Corp with same hours/cycles; l/n BKA 14apr11
	EK-74052	An-74-200	Ayk Avia	OSF	24may11	in basic Yamal c/s with revised tail logo and without hyphen in the registration; l/n KBL 11dec11; seen MZR 02aug13 no titles; reported opb Skiva Air oct14; l/n FRU 04may15; seen JUB 30oct15, seen JUB 18aug17, in the same c/s, no titles; opb Eagle Enterprise based at JUB; l/n JUB 18mar18
#470 98 946	EK-74052 TR-OLG UR-74053 UR-74053 LZ-MNM UR-BYH	An-74-200 An-74-200 An-74 An-74 An-74 An-74	Mars Avia Eagle Enterprise Ukrainian MVS ? Yacco Air Scorpion Khoriv-Avia	rgd JUB mfd OST BUD OST	05jun18 20nov21 11mar94 21jan98 22aug98 03oct00	in basic ex Yamal c/s, no titles; seen JUB 15nov22; l/n JUB 06oct23, with registration painted over but visible line # 17-03; in white c/s with green/blue tail, no titles; f/n CEJ 29jun95; seen FIH 01apr96; l/n SHJ 26oct97 Yacco was a French sponsor; l/n BUD 12jun98
	"01" blue	An-74	Ukrainian MVS	BUD	06jul04	in white c/s with green and dark blue trim, no titles; l/n BUD 03oct99; not in fleet list dec99
#470 98 947	--	An-74				in white c/s with green and dark blue trim, no titles; seen with an 'ACS' (Air Charter Service) logo on the fin OST 03oct00 and EDI 17nov00; seen without logo IEV 02jun02; l/n IEV 04aug02
#470 98 950	RA-74037	An-74-200	Vostsibaero	mfd	28apr95	VIP aircraft for the Minister of the Interior; modification by KhGAPP completed apr04; based at IEV; in white c/s with yellow and blue trim, 'Ukrayina' titles on the nose, a Ministry of the Interior (MVS) coat-of-arms on the engine cowling and military roundels; used call-sign UR-87040; l/n LWO 16feb21
						line # 17-05; went to Omsk and became c/n 47181011
#470 98 951	RA-74056	An-74-200	Gazpromavia	mfd	05oct95	line # 17-06; mfd given in register as 05sep95, probably in error; rgd 20nov95; f/n FRA 13aug96; seen with an additional 'Air Afrique' sticker SXF 09sep96; seen with additional 'YACCO' titles and Dakar Rally 'Total' stickers RTM 04sep99 and DME apr02; l/n OSF 07sep08; offered for sale by AeroAsia Corp. in 2008, with t/t 4,791 hours and 1,664 cycles
	RA-74056	An-74-200	ShAR Ink	rgd	12dec08	to OOO "Falkon"; initially still in full Gazpromavia c/s including titles; f/n Ivanovo-Severny 03may11; owned by FMBZ im. A.I. Burnazyana (Federal Medical Biophysical Centre) from 2013; l/n with 'Gazpromavia' titles OSF jan14; underwent heavy maintenance after storage in spring 2014; f/n in basic Gazpromavia c/s without titles OSF aug14; slightly damaged 03apr15 on a flight from Longyearbyen to the Barneo ice strip (at N89°) when the interceptors were deployed too early on landing so that the aircraft touched down with 2.4 g and the right main gear partially collapsed, all 7 crew members and 10 passengers escaped unhurt; the right main gear collapsed completely 23apr15 when a storm rocked the aircraft so that the right wing came to rest on the ice; it was then decided to abandon the aircraft, an insurance claim was submitted 24apr15 and the engines were removed; the aircraft drifted with the ice floe to the west, the floe cracked during the night 26/27jul15 and the aircraft sank into the waters of the Arctic Ocean; t/t 4,883 hours and 1,690 cycles; canx between 07jun17 and 04jul17
#470 98 956	--- RA-74058	An-74 An-74-200	Gazpromavia	mfd	28sep95	line # 17-07; went to Omsk and became c/n 47136012
	RA-74058	An-74-200	ShAR Ink	trf	sep09	line # 17-08; rgd 20nov95; port undercarriage collapsed 23dec95 whilst taxiing at Noviy Urengoy, repaired; f/n VKO 16apr97; seen OSF mar07 with additional large 'AMIS' titles on the centre of the fuselage, had operated the African Union Mission in Sudan; seen OSF apr07, 'AMIS' titles now removed and cheatline still partly overpainted; l/n Ivanovo-Severny 30aug07; still in fleet list 22nov07
	9Q-CXZ	An-74-200	Rolkan Investment	VKO	24jan10	still on Russian register nov09; service life valid until 02feb11 according to ADB documents dated 21oct16 and 19aug17, with this registration still given, see lines below
	4L-EAS	An-74-200	Euroline	KBL	09jun10	c/n confirmed in an official Russian document dated 04dec09 with owner given as such, having been inspected by the Ministry of Internal Affairs at Vnuukovo; in basic ex Gazpromavia c/s
	EX-74201	An-74-200	Rolkan Investment	rgd	11jan11	in basic ex Gazpromavia c/s with cheatline partly overpainted, no titles; seen KBL 04jul10; l/n KBL jun11; reported as an illegal registration; see rgd next line; russianplanes.net suggest impounded jul11, see below opb by SAEMES Airlines according to Kyrgyz CAA; this aircraft was impounded at KBL according to Press reports 16nov11, but registration not mentioned, see previous line; sold by Rolkan Investments 18nov11 for \$100,000 to Astoria Aircraft Leasing; canx by Kyrgyz CAA 09dec11
	N462HA EK-74956	An-74-200 An-74-200	Astoria A/c Lsg RUS Air	rgd rgd	11jan12 04may15	registration assigned this date; CoFA expired 31jan15 and was probably never painted as such canx 05may16, details from Armenian CAA; a photo taken at KBL 16sep18, suggests it is this aircraft still in the same basic ex Gazpromavia c/s with partly overpainted cheatline, no titles, with the second to last digit looking more like an '8' rather than a '5' (a previous registration bleeding through or poor painting ?); the aircraft, however, has not been restored or adopted a new legal registration according to the Armenian CAA; it seems the aircraft had probably not moved for circa 7 years, although allocated 3 new registrations during this time; see also c/n 36572060640
#470 98 957	EY-304 RA-74030	An-74-200 An-74	Aeroflot c/s, n/t	OSF mfd	jun19 10jun94	c/n not confirmed, but in the same basic ex Gazpromavia c/s with partly overpainted cheatline, no titles line # 17-09; d/d 30jun94; rgd 27jul94 to Novokuibyshevskoye AP; trf to Salyut Air 16nov94; l/n SVO 22aug95; l/n KUF 16sep97
	RA-74030	An-74	all-white c/s, n/t	VKO	21aug01	owned by Gazpromavia; stored in ARZ 400 rework with a sign saying 'Do not move !'; l/n as such jun03; soc 03jun03 and canx 07jun03 as sold to Latvia; seen RIX 07oct03/10apr04 with registration removed
	YL-KSA	An-74-200	KS Avia	rgd	01sep03	in all-white c/s, no titles; l/n as such RIX 02may04; repainted with a multi-coloured tail and forward fuselage and web address 'www.ksavia.lv' on both sides; f/n RIX 14oct04; l/n Jurmala-Tukums 16aug08; registration later allocated to An-26B c/n 10101 with rgd 24oct12
	EW-286TL	An-74-200	Grodno	RIX	30may09	reportedly flew Riga-Tbilisi 31may09 as GRX2203; still in full KS Avia c/s, no titles; l/n IEV dec09/30sep12, stored in the rework compound
	EK-74957	An-74-200	South Airlines	IEV	12feb13	in full KS Avia c/s, no titles; ferried IEV-Jurmala-Tukums 28feb13, after 3+ years of storage at IEV; f/n Jurmala-Tukums 02mar13; offered for sale on the internet with t/t 1,282 hours and 847 cycles, location given as Jurmala-Tukums; canx 09feb14; l/n Jurmala-Tukums 24may15; was probably stored at Jurmala-Tukums since arrival feb13; still present Jurmala-Tukums 19aug17, but actual registration worn not confirmed, see next line
	EW-286TL	An-74-200		IAR	20apr18	in full KS Avia c/s, no titles; l/n IAR 28apr19; underwent third overhaul in 2019; offered again for sale apr20 with this registration given, t/t 1,282 hours and 847 cycles
	EW-286TL	An-74-200	Rada Airlines		26dec20	purchased by Rada Airlines; mentioned in an incident report this date, following a loss of cabin pressure after departure from Yaroslavl, returned to Yaroslavl and landed safely; finally delivered IAR-Marculesti 04jan21; l/n jun21
#470 98 959	UR-74055	An-74-200	Antonov Des. Bur.	ZIA	24aug95	line # 17-10; c/n checked but not included in the factory listing; in white c/s with thin blue cheatline, no titles; was reportedly stored with the factory for 4 years
	RA-74012	An-74D	KamAZ	toc	20may96	mfd feb96 according to the Russian register; received in lieu of debts by Ukrainian companies which had bought KamAZ trucks; in basic Aeroflot c/s, no titles; f/n KZN 27aug97; opb Tulpar until at least 10sep99; reported as opb Gazpromavia CPH 22oct97; l/n KZN 26nov97
	RA-74012	An-74D	Gazpromavia	rgd	13may98	VIP version; in full c/s; f/n OSF 31mar01; CoFA expired 01feb03; stored at OSF, seen aug05; not in fleet list 22nov07; CoFR returned 21oct08; sat wfu (with many parts missing) at OSF (N55.512467 E37.520767); seen jul06/may16; offered for sale on planesale.ru in 2021, t/t 1,080 hours and 572 cycles, in all-white c/s without registration; canx after mar22
#470 98 960	UR-74057	An-74-200	Cabi Airlines n/t	mfd	05mar95	line # 18-01; f/n BUD 09jun97, red cheatline, white tail; l/n DUS 23dec99; seen RTM 09jul00 repainted in white c/s with dark blue cheatline and trim running below and up the tail; l/n NUE 05jan03; leased to Atlantic Airlines 13jan03/13jan05; seen CVT 26jan03 with RAF Avia titles; titles removed by jul03; l/n IEV mar05; exported to UAE 23jun06
	ST-WTS RA-74013(2)	An-74-200 An-74-200	Ababeel Aviation UTair Cargo	FJR	27jul06 25apr08	seen DXB 17jan07 with 'Liwa' and 'Ababeel' titles; l/n SHJ 29jan07 reported in technical inspection document; c/n confirmed in fleet list nov09; see RA-74013(1) with unknown c/n; f/n SGC 05mar09; seen KJA 17sep19; placed in storage UFA 16jun20; restored to service; seen MSQ 04sep21 also carrying UNO-308P; seen VKO 03sep22 no longer carrying UN marks; l/n KJA 19aug23
#470 98 961	UR-74031 UN-74031 UN-74031 RA-74031 RA-74031	An-74-200 An-74-200 An-74-200 An-74-200 An-74-200	Vitair Aero Eko Aeroservice Cargo RDS avia Gazpromavia	mfd GRX SHJ MST MST	03aug94 30dec95 03jun96 26mar98 04mar99	line # 18-02 rgd 21nov97 to Gazpromavia
						seen OSF aug05/sep10 wfu, many parts missing and not in fleet list 22nov07; seen OSF 01aug15, still engineless and wfu, small 'JDB FRET' titles on forward port fuselage; l/n OSF may15/aug17; seen aug19 with engines but without titles and registration; still current on Russian register jun23
#470 98 962	UR-74032 UR-74032 RA-74032 RA-74032 RA-74032	An-74 An-74 An-74TK100 An-74TK100 An-74TK100	Vitair Ukraine flag, n/t Gazpromavia UTair Cargo United Nations	d/d ZTR rgd UFA BKO	19oct94 28jun95 25jun96 09mar12 10aug13	line # 18-03; reported sold and seen as, see next line f/n VIE 30aug96; l/n OSF 17feb12, reportedly opb UTair; ex Gazpromavia c/s, no titles all-white, with UTair titles; l/n jul12, location withheld; all white with large United Nations and UN titles and coded UNO-051P; seen BKO 26aug14; seen KJA 04jan15, all white, no titles; seen UFA 12may15 with large UN and United Nations titles; seen KRT 19nov15 also coded UNO-305P; seen BGF mar18; seen KRR 07may19 also now wearing UNO-052P; seen BKO 03mar20 now wearing code UNO-051 (RA-74051 was seen at the same time also wearing UNO-051P); seen MSQ 15jul20 also carrying UNO-305P; l/n Gao 09oct21 still also carrying UNO-051P
#470 98 963	RA-74035 RA-74035 RA-74035	An-74-200 An-74TK100 An-74TK100	Nadym Gazprom Gazpromavia UTair Cargo	d/d trf UFA	20dec94 26may95 30mar12	line # 18-04 l/n OSF 09jul00; l/n OSF 09mar12 all-white c/s, with titles; l/n IAR 06oct12; seen Kupol 21aug13, no titles

	RA-74035	An-74TK100	United Nations	OUA	29may14	leased from UTair; all-white c/s, with titles and code UNO-051P; seen GAQ now with code UNO-052P; l/n as such GAQ 19nov14; seen IAR 29may15 with titles and code UNO-051P; CoFr renewal 22jan16; seen BKO 23may16 with titles and code UNO-052P; seen UFA 16jul17 with titles and code UNO-305P; seen UFA 24may20 with code UNO-051P; seen Bamako 29sep21 now coded UNO-052P; l/n as such MSQ 05dec21
#470 98 965	RA-74035 RA-74036 RA-74036	An-74TK200 An-74-200 An-74-200	UTair Cargo Nadym Gazprom Gazpromavia	KJA mfd trf	15jul23 28apr95 18nov95	all white, no titles line # 18-05 in full c/s; f/n SVX 19aug99; l/n as such KHH 17feb05; opf the African Union Mission in Sudan from Khartoum from mar06, carrying additional 'AMIS' titles; seen as such ELF 26oct06; t/t 4,269 hours and 1,834 cycles by 01jan10; seen in standard c/s OSF 24may11
	EK-74036	An-74-200	Ayk Avia	rgd	11jul11	In basic Gazpromavia c/s, no titles; f/n KBL 05nov11; l/n as such KBL 16dec11; f/n with a small 'Walesi' logo including a bird motif FJR 06sep12; arrived at Davao (Philippines) 26jul13 and was abandoned by the crew; seized by the Philippine Government jan14 against non-payment of debts; seen DVO 20jun14; reportedly opb Skiva Air oct14; seen JUB 27oct15; l/n JUB 31mar17; dbr on landing apr18 when ran off the runway and suffered substantial damage (the left main gear collapsed and the wing cell became leaky); cannibalised; according to the insurance company involved, the accident happened at Akola Village, (N7.9588895 E33.0104506E) on 14apr18; the engines were removed and the aircraft abandoned; photo exists, resting on its tail; the Armenian CAA reported the accident to have happened on 16apr18 at Kier Airstrip in South Sudan, 10 miles from Akobo; canx from the register on 11may18
#470 98 966	RA-74060	An-74-200	Gazpromavia	mfd	12apr96	line # 18-06; rgd 11nov97; in white c/s with blue cheatline and trim, with additional 'Tyumentransgaz' titles; sold to EMZ "Kupol" of Izhevsk in 1999; l/n Sovyetski 2000, stored
	RA-74060	An-74-200	Kupol	DME	oct00	probably opb Shar Ink; in white c/s with dark blue and medium blue trim and a 'Kupol' logo on the fin; seen DMR aug03; reported with a 'Shar Ink' logo sometime between 2003 and 2005; l/n KJA 24jul06; canx 03aug06 as exported to Armenia
	EK-74045(2)	An-74-200	Kupol	rgd	09aug06	to South Airlines (owned by Plakton Holding); c/n confirmed by the Armenian CAA; remained in full Kupol c/s including the logo; f/n KDH 24sep06; l/n operational EVN 13oct07; overhauled by "Aviakor" at Samara in 2009, but South Airlines was not able to pay for the overhaul so the aircraft remained in storage at Samara-Bezmyanka, seen jul10, and at KUF, seen oct13; ferried for maintenance to KGO 24oct13; stored at KGO, seen aug14/2015 (with the 'Kupol' logo painted out by 2015); offered for sale in 2014 with t/t 3,217 hours; canx 23aug16; ferried to ODS in 2016; l/n in its old colours ODS 18nov16; repainted in all-white c/s with a grey tail, no markings whatsoever; seen as such (poor condition internally) at ODS aug17
	UR-ALH	An-74-200	Aerojet	rgd	27aug19	to Wallpoint Overseas LP; canx 09feb21; advertised for sale on the internet by planesale.ru; mentioned in Ukrainian legal documents 23nov20/mar23 with regards to ownership, lease disputes and Customs import taxes, with the aircraft put under arrest; see next line
#470 98 968	T-710 RA-74014 RA-74014 RA-74014 RA-74014 RA-74014 ST-BDA	An-74-200 An-74-200 An-74-200 An-74-200 An-74-200 An-74-200	Angolan Air Force Bashkirian AI Bashk. c/s, n/t Intl. Red Cross Bashkirian AI Badr Airlines Badr Airlines	no mfd UFA DIL DME ADD KRT	reports 26jan97 18aug99 07dec99 25apr00 30may05 19jun06	reportedly acquired in late 2022, details from russianplanes.net, see previous line line # 18-07; f/n UFA 29aug97; mfd also reported as 03nov97 !; l/n SXF 06jun99; with titles l/n SHJ 13nov99; titles removed
						last overhaul completed 27jun01; seen DUS 25jul04 with small 'Instone Air' titles; l/n BKA 23aug04 the titles were in Arabic; l/n KRT 25oct05, titles not reported; soc 30oct05 as to Sudan offered for lease 25apr06 with t/t 2,183 hours and 1,016 cycles; seen KRT 10feb09 named 'Peace'; l/n KRT 31mar09 engineless and other parts missing, being parted out ?; seen KRT 19may09/21oct14 (N15.578856 E32.551629); l/n KRT 09mar23
#470 98 969	RA-74015 RA-74015 RA-74015	An-74-200 An-74-200 An-74-200	Bashkirian AI UGP ShAR Ink	mfd DXB HHN	05nov97 21mar04 15apr04	line # 18-08; rgd 11feb99; f/n SHJ 04may00; l/n IST 28sep00 with titles ?; l/n HHN 15apr04 in basic Bashkirian c/s, no titles
	RA-74015	An-74D	VSV	Gos	23feb07	leased to Shar Ink 26dec03/31dec04; in basic Bashkirian c/s, no titles; seen BKA 23aug04 with 'Shar Ink' badge; seen BKA 11jun05 in all-white c/s, no titles
	RA-74015	An-74D	Jet 2000, n/t	LED	04feb09	in red/white/blue c/s, titles as golden ornament in stylish letters on the tail/engines; reported at ACH 14may07 as opb ShAR Ink; in technical inspection document 20apr07 still as ShAR Ink; with 'ShAR Ink' badge on the lower fuselage LED 18jul08; l/n BKA 08dec08, as such
#470 98 970	--	An-74				in the same red/white/blue c/s, with golden ornament in stylish letters on the tail/engines; CoFr renewal 12dec22; l/n LED 24aug23
#470 98 971	--	An-74				line # 18-09; went to Omsk and became c/n 47136013, confirmed by the factory; possibly the Kharkov c/n was 36547098970 which fits perfectly in the production sequence and was read on a plate on the loading ramp at ZIA 22aug95, whilst the Omsk c/n was checked on the engine intake same date; aircraft carried no serial or markings
#470 98 973	--	An-74TK200 primer		Krn	17sep06	line # 18-10; went to Omsk and became c/n 47195014
	"17" blue	An-74TK200	Turkmen Air Force	Krn	10sep11	line # 19-01; An-74TK-200S (medevac version); originally built for Libya; far from completion by sep07 and almost complete by sep10; f/f 09jul11; l/n Kharkiv-Sokolniki 09jul11
#470 98 976	--	An-74TK200 primer		Krn	sep07	in sand/brown camo c/s with light grey undersides; d/d sep11 ?; l/n SVO 10nov21
						line # 19-02; went to Omsk and became c/n 47195015
#470 98 977	UR-CES	An-74T200A	KhGAPP	f/f	28apr05	line # 19-03; An-74TK-200S; originally built for Libya; far from completion by sep07 and still incomplete by sep10
	SU-BPM	An-74T200A	Egyptian Air Force	h/o	16sep05	line # 19-04; the first An-74T-200A; started ground trials 24dec04; a photo exists in all-grey c/s with large 'An-74T 200A' on the centre of the fuselage; another photo exists in full Egyptian Air Force c/s with registration, together with many photos without registration
	SU-BPM/1255	An-74T200A	Egyptian Air Force	Cal	13sep07	VIP aircraft; toc 29sep05; the letters 'PM' in the registration could well stand for 'President Mubarak'; l/n CAI oct09, hangared and unfit to fly
#470 98 979	--	An-74T200A primer		Krn	sep06	also carried a serial now; seen Cairo-Almaza 02feb15; damaged during a forced landing at Wazi (?) dec16, details unknown; repaired on-site by a team from KhGAPP oct21/nov21 and reflown in early dec21; to be overhauled by KhGAPP in 2022
	SU-BPN/1256	An-74TK200	Egyptian Air Force	f/f	27nov09	line # 19-05; An-74T-200A; seen again 07jun07; almost complete by sep07
#470 98 980	--	An-74T200A primer		Krn	07jun07	in sand/ochre camo c/s with light blue undersides; ferried Kharkiv-Cairo-Almaza 22dec09, using call sign 'EGY2301'; l/n HRK 30may17
	SU-BPO/1257	An-74T200A	Egyptian Air Force	Krn	18sep10	line # 19-06; An-74T-200A; far from completion by sep07
#470 98 981	--	An-74T200A primer		Krn	may03	in sand/ochre camo c/s with light blue undersides; f/f 30oct10; ferried Kharkiv-Cairo-Almaza 24nov10; h/o 25nov10; seen OTP 14feb21; l/n LBG 18may23
#470 98 982	--	An-74T200A primer		Krn	may03	line # 19-07; fuselage only in sections; not seen Kharkiv-Sokolniki sep07; was reported as An-74T-200A for Egyptian Air Force
	RDPL-34020	An-74TK300 primer	Laos Government	f/f	17sep09	line # 19-08; almost complete by sep07
		An-74TK300D	Ukraine Government	HRK	05aug03	An-74TK-300D, VIP aircraft; in white c/s with blue/white/red cheatline, no titles; h/o at Kharkiv 15oct09; ferried to Vientiane 26oct09; l/n VTE 19dec12; w/o 17may14 on a flight from Vientiane to Xieng Khouang when dropped below the glide path on final approach, touched tree tops at Nadee (2 km from the airport) and crashed, all 6 crew and 10 of the 11 passengers (among them the Minister of Defence, the Minister of Public Security and the Governor of Vientiane province) killed and the sole survivor seriously injured
#470 98 983	--	An-74TK200				line # 19-09; not seen Kharkiv-Sokolniki sep07; was reported as An-74T-200A for Egyptian Air Force
#470 98 984	UR-74300	An-74TK300	Kharkov APO	mfd	06apr01	line # 19-10; An-74TK-300UT, the first An-74-300 (with engines below the wings), with type painted as just An-74-300; photo 17apr01 in white/primer c/s without registration; f/f 20apr01; f/n LBG 17jun01; in white/blue c/s with '300' on the fin with exhibition code '413'; seen HRK 26jun03, now in Ukraine Government c/s, l/n HRK 04aug03, registration changed this date to, see next line
	UR-LDK	An-74TK300	Ukraine Government	HRK	05aug03	presidential aircraft; the registration stands for (former) President 'Leonid Danilovich Kuchma'; converted to An-74TK-300D; h/o 12jan04; f/n IEV 18apr04; l/n SXB 18may04
	UR-YVA	An-74TK300	Ukraine Government	TSR	apr05	An-74TK-300D; re-registered after Yushchenko came to power (the registration stands for 'Yushchenko, Viktor Andreyevich'); l/n KBP apr12
	UR-AWB	An-74TK300	Ukraine Government	rgd	jun12	An-74TK-300D; photo probably at Gostomel; reportedly flew from Gostomel to KBP 16aug12; l/n KBP 19feb21
#470 991005	UR-AWB RDPL-34018 RDPL-34177	An-74TK300 An-74TK100 An-74TK100	Ukraine Laos Government Laos Government	rgd VTE Sae	02mar23 oct98 11mar11	An-74TK-300D; to DP "Antonov" line # 20-01; reportedly went into storage jan07; l/n VTE 07nov09 no titles; seen VTE nov15; l/n ABA 04jun16, ferry flight to Yaroslavl for maintenance and reported became RA-74051 09jun16
	RA-74051 RA-74051	An-74TK100 An-74TK100	UTair Cargo United Nations	rgd ASF	01aug16 23feb17	CoFA issued 02dec16; see c/n 47136012 in all-white c/s with large titles and 'UN' on the forward fuselage and fin, no code; seen VKO 03may17; seen BKO 03mar20 also wearing UNO-051P (RA-74032 was seen at the same time with the same code); mentioned in an incident report BIV 02mar21, the APU failed after start-up causing some APU blades to be broken; seen UFA 18jun21 under maintenance; l/n UFA 09sep21 now also wearing UNO-306P; l/n 19nov21 location and code unknown
#470 991012	--	An-74TK300 primer		Krn	sep06	line # 20-02; far from completion by sep07; was reported for the Laos Government; seen under construction sep11
#470 991018	--	An-74TK300 primer		Krn	sep07	line # 20-03; far from completion by sep07; almost complete 18sep10
#470 991021	15-2250	An-74T-200	Iranian RGC AF	d/d	19apr97	line # 20-04; initially in sand/brown/green camo c/s with light grey undersides; ferried from Kharkiv-Sokolniki to THR 19apr97; l/n in its old c/s THR nov09; repainted in white c/s with green cheatline and trim; f/n as such THR 26aug10; l/n THR 16jan21
#470 991028	15-2251	An-74T-200	Iranian RGC AF	d/d	1997	line # 20-05; initially in sand/brown/green camo c/s with light grey undersides; f/n THR dec98; l/n as such THR apr09; repainted in white c/s with green cheatline and trim, no titles; f/n as such THR 07nov14; l/n THR 14mar16
#470 991032	15-2252 EP-GOQ	An-74T-200 An-74T-200	Iranian RGC AF Yas Air	d/d trf	1997 may09	line # 20-06; in all-white c/s, no titles; f/n on TV 28dec03; l/n THR feb09 the Iranian CAA reports the c/n in an RVSM listing feb10 as being 3654701211032 !; in white c/s with green cheatline and trim, 'YasAir' titles on the rear fuselage and 'cargo' titles on the engine cowings; f/n THR 19nov09; l/n DXB 10jan11
#470 991034	15-2252 RA-74016	An-74T-200 An-74TK100	Iranian RGC AF Gazpromavia	BND mfd	10sep13 02oct00	in white c/s with green cheatline and trim, no titles; l/n THR 04nov20 line # 20-07; rgd 09aug01; f/n OSF 01aug01; carried additional 'Instone Air' titles apr/jul04; l/n OSF 10sep09; flown 05feb11 from OSF to Ivanovo for repairing after storage
	RA-74016 RA-74016	An-74TK100 An-74TK100	United Nations United Nations	trf TOM	2011 30aug13	seen PWE 17aug11 still in Gazpromavia c/s; seen SVX 18sep11 with titles; l/n NNM 08apr13 coded 'UNO-051P'; see also c/n 36547098963; seen BKO dec13; seen ODS 04feb14 still with large UN and United Nations titles, now coded 'UNO-052P'; seen as such GAQ 11nov14; l/n GAQ 16nov14, now reported as UN-051P

	RA-74016 RA-74016	An-74TK100 UTair An-74TK100 United Nations	KJA	18jun15 25sep15	white c/s with UTair titles, no UN markings also coded 'UNO-304P'; large titles; l/n MSQ 11jun17, also coded UNO-051P; coded UNO-304P again at KRR 31mar18; seen MSQ 08sep19; seen Abidjan 20jan21 now coded UNO-052P; l/n Gao 18jun21, same code; flew back to Russia 27feb22
#470 991038	RA-74016 15-2253	An-74T-100 UTair Iranian RGC AF	YKS d/d	02may23 1998	all white, no titles; l/n GDX 18oct23 line # 20-08; initially in sand/brown/green camo c/s with light grey undersides; f/n THR dec98; l/n as such THR 18apr10; repainted in white c/s with green cheatline and trim, no titles; f/n as such KIH 13dec12; l/n over Syria 11mar23
#470 991040	15-2254	An-74T-200 Iranian RGC AF	d/d	1998	line # 20-09; in sand/brown/green camo c/s with light grey undersides; f/n THR 01dec99; l/n THR 25mar10; dbr 27may14 during an emergency landing at Yazd when caught fire, there were no personal injuries but the plane sustained substantial fire damage; the fairly intact fuselage has been used during airport emergency drills since
#470 991045	15-2255	An-74T-200 Iranian RGC AF	d/d	1998	line # 20-10; in sand/brown/green camo c/s with light grey undersides; f/n THR 30nov99; l/n THR 14apr06; w/o 27nov06 on a flight from Tehran-Mehrabad to Shiraz when the right engine caught fire on take-off shortly after rotation (according to another report, the thrust reverser deployed), the right wing touched the runway and the aircraft exploded, all 6 crew and 31 of the 37 passengers (Pasdaran soldiers) killed
#4701211048	15-2256	An-74T-200 Iranian RGC AF	d/d	1998	line # 21-01; in all-white c/s, no titles; f/n BPM nov01; photos KBL 30mar02/13apr02, suggest titles and another registration were worn at some stage and subsequently overpainted; l/n THR 19apr07
	EP-GOX	An-74T-200 Yas Air	THR	10aug09	in white c/s with green cheatline and trim, 'YasAir' titles on the rear fuselage and 'cargo' titles on the engine cowlings; l/n THR 17sep11
	EP-PUB	An-74T-200 Pouya Air	no	reports	listed in Pouya Air's AOC; registration subsequently worn by a "Challenger" 604; info came from an Iranian source
#4701211050	15-2256 15-2257	An-74T-200 Iranian RGC AF An-74T-200 Iranian RGC AF	THR d/d	20nov15 1998	in white c/s with green cheatline and trim, no titles; l/n THR 28jan20 line # 21-02; VIP version; initially in all-white c/s, no titles; f/n THR dec98; photo THR 16apr06, clearly shows three overpainted areas suggesting titles and another registration were worn at some stage; l/n THR mar07, repainted in white c/s with green cheatline and trim, no titles; f/n THR sep08; l/n THR 11dec18
#4701211053	15-2258	An-74TK200 Iranian RGC AF	d/d	1998	line # 21-03; in all-white c/s, no titles; f/n THR 03mar99; l/n THR 04jan19
#4701211055	15-2259 EP-... EP-PUA	An-74TK200 Iranian RGC AF An-74TK200 Iran Air Tour An-74TK200 Pouya Air	d/d d/d rgd	1998 1998 08jan14	line # 21-04; in all-white c/s, no titles; f/n THR 03mar99; l/n THR 02feb11, see next line photos of 15-2259 feb09/nov09 show titles just visible under the paint initially in all-white c/s, with titles plus logo on the fin; f/n THR 23nov14; l/n as such THR 27mar15; repainted in white c/s with cheatlines and trim in two shades of purple, with titles; f/n as such THR 01mar16; l/n THR 31oct17
#4701211058	15-2260	An-74TK200 Iranian RGC AF	d/d	jan99	line # 21-05; in white c/s with green cheatline small logo on fin, no titles; f/n THR oct02; l/n THR feb09, see next line
	EP-GOY	An-74TK200 Yas Air	no	reports	short-term lease (a photo of 15-2260 THR 15sep08 suggests an overpainted serial was present on the rear fuselage)
	15-2260 EP-PUC	An-74TK200 Iranian RGC AF An-74TK200 Pouya Air	THR rgd	jan10 08jan14	in white c/s with green cheatline, no titles or logo on the fin; l/n THR 19nov11 initially in white c/s with green cheatline and trim, with titles plus logo on the fin; f/n THR 07may14; l/n as such THR 20jul15; repainted in white c/s with cheatlines and trim in two shades of purple; f/n as such THR 10sep15; l/n Gorgan, Iran, 08jun21
#4701211059	15-2261 EP-PUM --- --- ---	An-74TK200 Iranian RGC AF An-74TK200 Pouya Air An-74 An-74	d/d rgd --- ---	jul99 08jan14 --- ---	line # 21-06; in white c/s with green cheatline and trim, no titles; f/n THR oct02; l/n THR 26aug10 in white c/s with green and red cheatlines, with titles plus logo on the fin; f/n THR 26apr15; l/n THR 17oct17 line # 22-01 line # 22-02
#4701211080	UR-PAV 5A-CAA	An-74TK300 KhGAPP An-74TK300 Libyan CAA	Krn Gos	19nov03 22apr09	line # 22-03; An-74TK-300D, VIP aircraft; already with engines and painted up by 29may06; initially in white c/s with blue/white/yellow cheatline and a Ukrainian flag on the fin, no titles; f/f 21nov08, now in white c/s with grey belly, without any markings; seen with registration Gostomel 26dec08; l/n Gostomel 11apr09 VIP aircraft; h/o 23apr09; d/d 22may09; initially in white c/s with green trim, no titles; l/n as such MJI 02may10; opb the Government of National Accord (GNA) after the ouster of Gaddafi; repainted in white c/s with orange/blue cheatline and a 'blue bird against an orange sun' logo on the fin, with 'EACS' (Executive Authority for Air Cargo and Special Flights) titles on the left side only; f/n as such GVA 11aug15; l/n as such GVA 04sep15; repainted in white/blue c/s with a 'blue bird against an orange sun' logo on the fin and 'EACS' titles; f/n as such IST 28aug18; l/n PSR 14sep18; seen undergoing heavy maintenance at ODS apr19, had once again been repainted in white c/s with orange/blue cheatline and a 'blue bird against an orange sun' logo on the fin and 'EACS' titles, with the cheatline now much thinner compared to similar colours worn in 2015; flew ODS-MJI 29may19 after maintenance; l/n MRA 13dec19
#4701221082	-- "15" black 74082	An-74T200A primer An-74T200A primer An-74T200A Kaz Border Guards	Krn f/f h/o	sep07 apr14 21may14	line # 22-04; An-74T-200A; originally built for Egypt; seen on the assembly line sep07/sep11 f/n HRK 29apr14, test-flying at Astana; opb sae PS KNB RK; in 'wavy' white/medium blue c/s with dark blue cheatline, 'Kazakhstan' titles, Border Guards badge and red stripe on rudder; f/n TSE 23may14; l/n NQZ 06may22
#4701221083	-- "19" blue ---	An-74TK200 primer An-74TK200 Turkmen Air Force An-74T-200 primer	Krn r/o	sep07 22may12	line # 22-05; some sections only by sep07; l/n still under construction 17sep11 in sand/brown camo c/s with light blue undersides; l/n HRK 02oct15 line # 22-06; An-74T-200A; originally built for Egypt; was to be completed for the Kazakhstan National Guard according to a contract dated 03feb14, but the contract was annulled 27oct17
#4701221089	--- "15" black 74008(2) --- ---	An-74TK300 primer An-74TK200 Kazakh Nat. Guard An-74 An-74	Krn f/f h/o ---	sep07 mar13 26apr13 ---	line # 22-07; some sections only by sep07; was reported for Ukrtransleasing line # 22-08; An-74TK-200; some assemblies only were seen on the assembly line sep07/sep10; in white/light grey c/s with thin dark blue cheatline and 'Kazakhstan' titles, Ukrainian flag on fin; f/n Kharkiv-Sokolniki 02apr13 at Astana; in the same c/s as above, but now with a Kazakh flag on the fin; f/n ALA 22apr13; arrived with Zavod No. 410 GA at IEV for heavy maintenance 16aug21; see c/n 36547095900; l/n ALA 21oct23 line # 22-09; not seen Kharkiv-Sokolniki sep07; was reported for Sudan Airways; l/n under construction 18sep10 line # 22-10; not seen Kharkiv-Sokolniki sep07; was reported for Sudan Airways; l/n under construction 18sep10

6 An-74 built by PO "Polyot" (former factory # 166) at Omsk from 1993 to 2004

The last three of the c/n possibly are batch number and number in the batch.

471 81 01 1	RA-74050	An-74	Koryakavia	f/f	25dec93	line # 01-01P; the first An-74 built at Omsk, using parts from Kharkov line # 17-04; official mfd 21apr94; rgd 20jul94; toc 02mar95; in basic 'polar' Aeroflot c/s with full own titles; reported in an incident report at PKK 04may02; seen KHV 22jul03; was ferried to Samara for overhaul, but there was no money available for that; rgd 17oct05 to the Russian Federation; CofA expired 21apr08; t/t 4,403 hours and 2,497 cycles by 01jul08; stored at Samara-Bezymyanka, seen 31aug09/jul10; new CoR issued 18aug10; overhaul ordered by Aviatsiya Kolymy jun22
471 36 01 2	RA-74050 RA-74034	An-74 An-74P	Aviatsiya Kolymy MChS Rossii	rgd mfd	31jan23 20jan95	ferried to GDX 28apr23; l/n GDX 16oct23 Kharkov line # 17-07; possibly this is ex RA-74051 (which was not on the Russian register) and reported delivered apr95 as the second Omsk-built aircraft, using parts from Kharkov line # 17-07; see c/n 365470991005; rgd 15mar95; f/n ZIA 24aug95; named 'Alexander Belyakov' 31jul97; soc 20apr01 and canx 06aug01, but obviously restored; l/n Krasnoyarsk-Cheremshanka 04jul03 opb 235 osae at Krasnoyarsk-Cheremshanka; named 'Alexander Belyakov'; l/n Krasnoyarsk-Cheremshanka 25jul05
	"210" red	An-74P	MChS Rossii	Kjc	14apr05	opb 235 osae at Krasnoyarsk-Cheremshanka; named 'Alexander Belyakov'; '210' on the engine covers
	RF-31210 RF-31122	An-74P An-74P	MChS Rossii MChS Rossii	Kjc Kjc	nov05 20jun06	opb 235 osae at Krasnoyarsk-Cheremshanka; named 'Alexander Belyakov'; '210' on the engine covers c/n confirmed; opb 235 osae at Krasnoyarsk-Cheremshanka; seen Tof 14dec10; last overhaul completed 30mar11; tender for maintenance published 05jul11, t/t 5,108 hours by that time; still named 'Alexander Belyakov'; l/n MJZ 02apr23
471 36 01 3	-- RA-74011	An-74 An-74	white/grey c/s Gazpromavia	ZIA mfd	24aug95 28feb96	Kharkov line # 18-09 checked this date; no titles; see mfd next line rgd 12mar96; f/n SVO 29may96 with borh 'Shar' and 'Gazprom' titles; leased to Yamal in 1998; canx 23jun99 as to Congo
	UN-74011	An-74	not known	FJR	06nov99	c/n not checked; in white/light grey c/s with a light blue stripe on the engine cowling, no titles; l/n FJR 21feb01
	UR-CAC	An-74	not known	RIX	08aug03	reported for ACS Air Charter Service; in white c/s with yellow, blue and green trim, no titles; an An-74 in these c/s without registration was already seen IEV 31may02, the same aircraft ?; seen RIX oct03, stored without registration, l/n apr04
	YL-KSB	An-74	KS Avia	rgd	24mar04	in white c/s with yellow, blue and green trim; initially without titles; f/n RIX 08jun04; l/n as such RIX 05jan05; f/n with the web address 'www.ksavia.lv' on both sides RIX 21jan05; l/n operational LUX 31oct06; seriously damaged 16nov06 during a routine maintenance inspection at Ancona (Italy) when caught fire, 1 of the 3 technicians who were on board suffered minor burn injuries; current on register 01jan13; still present at Ancona (N43.624183 E13.369044) 18jun19, awaiting insurance pay-out to enable temporary repairs before ferrying to Kiev; new CoR issued 03nov16; current on register 12jul17
471 95 01 4	RA-74020	An-74	SNK	mfd	26jun97	assembled from Kharkov line # 18-10; SNK = 'Sibirskaya Neftyanaya Kompaniya (Siberian Oil Company)'; rgd 08dec01; leased to Bashkirian Airlines
	RA-74020	An-74TK100	Alliance Avia	rgd	03apr02	to Polartrans; leased from Polartrans 25feb02/31dec04; in white/red c/s with 'Alliance Avia' titles; f/n BKA 01aug02; l/n ANC 12may03
	RA-74020	An-74TK100	SHAR Ink	rgd	11jun04	to Polartrans; leased from Polartrans 28may04; initially in white c/s with red belly and trim, with a logo on the fuselage, but no titles; f/n OSF 25may06; l/n as such BKA 20mar10; repainted in all-white c/s with a logo on the fuselage and additional 'Supreme Aviation' titles on the engines; f/n as such KBL 09jun10; l/n as such OSF 08sep12; 'Supreme' was painted out while the rest of the additional titles remained; f/n as such OSF 28sep12; l/n as such PKC 30jan13; f/n without the additional titles VKO 31mar13; new CoR issued 02oct13; slightly damaged 26nov14 on a flight from Magadan to Pevek when the right main gear collapsed on take-off, all 8 crew members and 45 passengers escaped unhurt; ferried from Magadan to the ARZ at Aramil with an Uktus call-sign 20jun18; l/n with the 'Shar Ink' logo OSF 25jun16; CofA expired 26jun18; f/n without logo IAR 28apr19; canx between 29jul19 and 06sep19

	UP-AN742	An-74TK100 East Wing	KIV	16sep21	in all-white c/s with small 'East Wing' titles and a Kazakh flag behind the cockpit; was stored at Yaroslavl-Tunoshna; Rosimushchestvo (the Russian State Property Agency) filed legal proceedings against Holdicom Ltd. of Switzerland and Avia-Tver-Servis 10mar21, claiming that the two D-36 engines and the TA-12 APU fitted on the aircraft must be returned to Rosimushchestvo; the arbitrage of the Tver region decided 17mar21 that the aircraft must not leave Yaroslavl-Tunoshna; I/n KIV 16sep21, flying to EKA Grupp Pvt. Ltd. of Estonia; f/n Marculesti 2022 (probably aug22); all white no titles; I/n PZY 12jan23, same scheme
	UR-UZP	An-74TK100 Constanta	rgd	09jun22	
471 95 01 5	RA-72992	An-74 FSB	mfd	26feb04	assembled from Kharkov line # 19-02; f/n VKO 27jun04; in white/light grey c/s with Belavia-style blue cheatline, no titles, photo as such exists
	RA-74017	An-74 FSB	rgd	27jul04	to the Russian Federation; in FSB documents with prefix 'RF-'; VIP aircraft, used by the director of the FSB (Nikolai Patrushev); opb oao sn FSB at VKO, but in operator's certificate of Rossiya for insurance reasons; in white/light grey c/s with Belavia-style blue cheatline, no titles; f/n VKO 27aug04; t/t 415 hours by 2007; I/n HTA 06oct09; excluded from the operator's certificate of Rossiya 19mar10; dbr on take-off for a test flight from Ivanovo-Severnoy 30mar10 when the thrust reverser of the left engine deployed accidentally (due to faulty maintenance) shortly after lift-off, the aircraft fell back onto the runway from a height of 2-3 metres and veered off the runway to the right, the nose gear and the main right gear broke off while the aircraft was moving over rough snow-covered terrain and the forward fuselage and the right wing suffered damage as well, 2 of the 5 crew injured; wreck sold as scrap metal to Sergiyev-Posadski Vtormet 25oct11, but still seen at Ivanovo-Severnoy aug12/may15; finally canx between 01dec16 and 10mar17
01 6 ? --		An-74	OMS	sep06	at the factory at circa 90 % readiness (without engines)
01 7 ? --		An-74			airframe built by "Progress" at Arsenyev for "Polyot"; tail and engine nacelles delivered in early 1996, but acceptance of fuselage and wings denied by "Polyot" feb96, both were still with "Progress" by 2006

An-72/74s with unknown c/ns include:

Some of the military coded An-72s must either be the unknown aircraft above, recoded aircraft that are mentioned above or aircraft registered in the regular 'civil' registration batch but received a military code. This is because there is simply not enough c/ns available to be added to the total production and the line numbers are all confirmed by the factory.

---	RF-72506	An-72	Russian Air Force	ph.	07feb20	in c/s similar to Aeroflot with Russian flag on the fin, also carrying "05" red; I/n URS mar21
---	RA-74013(1)	An-74	Moscow Airways	OMS	08jun99	probably c/n 47195014; not on the Russian Register; was not delivered and reportedly used as a bank guarantee; photo at the "VTTV-Omsk 1999" arms exhibition, Moscow Airways was liquidated feb97 and the previous three aircraft built at Omsk had already been delivered by this time; see c/n 36542098960
---	RF-93620	An-72	Russian Air Force	photo		late 2021, possibly taken at Ivanovo-Severnoy; in all-grey c/s with Russian flag type cheatline, GLTIs badge behind the cockpit, also carried code "02" red; RF- registration just visible, but not readable in the photo under the wings; fitted with chaff dispensers
---	RF-95954	An-72	Russian Air Force	Iva	may21	posted on instagram; in all-grey c/s with Russian flag type cheatline, GLTIs badge behind the cockpit, also carried code "04" red; only the first four digits of the RF- registration are visible in the photo beneath the port wing
---	UR-74033	An-74	Artos	rgd	oct94	according to Ukrainian CAA with c/n given as 36547098851; f/n Trencin 08nov94 with titles as such, also reported as RA- this date !; canx 02feb95; probably c/n 36547098951
---	not known	An-72	FPS			opb oao sn FPS at SVO; dbr 23dec96 on a flight from Vorkuta to Nagurskaya (Alexandra Land, Franz Josef Land archipelago) in poor weather during the polar night when was not aligned with the snow-covered runway of the ice strip on final approach, managed to correct the direction and land, but overran the runway and lost its landing gear, suffering considerable damage, 9 of the 24 occupants (8 crew and 16 passengers) injured (4 of them seriously, among them the pilot, Colonel V. Talanov); photos exist with the forward fuselage missing and the wings separated, in olive drab/dark brown/medium brown camo c/s with Red star and red stripe on the fin; probably line # 09-06 (or 07-10); one report gives the type as an An-72P
---	not known	An-72GOPS	ANTK im. Antonova	no	reports	experimental maritime patrol and SAR aircraft
---	not known	An-72	Russian Air Force?			wfu and visible on Google Earth since at least 2004 at Baikounur-Kraini; since moved and now stored at the Eastern end of the airfield (N45.626279 E63.229454); potential candidates are line # 07-10, 09-06 or 09-09, based upon no confirmed sightings for these airframes since the 1990s
---	--	An-74TK300	primer	Krn	21mar02	An-74TK-300UT, version with extended fuselage; assembly of fuselage started 02feb02 and completed 21mar02
---	"01" blue	An-72	Russian Air Force	Kub	1990's	photo; in all-grey c/s with Red star on the fin; see c/n 36572070770 with unknown history
---	"01" red	An-72	Russian Air Force	SVX	21jun06	in basic Aeroflot c/s with blue tail and Russian flag on the fin; see c/n 36572070770 with unknown history
---	"01" red	An-72	Russian Air Force	Vob	aug12	in basic Aeroflot c/s with very faded code and Red Star on the fin, stored; see c/n 36572070770 with unknown history
---	"01" red	An-72P	FSB/Border Guards	EVN	15may96	in basic Aeroflot c/s with Red star and red stripe on the fin
---	"02" blue	An-72P	KGB/Border Guards	SVO	1990	photo; in camouflage c/s with Red star and red stripe on the fin; I/n SVO 11apr91
---	"02"	An-72P		Krn	1995	photo taken at the Kharkiv-Sokolniki open day, in camo c/s with "02" painted on the engines covers and underwing rocket pod in yellow; see the comment with c/n 36576097927, this and c/n 36576096926 had not been h/o by this time
---	"03" black	An-72	Russian Air Force	SVO	19aug95	in basic Aeroflot c/s with Red star
---	"03" blue	An-72	Russian Air Force	SVO	11sep92	in basic Aeroflot c/s with Red star
---	"03" red	An-72	KGB/Border Guards	SVO	17jul94	in basic Aeroflot c/s with Red star; same aircraft seen GOJ 11sep06 in basic Aeroflot c/s with Russian flag on fin ?
---	"03" red	An-72P	FSB/Border Guards	TBS	mar96	I/n EVN 15may96, in basic Aeroflot c/s with Red star and red stripe on the fin
---	"72" blue	An-72P	FSB	DYR	30mar05	probably opb 15 oap (redesignated 5 oao) at PKC; in Aeroflot c/s with Russian flag and red stripe on the fin, no titles; I/n DYR 07jul06
---	T-750	An-72	Angolan Air Force	LAD	16mar01	in basic Aeroflot c/s, no titles
---	EL-ALA	An-72	unknown	OSF	29mar02	just reported once !
---	EL-ALR	An-72	all-white c/s, n/t		photo	taken in Africa, date not known; looks to have worn a TL- registration prior to this date and location not known; poor quality photo in full c/s, titles and with reg; presumed to be an aircraft of the Iranian RGC AF or its civil affiliate Pouya Airlines and since no An-74 delivery to Mahan Air has ever been officially announced or recorded elsewhere and on the basis the photo has not been manipulated, the reg is regarded as fake; was allegedly used to transport weapons and military supplies to Syria (reg officially used by A300 c/n 160 from apr08 until feb15)
---	EP-MHA	An-74TK200	Mahan Air	photo	photo	d/d 27nov22 to Kinshasa, in all-white c/s, no titles with version painted as such; photos appeared on two websites, one suggesting it was for illustrative purposes only, hence EY-793 may not be the actual aircraft delivered to the DR Congo Air Force
---	EY-793	An-74-200	DR Congo Air Force	JUB	15nov22	in all white c/s, no titles with type painted as such; seen Yaounde 19sep22; I/n 04jun23; see also An-12 c/n 4341906
---	TT-PAI	An-74-200	Chad Air Force	ph.	jul22	made a test flight from Marculesti this day
---	TT-WAE	An-72	not reported		27apr22	line # ? ; extended version of the An-74TK-300; photo exists at Kharkiv-Sokolniki may03, with the wings partly attached; photo Kharkiv-Sokolniki feb10, of the same aircraft ?, but again without wings
---	--	An-174	primer	Krn	may03	

Antonov An-124 "Ruslan"

Nobody who has watched one of these mighty machines winding up at the end of the runway almost as if it was gathering the strength to begin its take-off run, and then watched it gracefully lift its 400 tonnes into the air, can fail to marvel at the technical feat in designing and building this leviathan of the air.

The Antonov Design Bureau stunned the aviation world in the 1960s by producing the huge An-22, and thus had experience in producing outside aircraft, and it was when Oleg Konstantinovich Antonov was told in 1974 that production of the An-22 was to cease that he commissioned his bureau to produce a suitable successor of "Galaxy" proportions.

The project was first announced in 1977 and was originally designated the An-40 and then the An-400 (izd. 400), only becoming the An-124 between the first flight of the first prototype, which took place on 24 December 1982, and the appearance of the second flying prototype at the Paris Air Show in May 1985. It was designed to meet both civil and military requirements and entered service with Aeroflot and the VTA (Soviet Air Force) in 1987, providing a maximum payload of 150 tonnes against the 88 tonnes of the Antonov 22. The prototype was manufactured at Antonov's Kiev factory which produced a total of 19 aircraft by 1994 with a further unfinished aircraft finally being completed and flown in October 2003. Production was also centered on the Ulyanovsk Aviastar factory from 1986 to 2004, where a further 36 were built.

The aircraft has given unique service to Aeroflot and following the break up of the former Soviet Union it has continued to serve predominantly with Volga-Dnepr and Antonov Airlines, whose western connections have ensured that it has remained a familiar sight at western airports. Two have also found their way on to the civil register of Libya. The meaning of the c/n remains unclear; the listing below is in line number sequence for each production location as most line numbers are known and they show the order of production at each factory. It is confirmed that aircraft with c/ns starting with 977305 were built at Ulyanovsk and those starting with 195305 at Kiev and it seems 305 stands for the project number or product code (izdeliye 305). At both lines the last five digits are the famous 'post 1974 nonsense' numbers. For the prototypes with six digit registrations, the third and fourth digits of the registration reflect an abbreviated pre-production sequence c/n, 01, 02 and 03.

20 An-124 built by KiGAZ "Aviant" (former Factory # 473) at Kiev-Svyatoshino from 1982 to 2003

19530501001	? CCCP-680125	An-124	MAP Kiev	r/o	24oct82	line # 01-01; f/f 24dec82; prototype, 01 in the middle of the registration denotes the first aircraft
	CCCP-48094	An-124	MAP Kiev	rgd	03mar83	in Soviet register as just '0101'; canx 02feb84
	CCCP-680125	An-124	ADB/Aeroflot c/s		26jul85	set 21 world records, including the achievement of carrying cargo weighing 171,219 kg to a height of 10,750 metres; photo over Kiev-Chaika sep85; wfu by 1993; seen derelict at Gostomel (N50.586496 E30.210846) sep99/jul14
19530501002	? ---	An-124	Antonov Des. Bur.	Ksv	jan86	line # 01-02; static test airframe; in bare metal c/s without any markings; dumped fuselage and detached wings seen outside at Kiev-Svyatoshino nov06/05aug19

19530501003	CCCP-680345	An-124	ADB/Aeroflot c/s	f/f	dec84	line # 01-03; '03' in the middle of the registration denotes the third aircraft (was the second flying prototype); photo exists
	CCCP-82002	An-124	ADB/Aeroflot c/s		may85	unveiled to the Soviet Press/Media two weeks prior to the Paris Air Show; seen LBG 30may85/08jun85 with exhibition code '318'; converted to An-124-100; l/n Gostomel 08sep92; w/o 13oct92 on a certification flight from Gostomel when the radome disintegrated during a turn flown at high speed (614 km/h), causing the nose to break open and separate, debris damaged engine No. 3 and its hydraulics system which led to multiple malfunctions and breakdowns (among them in the flight management system so that the crew did not get valid data about speed, altitude and angle of attack), engine No. 4 lost power as well, the aircraft lost height, went out of control and crashed in a forest 1.5 km south of Buyan (Makarov district of the Kiev region), 8 of the 9 crew killed (the sole survivor had managed to bail out in time but was seriously injured on touching down in the forest
19530501004	CCCP-82006	An-124	Soviet AF/AFL c/s	f/f	07dec85	line # 01-04; the first An-124 based at Seshcha, arrived 10feb87; f/n SNN 12jan90; rgd 03apr91; l/n FAB 03sep92
	RA-82006	An-124	Russian AF/AFL c/s	SHJ	12apr95	operated for Aviaobshchemash this day; version in MGA document as An-124-100; canx from the Russian register awaiting decision regarding its future; l/n Seshcha airbase 26aug07/2021, stored, in poor condition
19530501005	CCCP-82007	An-124	Soviet AF/AFL c/s	mfd	10mar87	line # 01-05; f/n SDM 20may88; based Seshcha 1987 until 1991; UN titles applied Manston 03sep90; rgd 03apr91 to the Soviet Air Force; seen with 'Air Foyle / Antonov' titles only ORY 11apr91; l/n CGN 17apr91 as such; canx 22jan92 to ADB, see next line
	CCCP-82007	An-124	ADB/Aeroflot c/s	MUC	may92	with 'Air Foyle / Antonov' titles only and still with Soviet flag; seen LUX 10sep92 still with titles and now with Ukrainian flag on the fin; l/n AMS 11dec92, no titles
	UR-82007	An-124-100	Antonov Des. Bur.	rgd	30dec92	f/n BRU jun93, in basic ex Aeroflot c/s with Ukrainian flag on the fin, no titles; l/n MEL 16aug97; repainted in white/light grey c/s with blue cheatline/fin and full titles by jul98; l/n SHJ 05may03; was impounded at Goose Bay 26jun03/29jan05; converted to An-124-100M in early 2014; CoFR renewal 18apr14; repainted in 2015 in white/light grey c/s with 'Ukrainian flag' trim and just 'Antonov' titles; current on the register 13aug22; l/n IST 29aug22; reported nov22 to be carrying 'Be Brave Like Mykolaiv' titles; l/n DUS 09nov23 line # 01-06; based Seshcha 1987 until 1991; f/n LHR 14dec88; l/n AMS 20oct89; seen with additional Ansett stickers PER 01mar90; seen with 'Air Foyle' titles and large 'Ruslan' on tail, without Aeroflot titles HAM 10sep90; l/n LUX 10feb91, as such; rgd 03apr91 to the Soviet Air Force; seen CAY 20aug91 and MAN 30sep91 with additional Cargolux sticker on port side; canx 22jan92 to ADB with large 'Ruslan' with Ukraine 'blue/yellow' stripes across the tail, no titles; l/n HEL 06feb93; see rgd next line
19530501006	CCCP-82008	An-124	Soviet AF/AFL c/s	mfd	31dec86	f/n SNN 23may93; in basic ex Aeroflot c/s with Ukrainian flag on the fin, no titles; seen with 'International Cargo Transporter' titles SYR 26aug96; l/n MST 02oct97; repainted by aug98 in white/light grey c/s with blue cheatline/fin and full titles; converted to An-124-100M with stage III hush kits, f/n Gostomel 18sep04, f/f 14oct04; CoFR renewal 19mar10; repainted in white/light grey c/s with 'Ukrainian flag' trim and just 'Antonov' titles; f/n Kiev-Svyatoshino 20oct13; damaged 27sep17 at V.C. Bird International airport, St. John's, when the wing clipped a light pole causing substantial damage to the wing; current on the register 13aug22; seen PBI 07oct22 with 'Be Brave Like Okhtyrka' titles; l/n ICN 01dec23
	CCCP-82008	An-124	Antonov Des. Bur.	SXF	08sep92	line # 01-08; f/n may87; set a world record by performing a non-stop flight of 20,151 km along the borders of the Soviet Union for 25 hours 30 minutes; seen LBG 12jun87 with the exhibition number '321'; l/n Gostomel 08sep92
	UR-82009	An-124-100	Antonov Des. Bur.	SNN	oct94	in white/light grey c/s with blue cheatline and fin and full titles; converted to an An-124-100M-150 nov08
	UR-82009	An-124-100	DP "Antonov"	rgd	19mar10	An-124-100M-150; repainted in white/light grey c/s with 'Ukrainian flag' trim and just 'Antonov' titles in 2014; last flight 25jan22 (from Burgas to Gostomel); current on the register 13aug22; dbr 24feb22 while being under maintenance at Gostomel when was hit during the occupation of the airfield by Russian airborne forces and a fire erupted in the rear fuselage; l/n in this sad condition Gostomel 27may22; reported nov22 to be carrying 'Be Brave like Mariupol' titles
19530502001	CCCP-82020	An-124	Soviet AF/AFL c/s	mfd	30sep87	line # 02-01; f/n FRA 15dec88; rgd 03apr91
	CCCP-82020	An-124	Soviet AF/AFL c/s	AMS	10mar92	with additional 'Antonov Airlines' titles; l/n FAB 14sep92, with Antonov Airlines badge only on tail, Aeroflot titles
	RA-82020	An-124	Russian AF/AFL c/s	SVO	03may94	canx 18jan01 awaiting decision regarding its future; l/n Seshcha 27mar10/09may16 wfu, in very faded c/s
	CCCP-82021	An-124	Soviet AF/AFL c/s	SVO	29dec87	line # 02-02; with blue tail; f/n SVO 22jul88; l/n CGN 21nov89; rgd only 03apr91, see next line
	CCCP-82021	An-124	Antonov Airlines	CGN	08feb91	with titles ?, with blue tail; l/n FRA feb93 with Aeroflot titles
	RA-82021	An-124	Russian AF/AFL c/s	Spr	29mar94	with blue tail; in 224 LO fleet list jun95; still with 'Aeroflot' titles sep97; canx 18jan01; was to be handed over to Atlant-Soyuz on the basis of a decree issued 31dec03, but nothing came of this; awaiting decision on its future; l/n Seshcha 26aug07/09may16 wfu, in very faded c/s
19530502003	CCCP-82022	An-124	Soviet AF/AFL c/s	mfd	sep88	line # 02-03; rgd 14dec88; f/n SNN 12jan90
	RA-82022	An-124	Russian AF/AFL c/s	Sec	23aug95	canx 18jan01 awaiting decision regarding its future; l/n Seshcha airbase 26aug07/2021 in deteriorating condition
19530502012	CCCP-82023	An-124	Soviet AF/AFL c/s	mfd	dec88	line # 02-04; rgd 26apr89; f/n CGN 14oct89; last figure of c/n not in line with the line number; l/n CGN apr91
	RA-82023	An-124	Russian AF/AFL c/s	Spr	04mar94	in 224 LO fleet list jun95; canx 18jan01 but obviously restored; named 'Vladimir Ivanov', photo VTA Calendar 2001/2002 as such and seen also Seshcha airbase sep06; l/n Seshcha airbase 11aug12/2021, stored in poor condition
19530502033	CCCP-82024	An-124	Soviet AF/AFL c/s	mfd	30nov89	line # 02-05; the last figure of the c/n is not in line with the line number; c/n given in document 31dec03 as 19530502106 (see line # 02-06) but confirmed by other documents; rgd only 05oct90; f/n FRA 26oct90
	RA-82024	An-124	Russian AF/AFL c/s	Sec	23aug95	opb 566 vtap at Seshcha; calendar life-time expired 28jun99; leased by the Russian Property Ministry and the Russian MoD to Polet for 3 years 28apr00 and h/o (on paper) 21jun00 in non-airworthy condition; canx 18jan01; was to be handed over to Atlant-Soyuz on the basis of a decree issued 31dec03, but nothing came of this; returned to the Russian Air Force 21jun08 in non-airworthy condition, requiring rework; stored at ULY (N54.407342 E48.795068) without engines, seen jun02/mar18
19530502106	CCCP-82025	An-124	Soviet AF/AFL c/s	mfd	30nov89	line # 02-06; rgd 05oct90; f/n BSL 30nov90; l/n AMS 13jul91
	RA-82025	An-124	Russian AF/AFL c/s	CKL	08sep93	opb 566 vtap at Seshcha; named 'Vladimir Fyodorov', f/n as such may01
	RA-82025	An-124	Russian Air Force	Sec	13aug01	in basic Aeroflot c/s, no titles, named 'Vladimir Fyodorov'; seen ULY 20jul07; in 224 LO fleet list as stored Seshcha apr10; l/n Seshcha 09may11/09may16 in very faded c/s, wfu
19530502127	"10" black	An-124	Soviet Air Force	mfd	28feb90	line # 02-07; registration CCCP-82026 allocated, but not painted as such (just used in flight-plans and as call-sign); opb 566 vtap at Seshcha; f/n FAB 08may90; l/n FAB 25jun90
	"10" black	An-124	Russian Air Force	Sec	23aug95	opb 566 vtap at Seshcha; l/n Seshcha 09aug99; calendar life-time expired 28feb00; wfu without engines at ULY (N54.412108 E48.805101) and determined to be too costly to repair, see below; f/n aug01; l/n mar18, wfu
	RA-82026	An-124	Polet			never taken up, see above; leased by the Russian Property Ministry and the Russian Air Force to Polet for 3 years 28apr00 and h/o (on paper) 21jun00 in non-airworthy condition; Polet demanded a prolongation of the lease 19mar03 in order to be able to fully redeem the cost of the overhaul; overhaul by Aviastar stopped 21jun03; was to be h/o to Atlant-Soyuz on the basis of a decree issued 31dec03, but nothing came of this; returned to the Russian Air Force 19jun08 in non-airworthy condition (based on a court order dated 15dec05)
19530502288	CCCP-82027	An-124	ADB/Aeroflot c/s	mfd	04dec90	line # 02-08; rgd 20dec90; f/n HAJ 14jan91; seen with 'Air Foyle' titles Gostomel 20mar91 and additional 'Cargolux' titles LUX 14apr91; first serial aircraft converted to -100, seen FRA 19jun92 with additional 'Panalpina' sticker; l/n STN 03mar93, see rgd next line
	UR-82027	An-124-100	Antonov Des. Bur.	rgd	30dec92	f/n SNN 04may93; in basic ex Aeroflot c/s with Ukrainian flag on the fin, no titles; l/n LGB mar98; repainted in white/light grey c/s with blue cheatline/fin and full titles by nov98; converted to An-124-100M in 2009; CoFR renewal 19mar10; l/n Gostomel 03dec13; damaged in a hangar fire at Gostomel 24jan14, repaired; seen Gostomel 24apr14, flying; repainted in 2016 in white/light grey c/s with 'Ukrainian flag' trim and just 'Antonov' titles; current on the register 13aug22; seen DOH 15sep22 with 'Be Brave Like Kharkiv' titles; l/n LEJ 09jun23
19530502599	CCCP-82028	An-124	Soviet AF/AFL c/s	mfd	22feb91	line # 02-09; rgd 20mar91; opb 566 vtap at Seshcha; f/n SVO 21may91; l/n FAB 14sep92
	RA-82028	An-124	Russian AF/AFL c/s	LBG	22jun93	opb 566 vtap at Seshcha; in 224 LO fleet list jun95; l/n Seshcha 23aug95
	RA-82028	An-124-100	Russian Air Force	GOJ	09jun02	An-124-100VTA; opb 566 vtap (renamed 6957 AvB and 3 AvGr 6955 AvB) at Seshcha; in basic Aeroflot c/s with '224 LO' badge, no titles; l/n Seshcha 11aug12/2021 in faded c/s, wfu
19530502630	CCCP-82029	An-124	Antonov Des. Bur.	mfd	30aug91	line # 02-10; in full Aeroflot c/s; f/n Gostomel 23aug91; rgd 12mar92
	UR-82029	An-124	Antonov Des. Bur.	SNN	12jul93	in basic Aeroflot c/s, no titles; l/n STN 14aug93
	UR-82029	An-124-100	Antonov Des. Bur.	Gos	22sep94	in basic ex Aeroflot c/s with Ukrainian flag on the fin, no titles; seen ATH 1994 with additional 'Eros Ramazzotti World Tour 1994' titles; l/n LTN 14jan96; damaged during take-off from Genoa 19jun97, flew through a flock of gulls causing one engine to shut down automatically and the power of another was reduced due to strong vibrations; after a very flat climb the crew managed to return and land safely on the opposite runway; repainted in white/light grey c/s with blue cheatline/fin and full titles by dec98; slightly damaged 18dec00 on a positioning flight from Montréal to Windsor, ON at night when landed with a tail wind of 4 knots, touched down late on the snow-covered runway and overran the runway; CoFR renewal 19mar10; l/n in its old c/s Gostomel apr14; repainted in white/light grey c/s with 'Ukrainian flag' trim and just 'Antonov' titles; f/n as such LEJ 10jul15; l/n Gostomel 05jan22; l/n MXP 10jun22, was not in Ukraine since Russian invasion; current on the register 13aug22; seen Portsmouth Pease International 03oct22 with 'Be Brave Like Bucha' titles; l/n ADL 11nov23
19530502761	CCCP-82066	An-124	Avialini. Ukrayiny	rgd	28feb92	line # 03-01; leased from ADB; f/n OST 08jul92; with additional small 'Aeroflot' titles on nose; l/n AMS 28dec92
	UR-82066	An-124	Avialini. Ukrayiny	rgd	30dec92	f/n JNB 29jan93; leased from ADB
	UR-82066	An-124	Antonov Des. Bur.	LBG	05may93	cvtd to -100; l/n OST 19may00; canx 28aug01
	5A-DKL	An-124-100	Libyan Air Cargo	slid	early01	crew training conducted at Gostomel dec01; named 'Susa'; carried additional small 'Skylink' titles mar/may05, removed by jun05; seen with additional 'www.flatam.com' titles oct06; l/n Svyatoshino 24apr13 where it had been parked from 2010; in 2017 Antonov applied to the Ukrainian court for permission to sell the aircraft in lieu of outstanding debts of \$1.2 million incurred during maintenance work; the aircraft is reported to be derelict
19530502792	UR-UAP	An-124-100	Antonov Airtrack	mfd	03feb94	line # 03-02; had -82076 allocated; in white c/s with yellow tail and additional 'Nordex' titles; f/n Gostomel may94; eenn BSL 08dec94; l/n MUC sep95
	RA-82003	An-124-100	Trans Charter	SHJ	feb96	in white c/s with dark blue fin and additional 'Titan Cargo' titles; l/n OST 20mar99
	RA-82003	An-124-100	Volga-Dnepr	rgd	31may99	in white c/s with thin black/white/blue cheatline and additional 'Titan' titles; l/n SNN 26nov00; soc 04jul01 as to Ukraine and canx 16jul01

	UR-82003	An-124-100	Antonov Des. Bur.	no	reports	successfully reclaimed by court action, but still current on the Russian register sep01 as rgd 02mar01 to 'Russian 003'
	5A-DKN	An-124-100	Libyan Air Cargo	slid	early02	in full c/s; named 'Sabratta' after a port city in western Libya; f/n Gostomel 31may02; offered for charter by FLATAM (Franco-Libyenne d'Affrtement et de Transport Aérien et Maritime); seen TIP 05jan05, before overhaul at Kiev-Svyatoshino lasting nearly 3 years, seen Gostomel 09apr08; received additional 'Operated by 'Flatam' titles and the URL 'www.flatam.com'; f/n as such TOB 23apr08, back in service; seen TIP 06may13; stored at TIP for several years; severely damaged and finally destroyed by shelling during fighting between the GNA and the LNA near the airport may19/jun19, the left rear fuselage showed damage by 07may19 and the aircraft was totally destroyed apart from the tailplane probably 19jun19 (the earliest known photo is dated 20Jun19)
19530502843	no reg UR-CCX UR-ZYD	An-124 An-124-100 An-124-100	natural metal Experts Com.Agenc. Experts Com.Agenc.	f/f h/o DXB	06oct03 04feb04 22mar04	line # 03-03; the last Kiev-built An-124; construction started in 1991; mfd 30dec03 Experts Commercial Agencies, in all-white c/s with a UAE flag on the fin; f/n AUH 05feb04; l/n AUH 27feb04 in all-white c/s with a UAE flag on the fin, no titles; l/n as such STN 19feb05; f/n without the UAE flag EIN 16jun05; the operator Experts Commercial Agencies was re-named Maximus Airlines sep06; l/n AAN 29jan07 in all-white c/s with 'Maximus Air Cargo' titles; rgd 22nov11 to Maximus Air LLC of the UAE; new CofRs issued 23apr12, 26sep14, 17nov16 and 25oct22; l/n MXP 10oct23
	UR-ZYD	An-124-100	Maximus Airlines	OSL	04mar07	

37 An-124s built by "Aviastar" factory at Ulyanovsk from 1985 to 2004, all c/ns are prefixed '977305'

# 4 5 16003	CCCP-82005 "08" black "08" black	An-124 An-124 An-124	Soviet AF/AFL c/s Soviet Air Force Russian Air Force	f/f KUO SHJ	30oct85 03aug89 02dec95	line # 01-07; f/n YXX jul86; l/n FAB 02sep86; rgd only 03apr91, see date below c/n confirmed; opb 566 vtap at Seshcha opb 556 vtap at Seshcha; w/o 06dec97 on the leg from Irkutsk-2 to Vladivostok of a flight from Irkutsk-2 to Cam Ranh (with 2 Su-27s for the Vietnamese Air Force on board) when 3 engines lost power and flamed out starting 3 seconds after lift-off (the reason was never established), the aircraft went out of control and crashed into a residential complex close to Irkutsk-2 airfield, all 8 crew and 15 passengers plus 45 persons on the ground killed; t/t 1,034 hours and 576 cycles line # 01-09; opb 566 vtap at Seshcha from 1987; f/n LHR 15dec88; rgd only 03apr91 (to the Soviet Air Force)
# 3 6 16017	CCCP-82010	An-124	Soviet AF/AFL c/s	mfd	30dec86	line # 01-09; opb 566 vtap at Seshcha from 1987; f/n LHR 15dec88; rgd only 03apr91 (to the Soviet Air Force)
	CCCP-82010 RA-82010	An-124 An-124	Volga-Dnepr Russian AF/AFL c/s	rgd Sec	06sep91 23aug95	in full c/s; f/n BRU 13nov91; l/n DUS 10sep92; canx 22jan92 as to Ukraine ! opb 566 vtap at Seshcha; l/n ULY 17aug99; was earmarked for conversion to an An-124VS space rocket launch aircraft; leased by Mingosimushchestvo to Polet for 3 years 28apr00 and handed over in non-airworthy condition; converted to an An-124-100 by Aviastar 01aug00/18may01
	RA-82010	An-124-100	Polet	rgd	28aug01	in full c/s; f/n Kazan-Two 15aug01; l/n active STN 25dec06; lease agreement terminated by Mingosimushchestvo 09aug07 and aircraft impounded 19mar08; seen ULY aug12, still in full Polet c/s but without engines, flaps and ailerons; the Russian MoD refused to accept the aircraft as an An-124-100 and demanded it to be de-modified into an An-124 sans suffixe, but this position was not shared by court orders dated 07feb12 and 19apr12; l/n ULY 20aug16 in the paint shop see above and next line
# 4 6 16023	RF-50614 RA-82010 CCCP-82011	An-124 An-124-100 An-124	Russian Air Force Russian Air Force Soviet AF/AFL c/s	rgd ULY mfd	03aug10 feb17 1986	224 LO badge on tail fin; carries An-124-100 marks; l/n PVG 27dec22 line # 01-10; initially opb 566 vtap at Seshcha; f/n MXP 31dec88; trf to 235 vtap at Seshcha in 1989; rgd 03apr91 to the Soviet Air Force
	CCCP-82011 RA-82011	An-124 An-124	Volga-Dnepr Russian Air Force	rgd ret	06sep91 early93	leased from the Soviet Air Force; in full c/s; f/n AMS 13jul92; canx 22jan92 as to Ukraine opb 2 ae 235 vtap at Seshcha (relocated to ULY in early 1995) until its disbandment 01may98; trf to 566 vtap at Seshcha 01may98; still in full Volga-Dnepr c/s (not repainted by 2016); seen ULY 17aug99 and Seshcha 07aug01; canx from the Russian register awaiting a decision regarding its future; stored at Seshcha, seen aug03/aug15; ferried for overhaul to ULY 28sep15; seen under overhaul with Aviastar feb16/aug16 in basic Aeroflot c/s with 'VVS Rossii' titles and Russian stars; named 'Oleg Antonov' at ULY 01dec17 after the Soviet aircraft designer; opb 235 vtap at ULY from 01dec17; l/n KLD 08aug23 active with line # 0110 painted on its tail
# 2 7 32028	CCCP-82012 RA-82012	An-124 An-124	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Spr	30jun87 15may94	line # 05-01; f/n STR 10dec88; rgd only 03apr91; l/n MUC 06aug92 in 224 LO fleet list jun95; seen ULY 27aug97; canx but date unknown; was to be handed over to Atlant-Soyuz on the basis of a decree issued 31dec03, but nothing came of this; awaiting decision on its future; l/n Seshcha 17aug13, registration not visible in the photo
# 3 7 32033	CCCP-82013 RA-82013	An-124 An-124	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd ph.	29sep87 mar94	line # 05-02; f/n FRA 15dec88; rgd only 03apr91 opb 566 vtap at Seshcha; flew from Seshcha to Eielson, AK for a military exercise mar94; l/n Seshcha 23aug95
	RA-82013	An-124-100	Russian AF/AFL c/s	SXF	12dec96	opb 566 vtap at Seshcha; was reportedly grounded after a heavy tail/ramp strike on landing due to early thrust reverser deployment; stored at ULY, seen aug99/jun05; was to be handed over to Atlant-Soyuz on the basis of a decree issued 31dec03, but nothing came of this; under overhaul with Aviastar by mar09/dec09 to 6957 AvB at Seshcha; in basic Aeroflot c/s with Russian flag and large '224' logo on fin, no titles; flew from ULY to Seshcha 21sep10 after having been with Aviastar for some 11 years; f/n PIK 22feb11; seen under overhaul with Aviastar 18aug18
	RF-82013	An-124-100	Russian Air Force	f/f	29may19	after overhaul; opb 566 vtap at Seshcha; in basic Aeroflot c/s with Russian flag on fin, no titles and no '224 LO' badge; h/o 10jun19 and ferried from ULY to Seshcha the same day, t/t 4,058 hours and 1,751 cycles by then
# 4 7 32039	RA-82013 CCCP-82014 RA-82014	An-124-100 An-124 An-124	Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	OVB mfd ULY	2020 30nov87 27aug97	once again with large '224' logo on fin; l/n Paramaribo 18jul21 line # 05-03; opb 566 vtap at Seshcha; f/n PRG 06jun89; rgd only 03apr91; l/n SNN 29sep91 opb 566 vtap at Seshcha; in 224 LO fleet list jun95; l/n ULY 26jun02, completely stripped of paint; was earmarked for conversion to An-124VS space-rocket launch aircraft; canx from the Russian register awaiting a decision regarding its future
	RA-82014	An-124-100	Polet	rgd	05dec02	in full c/s; f/n BTS 15dec02; mentioned in legal documents with regards to disputes over conversion costs and subsequent lease payments; l/n operational SVO 16nov07; stored at Seshcha from around 2009, as such in 224 LO fleet list apr10; l/n ULY 04aug11; repainted at ULY 04/26aug11
	RA-82014	An-124-100	Russian Air Force	ULY	25aug11	opb 6957 AvB at Seshcha; in basic Aeroflot c/s with '224 LO' badge on fin, no titles; h/o 16dec11; seen CKL jan12 with additional '40th anniversary 1971-2011' badge behind the cockpit; seen ULY 18aug18 undergoing maintenance; l/n PVG 24nov22; intercepted over the Baltic States feb23 by German Air Force Eurofighters, from Amari Air Base, Estonia
# 4 7 32045	CCCP-82030 RA-82030	An-124 An-124	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Spr	30dec87 17jul94	line # 05-04; opb 566 vtap at Seshcha; f/n SXF 22nov89; rgd only 03apr91 opb 566 vtap at Seshcha; in a 224 LO fleet list jun95; l/n ULY 27aug97; stored at Seshcha from around 2000, as such in a 224 LO fleet list apr10; arrived with Aviastar at ULY oct11 for overhaul; seen under overhaul with Aviastar 24aug12, with the '224 LO' badge on the fin covered
	RA-82030	An-124-100	Russian Air Force	Sec	09may13	in basic 'blue' Aeroflot c/s with a '224 LO' badge and a Russian flag on the fin, no stars and no titles; l/n as such during the rehearsal of the fly-past over Sevastopol 06may14
	RA-82030	An-124-100	Russian Air Force	ph.	09may14	in basic 'blue' Aeroflot c/s with Russian stars (no '224 LO' badge); took part in the fly-past over Sevastopol 09may14
	RA-82030	An-124-100	Russian Air Force	FRA	09nov14	in basic 'blue' Aeroflot c/s with a '224 LO' badge and a Russian flag on the fin, no stars and no titles; seen under maintenance (without engines) at ULY 15aug15
	RF-82030	An-124-100	Russian Air Force	Sec	09may16	in basic 'blue' Aeroflot c/s with Russian stars and 'VVS Rossii' titles (no '224 LO' badge); took part in the fly-past over Moscow 09may16
	RA-82030	An-124-100	Russian Air Force	ph.	27jul16	in basic 'blue' Aeroflot c/s with a '224 LO' badge and a Russian flag on the fin, no stars and no titles; f/n Krymsk 27jul16; l/n as such PEE 17oct16; was reportedly used in support of PMC Wagner in 2022/23; seen BGF 25may23 and EBB 28jun23, without 224 LO badge on the fin, no titles; flew circles around ULY 24aug23 according to FR24
# 1 8 32049	CCCP-82031 RA-82031	An-124 An-124	Soviet AF/AFL c/s Russian AF/AFL c/s	rgd Spr	14dec88 05sep94	line # 05-05; f/n SNN 21dec88 flightplan only; version in MGA document as An-124-100; f/n RKT 05apr97; seen Kubinka 26mar98; canx 18jan01 awaiting decision regarding its future; l/n Seshcha 2013, in poor condition
# 2 8 32051	CCCP-82032 RA-82032 RA-82032 RA-82032	An-124 An-124 An-124-100 An-124-100	Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd ULY Sec CKL	30jun88 27aug97 09aug99 26aug02	line # 05-06; opb 566 vtap at Seshcha; rgd 14dec88; f/n LBG 23jun89 opb 566 vtap at Seshcha; in 224 LO fleet list jun95 An-124-100VTA; opb 566 vtap at Seshcha An-124-100VTA; opb 566 vtap (renamed 6957 AvB and 3 AvGr 6955 AvB) at Seshcha; in basic Aeroflot c/s with '224 LO' badge on fin, no titles; last overhaul completed in late 2012; named 'Vladimir Gladilin' 05oct13 after a distinguished VTA pilot
	RF-82032	An-124-100	Russian Air Force	ph.	07may15	flying in the Moscow area, with large 'VVS Rossii' titles and Russian stars on the tail, still named 'Vladimir Gladilin'; l/n Engels aug18
# 2 8 32054	"21" black	An-124	Soviet Air Force	mfd	28mar89	line # 05-07; 'CCCP-82033' below Air Force code and Red Star on tail; was based at Seshcha briefly in 1989 before transfer to Moscow for State tests jan90; established seven world records flying from Melbourne 01dec90 and returning back to Melbourne 72 hours 16 minutes later, having flown 50,005 km and circumnavigated the world flying between the two poles, flying over the waters of four oceans and five continents with only three intermediate refuelling stops; photo this date with additional 'Antonov Airlines' and 'NII VVS' titles with Red star on tail; seen HEL 17jan91 with NII VVS imeni V.P. Chkalova 70 let' (70 years Soviet Air Force Research Institute); l/n MST 08feb91 as such, still with faded Red Star on the tail with just NII VVS imeni V.P. Chkalova 70 let' (70 years Soviet Air Force Research Institute) and Soviet flag on tail
	"21" black	An-124	Soviet Air Force	AMS	02aug91	also wearing "21" black; also reported wearing just "21" black at DXB 05nov91; not rgd until 17jan92
	CCCP-82033 CCCP-82033	An-124 An-124	Soviet Air Force Transaero	DXB AVV	29oct91 24oct92	small titles in red below the chevron, 'CCCP-82033' still below code "21" Black with 'NII VVS imeni V.P. Chkalova 70 let' (70 years Soviet Air Force Research Institute) and Soviet flag on tail; l/n SHJ 05apr93 mentioned in documents sep93 with regards to illegal arms flights between Chkalovski and South Africa; l/n AMS 01nov94
	RA-82033	An-124	Transaero	AMS	02sep93	in 223 LO fleet list mar95; in basic Aeroflot c/s, no titles; seen CKL 15aug99, 'NII VVS imeni V.P. Chkalova 70 let' (70 years Soviet Air Force Research Institute) and 'Trade Mission/Antonov 124-100' titles visible under paint; l/n ULY 20jul07/apr18, stored and unlikely to be made airworthy again
	RA-82033	An-124-100	Russian Air Force	Gos	03jul96	line # 05-08; rgd 14dec88; opb 566 vtap at Seshcha; f/n NRT 28dec88; l/n AMS 07jul91 in 224 LO fleet list jun95; canx 18jan01 awaiting a decision regarding its future; stored at Seshcha from 2001; l/n 06may16; ferried from Seshcha to ULY for overhaul by Aviastar reportedly in 2016

	RF-82034	An-124-100	Russian Air Force	ULY	06sep19	opb 566 vtap at Seshcha; in basic Aeroflot c/s with Russian flag on fin, no titles; h/o 06sep19 after overhaul and ferried from ULY to Seshcha the same day; l/n OVB 11sep21
# 4 8 32061	CCCP-82035 RA-82035	An-124 An-124	Soviet AF/AFL c/s Russian AF/AFL c/s	rgd Spr	26apr89 16feb94	line # 05-09; opb 566 vtap at Seshcha; f/n GVA 18sep89 opb 566 vtap at Seshcha; version in MGA document as An-124-100; canx 18jan01 but later restored; seen stored at Seshcha, aug03/sep11; in 224 LO fleet list apr10; arrived ULY for overhaul 21feb12; seen as such ULY 24aug12 with '224 LO' badge covered on fin
	RA-82035 RF-94305 RA-82035	An-124-100 An-124-100 An-124-100	Russian Air Force Russian Air Force Russian Air Force	ULY KLD	aug13 2014 apr14	in basic Aeroflot c/s, no titles but large '224 LO' badge on fin and Russian flag was allocated with this registration, but was not taken up in basic Aeroflot c/s, no titles but large '224 LO' badge on fin and Russian flag; seen over Moscow 09may14 with only Russian stars on the fin; l/n Kubinka 27jum14, as such; seen Seshcha 16aug14 again with Russian flag and '224 LO' badge; l/n VKO dec21
# 4 8 32068	CCCP-82036 CCCP-82036 RA-82036	An-124 An-124 An-124	Soviet AF/AFL c/s Transaero Russian AF/AFL c/s	mfd JNB Sec	mar89 19jan93 23aug95	line # 05-10; rgd 21jul89; f/n CGN 14oct89 l/n CDG 13aug94 in 224 LO fleet list jun95; canx 18jan01 awaiting a decision regarding its future; l/n Seshcha airbase 09sep06/16aug14, still with Aeroflot titles
# 2 9 55071	CCCP-82037 RA-82037	An-124 An-124	Soviet AF/AFL c/s Russian AF/AFL c/s	rgd GMP	16aug91 12nov93	line # 06-01; f/n BSL 20dec91; l/n FRA 14may92 seen Seshcha airbase 25aug04; version in MGA document as An-124-100; l/n Seshcha 15aug10 with '224 LO' badge on tail; overhauled at ULY during 2012/2013
# 4 9 55077	RA-82037 "09" black	An-124-100 An-124	Russian Air Force Soviet Air Force	Tgr mfd	dec13 29dec89	in basic Aeroflot c/s, no titles with large '224 LO' badge on the fin; l/n VKO 20aug16 line # 06-02; registration CCCP-82038 allocated, but not painted as such (just used in flight-plans and as call-sign); f/n FAB 08may90; l/n FAB 25jun90
	CCCP-82038 "09" black	An-124 An-124	Antonov Airlines Russian Air Force	Kub Kub	11apr92 10mar93	with titles and small registration only below the code "09" black still with Antonov Airlines titles, but civil registration not visible; seen Sescha 23aug95, without Antonov Airlines titles; seen ULY 27aug97; seen Seshcha 03may01/26mar10, stored; in 224 LO fleet list as stored Seshcha apr10 as RA-82038; being worked upon nov12 for ferry flight from Seshcha to Aviastar at Ulyanovsk for upgrade; photos on overhaul ULY aug13 still with Red Star on tail and code just visible
	RF-94301 RA-82038 RF-82038 RA-82038	An-124-100 An-124-100 An-124-100 An-124-100	Russian Air Force Russian Air Force Russian Air Force Russian Air Force	ULY CKL	2014 06jul14 07may16 jun17	was allocated with this registration, but was not taken up freshly painted with large '224 LO' badge on tail over Moscow, now with VVS Rossii titles and red star on tail; l/n LED 29may16 with Russian flag, red star and 'VVS Rossii' titles removed; l/n CKL 23feb23
# 2 0 55082	CCCP-82039 RA-82039 RA-82039	An-124 An-124 An-124	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Spr LGK	29jun90 23jul94 13oct01	line # 06-03; opb 566 vtap at Seshcha; rgd only 26aug91 in 224 LO fleet list jun95; operated jointly with Aerofrakt may99/jun03; l/n SNN 22feb01 opb 566 vtap at Seshcha; in basic Aeroflot c/s with '224 LO' badge on fin, no titles; t/t 2,002 hours and 850 cycles by 01jan09; overhauled and converted by Aviastar at ULY in 2010/11
	RA-82039	An-124-100	Russian Air Force	ULY	24oct11	opb 6957 AvB at Seshcha; repainted at ULY 05/24oct11; in basic Aeroflot c/s with '224 LO' badge on fin and '40th Anniversary 1971-2011' badge behind the cockpit, no titles; officially h/o 16dec11; left ULY for Seshcha 08feb12; l/n OVB 18sep15
# 3 0 55086	CCCP-82040 RA-82040 RA-82040 RA-82040	An-124 An-124 An-124 An-124-100	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	mfd ULY DME ULY	31oct90 27aug97 28jun05 28jan08	line # 06-04; rgd 16jun92; opb 235 vtap at Seshcha in 224 LO fleet list jun95; l/n SHJ nov99; operated jointly with Aerofrakt may99/jun03 in basic 'blue' Aeroflot c/s with a '224 LO' badge on the fin, no titles; l/n PED 23sep05 opb 566 vtap at Seshcha; in basic 'blue' Aeroflot c/s with a '224 LO' badge on the fin, no titles; damaged 28jan08 on return from overhaul at ULY when overran the runway on landing at Seshcha, the nose-gear collapsed; the repair commenced jul08 and the aircraft was back in service again by nov08; seen Seshcha 09may16; overhauled and modernised to an An-124-100M by Aviastar at ULY by jun18; reflowed 28dec21; l/n OVB 15apr22
# 4 0 55089	CCCP-82041 RA-82041	An-124 An-124-100	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Grd	08feb91 25may94	line # 06-05; opb 235 vtap at Seshcha; rgd 22oct91; f/n IST 05nov91 An-124-100VTA (version not painted on as such); opb 235 vtap at Seshcha; in 224 LO fleet list jun95; canx 18jan01 but restored; overhauled by Aviastar at ULY in 2013/14, seen ULY 04jun14
	RF-82041	An-124-100	Russian Air Force	ph.	nov14	opb 235 vtap at Seshcha; in basic Aeroflot c/s, initially no titles; l/n as such Seshcha dec14; received large 'VVS Rossii' titles and Russian stars on the tail; f/n as such Seshcha 09may15; underwent heavy maintenance with Aviastar at ULY in 2016/18 and ferried to Tver-Migalovo 11oct18, t/t 3,164 hours and 1,414 cycles by then; l/n OVB apr23
# 4 0 55093	CCCP-82042	An-124	Volga-Dnepr	mfd	23jul91	line # 06-06; rgd 07aug91; in full c/s; f/n AMS 03sep91; f/n with additional 'Heavylift' titles plus a small logo on the fin 24oct91
	RA-82042 RA-82042	An-124 An-124-100	Volga-Dnepr Volga-Dnepr	STN	25apr93	in full c/s with additional 'Heavylift' titles plus a small logo on the fin converted to an An-124-100 by jun94; in full c/s; initially with additional 'Heavylift' titles plus a small logo on the fin; f/n without them YUL mar01; new CoFRs issued 24may07, 13dec12 and 09nov16; l/n in full c/s LGG 13apr19; repainted in white c/s with light grey belly, no titles; f/n as such KGD 13jun19; reportedly leased to Aviacon Zitotrans jun19, but possibly the lease was just intended and fell through as all flights jun19/jul19 are given as operated by Volga-Dnepr on flight tracking websites; severely damaged 13nov20 on the leg from Novosibirsk-Tolmachovo to Vienna of a flight from Seoul to Vienna when engine No. 2 suffered an uncontained failure after a bird strike shortly after take-off, the fuselage was punctured by compressor blades (leading to a loss of electricity and communications) while other parts of the damaged engine holed the roof of a warehouse, the aircraft made an over-weight emergency landing at Tolmachovo and overran the runway into snow-covered terrain by 300 metres, suffering damage to the landing gear, all 14 crew members escaped unhurt, pulled back on the runway by two Russian Army tanks 27nov20, initially reported to be written off but seen apr22 still basically complete but without engines; still as such aug22 and photos from the inside shows it is completely stripped; seen end aug22 being dismantled and in pieces by 22sep22; canx 20sep22
# 4 1 55101	CCCP-82043	An-124	Volga-Dnepr	mfd	13oct91	line # 06-07; d/d 31oct91; rgd 15nov91; in full c/s with additional 'Heavylift' titles and a small tail logo; f/n STN 20dec91; l/n FAB 11sep92
	RA-82043 RA-82043	An-124 An-124-100	Volga-Dnepr Volga-Dnepr	TLS	24nov92	in full c/s with additional 'Heavylift' titles and a small tail logo; l/n STN 10feb93 converted to an An-124-100 by feb94; in full c/s; carried additional 'Heavylift' titles and a small tail logo until jul00; new CoFRs issued 24may07, 09nov16 and 11dec18; under overhaul with Aviastar by mar09; on 06may20 it returned to ANC 14 minutes after take-off after it declared an emergency due to an engine fire; seen LEJ 23apr22 engineless and impounded; l/n LEJ 06jul23, still impounded
# 4 1 55109	CCCP-82044	An-124	Volga-Dnepr	mfd	10feb92	line # 06-08; rgd 19feb92; in full c/s with additional 'Heavylift' titles and a small tail logo; f/n ULY 16mar92; l/n STN 14may92
	RA-82044 RA-82044	An-124 An-124-100	Volga-Dnepr Volga-Dnepr	AMS	31dec92	in full c/s with additional 'Heavylift' titles and a small tail logo; l/n STN 25feb93 converted to an An-124-100 by feb94; in full c/s; carried additional 'Heavylift' titles and a small tail logo until jun99; new CoFRs issued 27jun07, 09nov16 and 11dec18; carried a large "20 Years" logo in 2010/12, seen as such ULY aug10 and SVX 15aug12; l/n Adana 05mar23
# 2 2 55113	CCCP-82045 RA-82045 RA-82045	An-124 An-124 An-124-100	Volga-Dnepr Volga-Dnepr Volga-Dnepr	mfd JNB STN	29apr92 21jan93 07may95	line # 06-09; rgd 12may92; f/n ULY 09jun92; l/n DAC 03nov18 in full c/s converted to an An-124-100 by apr95; in full c/s; without 'Heavylift' markings when seen STN 07may95; carried additional 'Heavylift' titles and small tail logo until nov00; new CoFR issued 24may07; carried a "20 Years" logo in 2010/11, seen as such HNN 01sep10 and PKC 18sep11; new CoFR issued 09nov16; l/n LEJ 28jan22
# 2 2 55117	CCCP-82067 RA-82067 RA-82046	An-124 An-124 An-124-100	Volga-Dnepr Volga-Dnepr Volga-Dnepr	mfd DUS ULY	10jul92 20jan93 12mar93	line # 06-10; f/n ULY 25aug92, reported for 'Air Transport School' carried additional 'Heavylift' titles and small tail logo until its accident; damaged 17dec98 on landing at Gander when skidded off the runway; left Gander after being repaired 04apr00 and ferried to Aviastar at Ulyanovsk (with gear down) 07apr00 for final repairs; seriously damaged by a fire at Aviastar 05jun01 (one wing was destroyed), but repaired; f/n after repair MFM 30nov01; new CoFR issued 24may07; carried a "20 Years" logo in 2010/14, seen as such LEJ 31jul10 and ULY 15jun14; sustained unknown damage in a landing incident at Ulyanovsk 28oct14 when diverted there after an engine failure; new CoFR issued 09nov16; ferried NUE-LEJ 23feb22 and subsequently impounded; l/n LEJ sep23
# 3 2 59121	RA-82047	An-124-100	Volga-Dnepr	mfd	13mar93	line # 07-01; in full c/s; f/n ULY mar93; carried additional 'Heavylift' titles and small tail logo, seen as such apr97/jun01; new CoFRs issued 24may07 and 09nov16; l/n UUS 15jun23
# 4 2 59124	CCCP-82069 RA-82069 RA-82069	An-124-100 An-124-100 An-124-100	primer Orel Avia Aeroflot - RIA	ULY ULY SVO	09mar93 aug93 11apr94	line # 07-02; mfd 06aug93; c/n given in Russian register as 0702, full c/n from the MGA listing in full c/s rgd 18apr94, owned by Ayaks; w/o 08oct96 on a positioning flight from Chkalovski to Turin when came in too high in poor visibility (only 2,350 metres of the runway were available due to repair work) and the decision to go around was taken too late due to poor crew resource management, only one engine reached take-off power so that the aircraft was not able to climb out, hit trees at a height of 25 metres about 1 km behind the runway threshold, ripped the roof off a two-storey house at San Francesco al Campo and crashed, 2 of the 23 crew members plus 2 tenants of the house were killed; soc 10jan97
# 1 3 59127	RA-82070 RA-82070	An-124-100 An-124-100	primer Aeroflot	mfd SVO	18aug93 01may94	line # 07-03; seen ULY 11sep93; toc or rgd 14sep93 in full c/s; leased from SVGAL; leased by Ayaks to Rossiya 27may97; was impounded at MST 08aug97/feb01 due to debts of the owner Ayaks; rgd 27oct00 to Tsentr-Kapital (this CoFR was valid until 20dec04); auctioned to Air Foyle dec00, for \$ 6,000,001 (this auction was considered to be illegal by the Russian authorities) owned by Air Foyle; titles painted out 11jan01 and flag painted out 15jan01 owned by Air Foyle; prefix painted out 17jan01 owned by Air Foyle; entered into the Ukrainian register although it was current on the Russian register; ferried from Maastricht to Kiev 03feb01; a Ukrainian court confirmed aug01 the ownership by Tsentr-Kapital; ferried on behalf of Air Foyle from Kiev to MSE 29oct01 in order to avoid a return of the aircraft to Tsentr-Kapital
	RA-82070 RA-82068	An-124-100 An-124-100	Aeroflot c/s, n/t Aeroflot c/s, n/t Aeroflot c/s, n/t	MST MST MST	11jan01 17jan01 31jan01	finally left MSE 23apr03 after storage; sold to Polet oct04 i/s 23dec04; in full c/s with a small 'BID - Business Initiative Directions' logo and 'International Gold Star' titles; f/n Zavitinsk 24mar05; t/t 7,992 hours and 1,886 cycles by 01jul10; f/n with additional 'Ilyushin Finance Co.' and 'Novikombank' titles sep12; impounded at BZZ 08mar14/26aug14 and ferried to ZIA 26aug14; Polet suspended operations 24nov14; l/n ZIA 30aug15
	RA-82070 RA-82068	An-124-100 An-124-100	Aeroflot c/s, n/t Polet	MSE rgd	15apr03 21dec04	in full c/s; f/n ULY 06jan16; started revenue flights may16; new CoFR issued 09nov16 and 10oct17; l/n PEE 13nov18; stored at ULY since nov18; l/n ULY 17aug23
# 4 3 5913. ?	RA-82071	An-124-100	primer	mfd	16oct93	line # 07-04; seen ULY 11sep93

	RA-82071	An-124-100	Aviastar	rgd	29oct93	to Magistralnyye avialinii; opp Aviastar; photo DXB nov93, in white c/s with blue/red trim and grey undersides, Aviastar titles with large 'An-124-100' on the tail, w/o 15nov93 on a flight from Dubai to Kerman (Iran) when the crew neglected the prescribed approach pattern and the aircraft crashed into a mountain slope at 3,400 m altitude, 35 km east of Kerman, all 14 crew and 3 passengers killed; t/t 116 hours
# 3 3	59136	RA-82072	An-124-100 primer	mfd	10nov93	line # 07-05; seen ULY sep93
		RA-82072	An-124-100 Russ. Gvt/Rossiia	d/d	12jul94	rgd 12jul94; f/n VKO aug94; in white c/s with red/blue cheatline, gold/red coat of arms on the tail and grey undersides with titles in red; l/n VKO 17may99; soc 22sep99 and canx 27sep99 as to Ukraine
		UR-82072	An-124-100 Antonov Des. Bur.	MST	13dec99	in white/light grey c/s with blue cheatline/fin and full titles; converted to An-124-100-150, f/f 14mar10; CoFR renewal 16mar10; repainted in 2018 in white/light grey c/s with 'Ukrainian flag' trim and just 'Antonov' titles; l/n LGG 04sep22; seen LEJ 20oct22 with 'Be Brave like Kherson' titles; l/n LEJ 18dec23
# 4 3	59139	RA-82073	An-124-100 primer	mfd	14jan94	line # 07-06; seen ULY sep93
		RA-82073	An-124-100 Russ. Gvt/Rossiia	VKO	18sep94	in white c/s with red/blue cheatline, gold/red coat of arms on the tail and grey undersides with titles in red; l/n VKO 17may99; soc 29jul99 and canx 02aug99 as to Ukraine
		UR-82073	An-124-100 Antonov Des. Bur.	SIN	19oct99	in white/light grey c/s with 'Ukrainian flag' trim and just 'Antonov' titles; l/n BLQ 10mar21; ferried Gostomel-Svyetoshino 13mar22; current on the register 13aug22; reported nov22 to be carrying 'Be Brave Like Irpin' titles
# 1 4	59142	RA-82074	An-124-100 Trans Charter	mfd	31aug94	line # 07-07; seen in bare metal on the assembly line sep93; in basic Aeroflot c/s; f/n AMS 12nov94; l/n SVO 26may95; leased from Titan 19sep95/28apr97
		RA-82074	An-124-100 Titan	OST	07nov98	leased by Titan to Aeroflot 29sep97/15jan98; in basic Aeroflot c/s; l/n SHJ 26nov98
		RA-82074	An-124-100 Volga-Dnepr	rgd	19aug99 ?	initially in basic Aeroflot c/s; l/n as such SNN 05sep99; repainted into full c/s by jun01; new CoFR issued 24may07; t/t 15,617 hours and 3,300 cycles by 01jan10; carried a "20 Years" logo in 2010/14, seen as such EMA 28aug10 and OVB 26jun14; at 11may16 at N'Djamena it was struck by heavy winds and apparently touched a building, there were no personal injuries; seen LEJ jun18/nov19, missing all four engines; seen LEJ 12jul20, all engines in place; l/n ULY 19aug23
# 3 4	59147	RA-82075	An-124-100 Polet	mfd	1994	line # 07-08; seen in bare metal ULY sep93; f/n CDG mar95; rgd 10jan96; named 'Boris Naginski' 29dec07 after the Deputy General Manager of Polet; f/n as such MUC 30apr08; l/n operational STR 07dec08; t/t 14,199 hours and 3,196 cycles by 01jan11; new CoFR issued 07oct11; stored at ULY, seen aug13/apr18; Polet suspended operations 24nov14; current on register 30mar21; offered for sale by the Collateralised Property Agency (TsAZI) 10oct18/16jun21, for 6.8 million USD
# 4 4	59151	RA-82077	An-124-100 Polet	mfd	26jul95	line # 07-09; in full c/s; f/n AMS 23aug95; rgd 01dec95; i/s 16dec95; operated jointly with Atlant-Soyuz jun97/may98; new CoFR issued 12feb08; t/t 12,841 hours and 2,960 cycles by 01jan11; named 'Fyodor Muravchenko' after the designer of the D-18T engine, f/n as such ZRH 24jan11; Polet suspended operations 24nov14
# 4 5	59153	RA-82077	An-124-100 Volga-Dnepr	rgd	29oct15	in full c/s; f/n ULY 21jun16; new CoFR issued 09nov16; l/n SVO aug23
		RA-82078	An-124-100 Volga-Dnepr	mfd	18sep96	line # 07-10; seen in bare metal on the assembly line mar96; h/o 19sep96; in full c/s; rgd 20nov97; new CoFR issued 24may07; t/t 17,028 hours and 3,872 cycles by 01jan10; carried a "20 Years" logo in 2010/14, seen as such KDH 24sep10 and IKT may14; new CoFRs issued 27jan16 and 08nov16; seen Puebla 15nov20; reported in the Russian register sep20 as type An-124-150; arrived YYZ 26feb22 and impounded there since; l/n mar23; the Canadian government apr23 agreed to hand over the aircraft to Ukraine
# 2 0	62157	RA-82079	An-124-100 primer	ULY	mar96	line # 08-01; the first production aircraft with an updated cockpit, new avionics and airframe/engine resources extended to 24,000 hours; according to Russian media reports the 35th Ulyanovsk-built An-124, but must be the 34th one according to this listing; seen on the assembly line mar96/22oct99 (complete with a 'Volga-Dnepr' sticker by the latter date); r/o 25may00; f/f 13jun00
		RA-82079	An-124-100 Volga-Dnepr	mfd	25jul00	rgd 02aug00; in full c/s; h/o at SVO 03aug00; f/n CDG 14aug00; new CoFRs issued 24may07 and 06mar12; t/t 13,012 hours and 2,894 cycles by 01jan10; carried a "20 Years" logo in 2010/14, seen as such LED 29jun10 and SXF 25may14; new CoFR issued 09nov16; l/n VKO 16jul22
# 1 4	62161	RA-82080	An-124-100 Polet	f/f	09mar04	line # 08-02; already seen in primer on the assembly line 22oct99 (80 % completed) and outside the Aviastar factory 27aug03; mfd 11jun04; rgd 16jun04; h/o at ULY 18jun04; in full c/s with a small 'BID - Business Initiative Directions' logo and additional 'International Gold Star' titles; t/t 7,342 hours and 1,790 cycles by 01jan11; l/n operational SVO jul11; trf to the leasing company IFK in early 2012 due to debts of Polet; new CoFR issued 05apr12; stored at ULY, seen aug12/apr18; offered for sale by IFK initially for \$ 85 million, but could not be sold, the price tag was lowered to \$ 25 million by oct19; current on register 06sep19
# 1 4	62165	RA-82081	An-124-100 primer	ULY	22oct99	line # 08-03; seen on the assembly line oct99 (60 % completed) and aug01 (with '0803' on the tail)
		RA-82081	An-124-100 Volga-Dnepr	r/o	16mar04	f/f 11apr04; official mfd 14may04; rgd 18may04; in full c/s; h/o at DME 24may04; new CoFRs issued 24may07 and 06mar12; t/t 9,016 hours and 1,988 cycles by 01jan10; carried a "20 Years" logo in 2010/13, seen as such SVX 30jul10 and ULY aug13; new CoFR issued 09nov16; l/n SVO 06Nov23
---	--		An-124-100 primer	ULY	11jan10	line # 08-04; An-124-100M-150; only parts of the fuselage were built and seen on the assembly line jan10/aug13, but scrapped by jun23
---	--		An-124-100 primer	ULY	14aug10	line # 08-05; An-124-100M-150; only parts of the fuselage were built and seen on the assembly line aug10/aug13, but scrapped by jun23
---	--		An-124-100 primer	ULY	aug13	line # 08-06; only some parts were built and seen on the assembly line aug13, but scrapped by jun23

Antonov An-132

The Antonov 132 is a light transport aircraft being developed by Antonov in conjunction with the Taqnia Aeronautics Company of Saudi Arabia; it is based on the Antonov An-32. It is intended to transport cargoes up to 9.2t while its secondary role will include aerial delivery of cargo, para-dropping, maritime reconnaissance, medical evacuation and other military and civil roles. Antonov estimate a requirement for 900 units and production is hoped to start in 2017; the c/n plate is to be found just in front of the main aft cargo door on the port side. In April 2019 Antonov announced that the cooperation with the Saudia company had been suspended as Taqni were apparently no longer involved; there has been no indication of any replacement company taking on Taqnia's involvement; the prototype has not flown since 2019; its CoFA expired and this led to its cancellation from the Ukraine register on 10feb21 so continuation of the programme seems unlikely

001	no reg	An-132D	DP "Antonov"	r/o	20dec16	the first prototype; F1 fuselage section assembled 29dec15; in light grey c/s with Ukrainian and Saudi flags and no other markings
	UR-EKK	An-132D	DP "Antonov"	Ksv	29mar17	in light grey c/s with Ukrainian and Saudi flags; taxi trials started 29mar17; rgd 30mar17; f/f 31mar17 (from Svyetoshino to Gostomel); displayed with exhibition number '194' during the 52 SIAE airshow at Le Bourget 19/25jun17; new CoFR issued 13jul17; repainted in light grey c/s with green tail, Ukrainian and Saudi flags and the large inscription 'AN132' on the fin; f/n as such Gostomel 06oct17; presented to potential customers in Saudi Arabia 30oct17/09nov17 and displayed at the "Dubai Airshow 2017" 12/16nov17; l/n Gostomel 05aug19; new CoFRs issued 26dec18 and 31jul20; canx 10feb21; stored at Gostomel; dbr 24feb22 when Gostomel airfield was occupied by Russian airborne forces (the left outer wing was destroyed and the airframe was riddled with bullets) and no registration was carried by this time

Antonov An-140

The An-140 is a twin-engine turboprop for regional air routes, meant to replace the ageing An-24/26 and Yak-40 fleet. Design started in 1993 at the Antonov ANTK in Kiev, and series production takes place at both the KhGAPP in Kharkov (Ukraine) and at "Aviakor" in Samara (Russia). Whereas the Kharkov-built aircraft are powered by Ukrainian TV3-117VMA-SBM1 engines, the Samara-built aircraft are reported to have got Canadian PW-127A engines.

The An-140 was designed in compliance with Russian AP-25, American FAR-25 and European JAR-25 norms and is one of the first aircraft from the CIS on which on-condition maintenance can be applied. The standard An-140 is to carry 52 passengers or, as a convertible, up to 3.4 tonnes of freight and 20 to 36 passengers. Cargo, executive and specialised versions are also planned. In 1995, Ukraine and Iran signed a contract envisaging the licence production of 80 An-140s in Iran until 2020. These aircraft are built by HESA (Iran Aircraft Manufacturing Co.) at Shahinshahr near Esfahan. HESA was to receive 24 knocked-down kits before the end of 2005, and the yearly output should reach 12 aircraft by 2006. The licence built version of the An-140 is designated IrAn-140 "Faraz" (an Iranian first name). Orders have been placed by Safiran (6), Iran Air, Kish Air, Kaspian and Saha Air. Exports to countries friendly to Iran are also planned, a first contract has reportedly been concluded with the Sudan.

The HESA Aeronautical Design Center is also working on two military versions of the aircraft. The first one is the IrAn-140T tactical transport with a rear loading ramp which will be able to carry six tonnes of cargo. The IrAn-140MP is a maritime patrol aircraft with MAD, radar and IR search equipment. It can also be used in the SAR, ASW and anti-shipping roles. The Iranian Navy has reportedly placed an order for this version, and one of the passenger aircraft may be converted to a demonstrator.

By December 2003 some 18 An-140s were in various stages of production at Kharkov, six at Samara and about ten at Esfahan. The first Samara-built An-140 made its first flight more than one year after its roll-out and shall be handed over to the FSB security service as a reconnaissance aircraft after the locally-based Samara airline cancelled its contract for it. Apart from that, the three Far Eastern airlines Sakhalinskiye aviatsrassy, Yakutiya and Dalavia have placed options with the Aviakor factory for several An-140s.

Four more aircraft are to be built for Azerbaijan Airlines. Handover ceremony for the first Samara Built An-140 was 6th September 2006 with two more to be delivered by year end and 4 in 2007 all for Yakutiya.

The factory code 365 which the c/n begins with was apparently obtained by "doctoring" the factory's number, 135: 1 is multiplied by the number of digits in the factory number: 1x3=3, 3 is multiplied by its sequence number (second digit): 3x2=6, 5 is left unchanged, then the c/n gives 253 which is the product code for the An-140 (izdeliye 253). The last five digits are the famous 'post 1974 nonsense' numbers meaning nothing at all. In some production aircraft from Kharkiv the c/n plate was found just aft of the forward entry door.

3 prototypes built by ANTK im. Antonova (former factory # 573) at Kiev-Svyatoshino in 1997

01 01	UR-NTO	An-140	Antonov Des. Bur.	r/o	06jun97	not UR-NTD; f/f 17sep97 from Svyatoshino; seen ZIA 21aug99; damaged on a test flight from Gostomel (its 395th flight) 01dec99, imitating a failure of the rudder control, when landed with cross wind and veered off the runway to the right, the left main gear collapsed and the left wing and propeller touched the ground, both pilots escaped unhurt; repaired
	UR-NTO	An-140-100	Antonov Des. Bur.	Gos	31may02	repaired and modernised to An-140-100 standard feb00; no titles; sat wfu (with many parts and engines missing) at Kiev-Svyatoshino, initially in a corner of a hangar, seen there oct08, and later outside, seen 2013/jul18
01 02	--	An-140	Antonov Des. Bur.			static test airframe
01 03	UR-NTP	An-140	Antonov Des. Bur.	r/o	11dec97	second prototype; no titles; f/n ZIA 19aug99; damaged 23dec08 when the nose wheel retracted during the landing run at Gostomel; f/f after repair 26nov09; seen Gostomel 01feb11; canx 07jul11; seen Gostomel 27sep14, active again; l/n Gostomel 2019; severely damaged (probably beyond repair) 24feb22 when Gostomel was occupied by Russian airborne forces

25 An-140 built by KhGAPP at Kharkiv-Sokolniki from 1999 to 2009+ (all c/ns are prefixed by 365)

#253 01 003	-- UR-PWO UR-14001(1)	An-140 An-140 An-140	KhGAPP Kharkov APO Odessa Airlines	f/f ZIA d/d	11oct99 13aug01 04mar02	line # 01-04; titles said 'first production aircraft' l/n ZIA 17aug01; was for Ikar Airlines, but not delivered line # 01-04 confirmed; owned by Ukrtransleasing; carried additional small 'Ukrtransleasing' titles; first commercial flight (ODS-IEV) 29mar02; f/n FAB 24jul02; l/n ODS 09oct03; not in fleet list jan04; returned to the KhGAPP factory at Kharkiv-Sokolniki in 2004 and stored there; canx 01oct08; l/n feb10/sep21 engineless and with no registration
#253 01 005	--	An-140	to Iran			line # 01-05; received new line # 9001
#253 02 006	UR-14002	An-140	Aeromist Kharkiv	d/d	03aug02	line # 02-01; owned by Ukrtransleasing; in white/orange c/s, carried additional small 'Ukrtransleasing' titles; f/n DME 14aug02; l/n as such MXP jun03; titles then changed to 'Aeromist Kharkiv'; seen LBG 15jun03 as such and with exhibition number '233'; l/n GDN 29jun05; returned to the KhGAPP factory at Kharkiv-Sokolniki in 2005 (?) and stored there; canx 01oct08; l/n feb10/sep21
#253 02 008	UR-14004	An-140	Odessa Airlines	d/d	21jan03	line # 02-02; in white c/s with blue cheatline, 'Odessa Airlines' titles in Ukrainian and English plus small 'Ukrtranslizing' titles; f/n BTS 05mar03; l/n LED 05sep04
	UR-14004	An-140	Ukrtranslizing	BTS	mar05	in white c/s with blue cheatline and small titles; operated by Aeromist Kharkiv from 26oct04 and by Motor-Sich from autumn 2007; damaged on landing at KBP 06sep08 when the nose gear did not lower, all 4 crew and 12 passengers escaped unhurt; did not return into service; stored at Kiev-Svyatoshino from mar10, l/n jul18 was canx 10jan12
#253 02 009	--	An-140	to Iran			line # 02-03; received new line # 9002
#253 02 011	UR-14003	An-140	Aeromist Kharkiv	d/d	22aug02	line # 02-04; leased from Ukrtranslizing; in white c/s with orange trim; f/n KJA 09dec02; l/n TSE 20dec02; w/o 23dec02 on the leg from Trabzon (Turkey) to Esfahan (Iran) of a charter flight from Kharkiv to Esfahan, carrying many people from Antonov Design Bureau, KhGAPP etc. who were going to attend the roll-out ceremony of the second Iranian-built IrAn-140 (planned for 24dec02), on approach to Esfahan in fog the crew was not able to establish the distance to the airport, did not inform ATC about the problem but started to navigate with GPS and left the approach pattern, the aircraft crashed at a height of some 3,000 metres into a rocky mountain slope 30 km from the airport, all 6 crew and 38 passengers killed; t/t some 70 hours
#253 02 015	--	An-140	to Iran			line # 02-05; received new line # 9003
#253 05 016	--	An-140-100	via Samara to Iran			line # 03-01; received new line # 9004
#253 05 018	--	An-140-100	to Iran			line # 03-02; received new line # 9005
#253 05 021	UR-14005	An-140	Motor Sich	d/d	23may03	line # 03-03; mfd given as 27jun03; in full c/s, initially with 'Motor Sich' titles and the URL 'www.flymotorsich.com'; officially presented at OZH 28jul03; new CoFR issued 26aug11; arrived with KhGAPP for heavy maintenance 25apr18; l/n with its old titles MSQ 25may19; received 'Motor Sich Motor Handball Club' titles and the additional URL 'www.handball.motorsich.com'; f/n as such MSQ 01dec19; t/t 13,514 hours and 7,372 cycles by 28jan20 (the highest t/t of all An-140s); l/n IEV 23feb22; current on the register 13aug22
#253 05 022	--	An-140-100	to Iran			line # 03-04; received new line # 9006
#253 05 025	UR-14006	An-140	Aeromist Kharkiv	d/d	14sep03	line # 03-05; seen on the assembly line in early 2001; in white c/s with blue trim; f/n BTS 29nov03; leased to Tulpar in spring 2004 and seen with additional 'Tulpar' titles ALA 06may04; l/n ATH 06aug04
	UR-14006	An-140	Ukrtranslizing	GVA	15sep04	in white c/s with 'Ukrainian flag' cheatline, no titles; operated by Motor-Sich from 2006; l/n operational VKO 12aug09; stored at OZH, l/n 15apr19; canx 10jan12
#253 05 027	--	An-140-100	to Iran			line # 03-06; received new line # 9007
#253 05 029	UR-14007	An-140-100	Ilyich-Avia	h/o	26apr04	line # 03-07; the first production An-140-100; owned by PAO "MMK im. Ilyicha"; in white c/s with blue cheatlines and trim, carried 'Ilyichovets 2' titles; started revenue flights 26may04 and f/n at ATH the same day; offered for sale 20sep08/apr09; sold to OOO "Biznes aviatsiya" of Kiev 25jun10; canx 07jul11; stored at MPW, seen dec10/jul12
	UR-14007	An-140-100	Motor Sich	rgd	07sep12	leased from Biznes aviatsiya; in basic Ilyich-Avia c/s, initially no titles; f/n OZH 14dec12; l/n without titles UDJ 02mar13; received 'Business Aviation' titles; f/n as such IEV 24mar13; last flight jan14 and stored at OZH since then, l/n apr19; offered for sale may15 with t/t 3,810 hours and 2,010 cycles, but could not be sold; canx 03aug17; auctioned from the assets of Biznes aviatsiya 30jun20, in non-airworthy condition; auctioned again 25apr23
#253 05 031	--	An-140-100	to Iran			line # 03-08; received new line # 9008
#253 05 032	UR-14008	An-140-100	Ilyich-Avia	h/o	21aug04	line # 03-09; official mfd 24aug04; carried 'Ilyichovets 4' titles; f/n Gostomel 18sep04; offered for sale 20sep08/apr09; l/n VKO 19aug09
	RA-41253	An-140-100	Yakutiya	MPW	25may10	ferried MPW-KRR 11jun10; rgd 06jul10 to Sberbank Leasing; included into the operator's certificate of Yakutiya 09jul10; seen YKS 09apr14; new CoFR issued 10may16; seen YKS 26may20 stored with port engine either missing or receiving attention; l/n YKS 10sep21/25jan22, stored, in reasonable condition; canx 18jul22
#253 05 034	--	An-140-100	to Iran			line # 03-10; received new line # 9009
#253 07 036	4K-AZ48	An-140-100	Azerbaijan AI	h/o	27nov04	line # 04-01; named 'Yevlakh' after a town in Azerbaijan; started revenue flights 03dec04; l/n GYD 01aug05; w/o 23dec05 on a flight from Baku-Bina to Aktau in difficult weather conditions (low clouds and rain) at night when took off with 2 caged gyro horizons (a malfunction due to the fact that some old assemblies and instruments with counterfeit documents had been installed by KhGAPP during production) so that the crew lost spatial orientation, the aircraft entered a steep right downward spiral and crashed on the shore of the Caspian Sea near Nardaran (35 km north-east of Baku) some 5 minutes after take-off, all 4 crew and 19 passengers killed
#253 07 039	--	An-140-100	via Samara to Iran			line # 04-02; received new line # 9010; fuselage to Samara 23may06 but photo exists still at Kharkiv-Sokolniki 17sep06
#253 07 041	4K-AZ49	An-140-100	Azerbaijan AI	h/o	29mar05	line # 04-03; named 'Lankaran' after a town in Azerbaijan; grounded after the crash of 4K-AZ48 23dec05, a check revealed that some counterfeit assemblies and instruments had been installed by KhGAPP during production; finally wfu 22nov06; seen stored at GYD jul07/jul08; ferried to Kharkiv 03dec08; stored with KhGAPP, l/n sep21
#253 07 04.	--	An-140-100	to Iran	Krn	sep07	line # 04-04; fuselage only by sep07; received new line # 91-01
#253 07 045	4K-AZ50	An-140-100	Azerbaijan AI	f/f	dec05	line # 04-05; the first An-140 with a two-class cabin (7 economy rows in the front and 6 first class seats in the rear); named 'Zaqatala' after a town in Azerbaijan; h/o 'on paper' mar06 but remained at the factory, delivery delayed because of the crash of 4K-AZ48 and finally cancelled nov06; owned by Ukrtranslizing; stored in basic c/s without registration and titles at the KhGAPP factory at Kharkiv-Sokolniki, l/n sep21
#253 07 04.	--	An-140-100	to Iran	Krn	sep07	line # 04-06; fuselage only by sep07; received new line # 91-02
#253 07 049	4K-AZ51	An-140-100	Azerbaijan AI	Krn	sep07	line # 04-07; order cancelled nov06 because of the crash of 4K-AZ48; registration reserved, but never painted on; stored at the KhGAPP factory at Kharkiv-Sokolniki, almost complete, l/n sep07; reported in primer at the factory 18sep10/sep21
#253 07 05.	--	An-140-100	to Iran	Krn	sep07	line # 04-08; fuselage only by sep07; received new line # 91-03; not yet delivered to HESA as of 2016
#253 07 05.	--	An-140-100	to Iran	Krn	20oct05	line # 04-09; fuselage only by oct05; received new line # 91-04; not yet delivered to HESA as of 2016
#253 07 05.	? --	An-140-100	primer	Krn	sep07	line # 05-02; wings only by sep07; airframe l/n in KhGAPP sep11 and f/n in Aviakor dec12; became c/n 13A009
#253 07 05.	--	An-140-100		Krn	18sep10	line # 05-03 fuselage under construction
#253 07 05.	--	An-140-100		Krn	18sep10	line # 05-05 fuselage under construction
#253	--	An-140-100		Krn	18sep10	line # 06-04 fuselage under construction

Production aircraft built by 'Aviakor' (former factory # 18) at Samara-Bezmyanka since 2003

05A001	--	An-140	primer	Sae	08nov99	construction started in 1998, fuselage completed aug99; seen on the assembly line 27jun02, with wings and tail still missing
	RA-14001(2) 41250	An-140 An-140	Samara Yakutiya	r/o Sae	25dec03 13jul05	not delivered, never even flew like this f/f 02aug05; modernised basically to An-140-100 standard (but not the wing), f/f as such 03jul06; l/n FAB 22jul06
	RA-41250	An-140	Yakutiya	h/o	06sep06	at YKS; f/n YKS 14sep06; started revenue flights 30sep06 (YKS-KHV); named 'Sergei Klimakov' jan08 after a distinguished pilot from Yakutiya; new CoFR issued 12aug09; l/n active UUS 05sep10; temporarily grounded 07oct10, with t/t 6,407 hours and 2,634 cycles; stored at YKS, seen jan12/dec13; new CoFR issued 18aug16; seen YKS 25jan22, still stored; canx 18jul22; l/n sep23 being dismantled
11A002	41254	An-140-100	Russian Air Force	f/f	06aug11	already seen in primer without registration on the assembly line jun02/aug10, c/n on a sheet of paper as '002'; in glossy dark grey c/s with 'VVS Rossii' titles and a Russian flag on the fin; f/n ZIA 14aug11; l/n ZIA 19aug11
	RA-41254	An-140-100	Russian Air Force	h/o	23dec11	opb 223 LO at CKL; in glossy dark grey c/s with 'VVS Rossii' titles and a Russian flag on the fin; arrived at CKL 20jan12; rgd 21sep12; seen Kubinka 10sep16; converted by EMZ im. Myasichcheva to an aerial survey aircraft (equipped with a K-911 camera system and an L370-140 complex) in 2019; l/n ZIA 30mar21

003	--	An-140-100		Sae	27jun02	only a few parts; dynamic test airframe (fuselage only) for fatigue trials; mfd sep06; fuselage left the "Aviakor" factory for Kiev 27nov06; was assembled with a wing from KhGAPP at ANTK im. Antonova; trials were to continue for 3 to 4 years
13A004	RA-41255	An-140-100	Russian Air Force	f/f	19aug13	in grey c/s with "VVS Rossii" titles and Russian flag on fin; f/n ZIA 26aug13; l/n ZIA 29aug13; h/o 11oct13; l/n CKL 2018
14A005	RF-08853 RF-08853	An-140-100 An-140-100	primer Russian Navy	f/f h/o	29nov14 25dec14	l/n Samara-Bezymyanka 29nov14 opb 859 TsBP i PLS MA at Yeisk; in grey c/s with 'MA VMF Rossii' titles and Russian flag on fin; l/n OVB 10feb18
13A007	no reg RA-41259	An-140-100 An-140-100	primer Russian Air Force	f/f h/o	19feb13 05apr13	l/n Samara-Bezymyanka mar13 opb 929 GLITs at CKL; f/n CKL apr14; l/n 2020, location withheld
12A008	no reg "07" black RF-08851	An-140-100 An-140-100 An-140-100	primer Russian Navy Russian Navy	f/f h/o Sae	08nov12 17dec12 19feb13	in grey c/s with 'MA VMF Rossii' titles and Russian flag on fin opb the detachment of 859 TsBPIPLS MA at OSF; in grey c/s with 'MA VMF Rossii' titles and Russian flag on fin; ferried to OSF 17apr13; l/n OSF 11jun20
13A009	RF-08852 RF-08852	An-140-100 An-140-100	primer Russian Navy	f/f h/o	01nov13 21dec13	f/n Samara-Bezymyanka 01nov13 at Samara-Bezymyanka; based at Kaliningrad-Chkalovsk; in grey c/s with 'MA VMF Rossii' titles and Russian flag on fin; l/n OSF 2023
14A010	RA-41260	An-140-100	Russian Air Force	f/f	14jul14	h/o 28nov14; in dark grey c/s with 'VVS Rossii' titles and Russian flag on fin; l/n CKL 2018
16A011	no reg RF-08854	An-140-100 An-140-100	primer Russian Navy	f/f Sae	16mar16 15apr16	f/n Samara-Bezymyanka 16mar16; l/n Samara-Bezymyanka 22mar16 in dark grey c/s with 'MA VMF Rossii' titles and Russian flag on fin; h/o 24may16; ferried via OVB to the Far East 13feb17; based probably at Vladivostok-Knevechi; l/n OVB 11jun22
07A012	-- RA-41251 RA-41251	An-140-100 An-140-100 An-140-100	primer primer Yakutiya	Sae r/o mfd	oct06 24jul07 27dec07	the first Samara-built An-140-100; seen on the assembly line oct06 ground trials started sep07; f/f 05oct07 h/o 30dec07; named 'Alexander Evdokimov' jan08 after a distinguished pilot from Yakutia; new CoFR issued 12aug09; temporarily grounded 08apr11, with t/t some 6,100 hours and 2,120 cycles, having reached maximum hours before overhaul required; stored at YKS, seen jan12/dec13; new CoFR issued 18aug16; l/n YKS 10sep21/25jan22, poor condition; canx 18jul22
09A014	-- RA-41252	An-140-100 An-140-100	primer Yakutiya	ph. f/f	20jun08 aug09	on production line, almost complete by jun08 f/n ZIA 22aug09; h/o 25sep09; reported grounded dec13 having reached maximum hours before overhaul required but there is no maintenance programme for it; seen YKS 12jan15; seen YKS 10sep21, stored; l/n 25jan22; canx 18jul22
12A015	no reg RA-41258	An-140-100 An-140-100	primer Russian Air Force	f/f h/o	17may12 21jun12	l/n Samara-Bezymyanka 23may12 opb 223 LO at CKL; in dark grey c/s, with 'VVS Rossii' titles and Russian flag on fin; f/n ZIA 07aug12; l/n Samara-Bezymyanka 29sep16

Licence production aircraft built by HESA (Iran Aircraft Manufacturing Co.) at Esfahan-Shahin-shahr since 2001

90 01	HESA-01	IrAn-140	HESA	mfd	jan01	assembled from parts of 36525301005/01-05; f/f 07feb01; decorated with a lot of ornaments and symbols; l/n KIH 09oct02
	EP-SFD	IrAn-140	Safirán	h/o	10oct03	commenced scheduled services 29nov04; damaged 12aug05 when a # 2 engine flame-out forced the crew to divert to Arak; the aircraft ran off the runway and sustained substantial damage
	HESA 90-01	IrAn-140	HESA	r/o	30apr12	prototype of the "Oghab" maritime patrol version, in HMS200 configuration (with FLIR !); in all-white c/s, no markings apart from serial and Iranian flag; just brought back to life 2021 and had a few flying sorties to renew pilots licenses
90 02	-- EP-SFE IrAn-90-02	IrAn-140 IrAn-140 IrAn-140	HESA Safirán Iran Police Avn	mfd h/o d/d	dec02 10oct03 sep07	assembled from parts of 36525302009/02-03; f/f 17mar03 commenced scheduled services 29nov04; f/n KIH 18jan05 returned and re-delivered again to the Police on 07oct08; carries Police Aviation titles and badge; f/n again THR 08nov08
	2201	IrAn-140	Iran Police Avn	THR	09nov08	blue and white c/s with crest on tail; l/n THR apr11; reported wfu location uncertain but possibly THR in the police aviation hangar
90-03	EP-SFF	IrAn-140	Safirán	mfd	jan05	assembled from parts of 36525302015/02-05; f/f 11feb05; h/o mar05; probably never taken on charge by Safiran
	HESA 90-03	IrAn-140	Iran Police Avn	d/d	sep07	carried 'Police Aviation' titles and a badge painted over the 'Safirán' titles and logo on the fin; f/n IFH 18oct07; l/n THR 22oct07; returned to HESA
	HESA 90-03 HESA 90-03 2202	IrAn-140 IrAn-140 IrAn-140	HESA Iran Police Avn Iran Police Avn	ret d/d THR	unknown 07oct08 dec08	seen THR 13jul08 without Police Aviation markings; later re-delivered again to Police Aviation carried 'Police Aviation' titles; l/n THR 08nov08 l/n THR 30jan14; reported wfu, location uncertain but probably in the Police Aviation hangar at THR
90-04	HESA 90-04 HESA 90-04 HESA 90-04	IrAn-140 IrAn-140 IrAn-140	HESA Iran Police Avn HESA	f/f d/d ret	jan07 unknown unknown	IrAn-140-100; assembled from parts of 36525305016/03-01 was returned to HESA after only one month in white/light grey c/s with blue cheatline and fin, no titles; f/n THR 08may08
90-05	HESA 90-05 ? EP-GPA	IrAn-140 IrAn-140	Iran Air Tour Sepahan Airlines	f/f d/d	18mar08 jan11	registration EP-SFG assigned, but not worn; in white/light grey c/s with blue cheatline and fin, no titles; f/n KIH 29oct08; l/n ZAH 31dec08; w/o 15feb09 on a training flight from Esfahan/Shahin-shahr Air Base when the wing touched the ground on a single-engine approach and the aircraft crashed, all 5 crew killed IrAn-140-100; assembled from parts of 36525305018/03-02; never taken on charge; reportedly sold oct08 Sepahan Airlines is a division of HESA; f/n THR 04jul11; w/o 10aug14 on a flight from Tehran-Mehrabad to Tabas with the MTOW for the given temperature exceeded when the FADEC of the right engine failed shortly after take-off so that the engine shut down, the aircraft was not able to climb out, banked to the right and crashed in a military zone in Azadi township, all 8 crew and 31 of the 40 passengers killed and all 9 survivors seriously injured; t/t 1,350 hours
90-06	HESA 90-06	IrAn-140	Iran Air Tour	f/f	oct08 ?	IrAn-140-100; assembled from parts of 36525305022/03-04; nearing completion by mar08; f/n THR 04jan10, flying with 'HESA 90-06' titles; seen without titles KIH 11nov10
	EP-GPB	IrAn-140	Sepahan Airlines	d/d	jan11	Sepahan Airlines is a division of HESA; f/n THR 21jan11; l/n DXB 24mar13; wfu and stored at IFH following the accident of EP-GPA on 10aug14, visible on Google Earth still mar21
90-07	EP-GPC	IrAn-140	Sepahan Airlines	f/f	may11	IrAn-140-100; assembled from parts of 36525305027/03-06; nearing completion by mar08; Sepahan Airlines is a division of HESA; l/n THR jul13; wfu and stored at IFH following the accident of EP-GPA 10aug14, visible on Google Earth still mar21; was reportedly earmarked for export to Sierra Leone; this c/n is also reported as never having received a registration
90-08	EP-GPD	IrAn-140	Sepahan Airlines	THR	18jun11	IrAn-140-100; assembled from parts of 36525305031/03-08; nearing completion by mar08; Sepahan Airlines is a division of HESA; l/n THR mar12; wfu and stored at IFH following the accident of EP-GPA on 10aug14, visible on Google Earth still mar21; this c/n is also reported as never having been completed and received a registration
90-09	HESA 90-09	IrAn-140	Iran Air Tour	f/f	mar09	IrAn-140-100; assembled from parts of 36525305034/03-10; fuselage flown by an An-22 from Kharkov to Esfahan 18dec07; f/n KIH 11nov10
	EP-GPE	IrAn-140	Sepahan Airlines	THR	mar12	Sepahan Airlines is a division of HESA; wfu and stored at IFH following the accident of EP-GPA on 10aug14, visible on Google Earth still mar21; this c/n is also reported as being EP-GPC
90-10	EP-GPF	IrAn-140	Sepahan Airlines	f/f	mar12 ?	IrAn-140-100; assembled from parts of 36525307039/04-02; fuselage flown by an An-124 from Kharkov to Esfahan 07apr08; Sepahan Airlines is a division of HESA; f/n THR mar12; wfu and stored at IFH following the accident of EP-GPA on 10aug14, visible on Google Earth still mar21; this c/n is also reported as being EP-GPD
91-01	--	IrAn-140				IrAn-140-100; assembled from parts of 04-04; fuselage flown by an An-124 from Kharkov to Esfahan; never completed
91-02	--	IrAn-140		f/f	14oct12	IrAn-140-100; assembled from parts of 04-06; fuselage flown by an An-124 from Kharkov to Esfahan 14aug08; was reportedly earmarked for export to Sierra Leone; stored with HESA; this c/n is also reported as being EP-GPF
91-03	--	IrAn-140				IrAn-140-100; assembled from parts of 04-08; the fuselage remained at Kharkov and work on the aircraft stopped in 2010
91-04	--	IrAn-140				IrAn-140-100; assembled from parts of 04-09; the fuselage remained at Kharkov
---	no reg	IrAn-140	primer	r/o	19may22	the prototype of the "Simorgh" military transport version, with a ramp in the rear fuselage; probably converted from one of the existing IrAn-140s; f/f 30may23

Antonov An-148

The An-148 twin-jet is a joint Ukrainian-Russian project started at the turn of the century as a further development of the An-74TK-300. The aircraft is powered by two Progress/Motor Sich D-436-148 turbofans and can carry 70 to 100 passengers over a distance of 2,200 to 5,100 km. Designed to replace the ageing Tu-134 fleet, the An-148 stands in direct competition with the Tu-334 and the Sukhoi RRJ. Construction of the first prototype started at the ANTK im. Antonova in Kiev in early 2002; it flew first on 17 December 2004. All three prototypes will be built by the ANTK, whereas series production started in 2004 at the KhGAPP factory in Kharkov and at the VASO factory in Voronezh.

Up to April 2004, it was planned that the main assembly line would be in Kharkov, but the KhGAPP factory is working at full capacity with the production of the An-74 and the An-140. So it was decided that it will build only a limited number of An-148s, while the main assembly lines will be established at VASO and at "Aviant" in Kiev. Production of the first five aircraft started in 2004, and the first of them shall be completed by late 2005. Certification will be in accordance with AP-25 and CS-25 requirements. In late 2003, it was reported that the Ulan-Ude Aircraft factory (UUAZ) was also to manufacture the type, and preparing series-production to commence in 2004 with the first production aircraft to be completed in 2005 or 2006. The state of these plans was unclear after the April 2004 decision in favour of Voronezh. The Ulan-Ude built An-148 were to be designated BurAn-148 (apparently following the Iranians who named their An-140 version IrAn-140). This is a pun: On the one hand side, BurAn stands for Buryatian Antonov (Ulan-Ude is the capital of the local Russian republic of Buryatia); on the other hand side, Buran means "snowstorm" in Russian (as the Soviet space shuttle was called).

Several versions are to be produced, among them the An-148-100 for 75 passengers in the subversions A, B, V and E, all with different ranges, the An-148-200 for 100 passengers, a business jet and a dedicated military transport. Export versions could be powered by General Electric CF34-10 turbofans. First options for the An-148-100V were placed in 2004: 15 for KrasAir, 18 for Pulkovo, 10 for AeroSvit, 3 for Volga-Dnepr and 2 for Berkut. Deliveries shall start in 2006.

3 An-148 prototypes built by ANTK im. Antonova (former factory # 573) at Kiev-Svyatoshino in 2004/05

01 01	--	An-148-100	natural metal	Ksv	25nov03	the first prototype; construction started in early 2002; fuselage completed 28feb03, wing arrived 07jun04, approximately 95 % complete sep04
	UR-NTA	An-148-100	Antonov Des. Bur.	r/o	15oct04	f/f 17dec04 from Svyatoshino; official mfd 28mar05; 64 flights by apr05; l/n Gostomel 15jan07; modified to series production standard by ANTK im. Antonova in 2007/08
	UR-NTA	An-148-100	Leasingtechtrans	r/o	03jul08	An-148-100V; in white c/s with yellow and blue trim, no titles; f/n Gostomel 29aug08; h/o at Gostomel 25sep08; l/n THR 13may09
	UR-NTA	An-148-100	AeroSvit	rgd	24apr09	to Leasingtechtrans; full livery applied at Gostomel 29may09; started revenue flights 02jun09 (KBP-HRK-KBP); seen LBG 13jun09 with the version painted on as An-148-100B, l/n as such jan10; version painted back to An-148-100V by mar10; l/n ODS 03aug11; last flight 22aug11
	UR-NTA	An-148-100	Ukraine Intl Airl.	KBP	20sep11	in basic AeroSvit c/s with 'UIA' titles and the small URL 'www.FLYUIA.com'; new titles applied around 05sep11; l/n operational LWO 03jul13; wfu oct13 and returned to DP "Antonov"; canx 15nov17, operator DP "Antonov"; stored at Gostomel, l/n jul18; was to be auctioned 26dec19
01 02	--	An-148-100	natural metal	Ksv	25nov03	the second prototype, for certification trials; construction started in early 2003, approximately 50 % complete by sep04, the wing arrived 09nov04
	UR-NTB	An-148-100	DP "Antonov"	r/o	07apr05	f/f 19apr05 from Svyatoshino; mfd quoted as 14jun05; seen ZIA 16aug05 with small 'KrasAir' titles and logo on the nose; l/n flying Gostomel 12sep09; conversion by ANTK im. Antonova into the An-158 (An-148-200) prototype started 18sep09, the tail was cut off by 22sep09
	UR-NTN	An-158	DP "Antonov"	Ksv	08apr10	the prototype of this version, converted from An-148-100 UR-NTB; in standard ANTK im. Antonova c/s without titles; r/o 20apr10; f/f 28apr10; c/n checked FAB 21jul10; new CoFR issued 15apr11; reflown after storage 09sep17; l/n Gostomel 01oct18; canx between 06nov18 and 10dec18
	UR-EXJ	An-158	DP "Antonov"	rgd	12mar19	f/n Gostomel 27sep19; l/n Gostomel 08oct19; canx 10feb21; new CoFR issued 20jul22; reported nov22 to be carrying the inscription 'Be Brave Like Volnovakha'; new CoFR issued 03feb23
01 03	--	An-148-100	primer	Ksv	25nov03	the static test airframe; approximately 30 % complete (fuselage only in jig) by sep04; fuselage completed 29dec04; static trials were to start mar05; modified for fatigue trials dec05; the central fuselage section sat abandoned in hall No. 10 of DP Antonov, seen sep20; l/n Svyatoshino 31may21 complete

An-148 centre-wing sections built by KhGAPP (former factory # 135) at Kharkiv-Karotish

An-148 production aircraft built by KiGAZ "Aviant" (former factory # 473) at Kiev-Svyatoshino from 2007

01 09	--	An-148-100	primer	Ksv	31jan07	An-148-100B; the first An-148 from Ukrainian production; built with F3 section line # 40-01 from VASO; production started in 2005; seen on the assembly line jan07/jul09
	no reg	An-148-100	Antonov Des. Bur.	Ksv	09dec09	in standard ANTK c/s without titles; r/o 30dec09; official mfd 01apr10; f/f 11apr10; l/n Gostomel 13apr10
	UR-NTC	An-148-100	AeroSvit	rgd	20apr10	to Leasingtechtrans; already f/n Gostomel 18apr10; h/o 28apr10; l/n KBP 20sep11
	UR-NTC	An-148-100	Ukraine Intl Airl.	KBP	18nov11	in white c/s with 'Ukrainian flag' cheatline and blue tail; l/n GVA 03oct13; wfu oct13 and returned to the lessor
	UR-UKN	An-148-100	DP "Antonov"	rgd	02jul15	to Leasingtechtrans; in register aug15/nov17 with the rgd 20apr10; canx 15nov17; stored at Kiev-Svyatoshino, seen jul18; received 'Ukrayina' titles; seen as such on the assembly line 01jul19; returned to the lessor Antonov Finance 07apr20; trf to the MoD 21sep21 (on the basis of a presidential decree issued 09apr21); to be opb 15 BrTrA at KBP
01 10	--	An-148-100	primer	Ksv	20aug08	An-148-100B; built with F3 section line # 40-02 from VASO; fuselage only seen on the assembly line by aug08/dec09, but with wings and engines by apr10; r/o 30dec09; f/f 13jan11; official mfd 19jul11; unofficially named 'Yubileinaya'; l/n Kiev-Svyatoshino 28feb11
	UR-NTD	An-148-100	Ukraine Intl Airl.	h/o	03aug11	in white c/s with blue and yellow trim, 'UIA' and additional small 'www.FLYUIA.com' titles; f/n Kiev-Svyatoshino 03aug11; commenced scheduled services 25apr12; l/n ODS 30oct13; wfu oct13 and returned to the lessor
	UR-ANA	An-148-100	DP "Antonov"	rgd	08apr14	
	UR-UKR	An-148-100	DP "Antonov"	rgd	25apr14	
	UR-UKR	An-148-100	Ukrayina	rgd	31jul14	
03 05	--	An-148-100	primer	Ksv	18jul18	f/n IEV 05sep14; l/n MUC 19feb22; current on the register 13aug22
03-08	--	An-148-100	primer	f/f	11nov12	built with F3 section line # 41-05 from VASO; seen abandoned on the assembly line jul18/sep20
	P-671	An-148-100	Air Koryo	r/o	20dec12	An-148-100B; seen on the assembly line 08feb12
04-01	--	An-148-100	primer			f/n Kiev-Svyatoshino 21dec12; ferried from Kiev via Omsk and Irkutsk to Pyongyang 04/05feb13; l/n PEK 14jan20
04-02	--	An-148-100	primer			seen on the assembly line 24apr13
	P-672	An-148-100	Air Koryo	Ksv	26jan15	An-148-100B; seen on the assembly line 08feb12/24apr13; was reported to be a cancelled order for Air Koryo, but see next line
						non-standard white colours scheme with titles in English and Korean and flag on tail; f/f 02feb15; seen Svyatoshino 11feb15; d/d Gostomel-Omsk-Irkutsk 13/14mar15; type is An-148-100B; l/n FNJ 23nov19
04 10	--	An-148-100	primer	Ksv	13jun15	seen abandoned on the assembly line jun15/sep20
05-04	--	An-148-100	primer	Ksv	13jun15	seen on the assembly line; l/n jul18
201-01	no reg	An-158	primer	f/f	20mar13	the first production An-158; fuselage only seen on the assembly line nov11/feb12; l/n Svyatoshino 30mar13
	CU-T1710	An-158	Cubana	Gos	14apr13	in full c/s; h/o 18apr13; ferried from Gostomel via KEF and YHZ to HAV 21/22apr13; l/n operational HAV 16oct13; damaged when a fire extinguisher exploded in the cabin; maintenance started aug14, but not completed by apr17
201-02	'32'	An-158	primer	f/f	24jun13	already seen without markings on the assembly line dec12/24apr13; c/n painted on behind the cockpit and code '32' below that; f/n Svyatoshino 24jun13; l/n Svyatoshino 26jun13
	CU-T1711	An-158	Cubana	h/o	13jul13	in full c/s; f/n Svyatoshino 09jul13; ferried from Gostomel to HAV 24/25jul13; seen SJO 29jan17; last revenue flight 15apr17; grounded due to its unsatisfactory technical condition and a lack of spares
201-03	UR-EXC	An-158	Cubana	f/f	20aug13	already seen in primer without markings on the assembly line 24apr13; l/n ZIA 02sep13
	CU-T1712	An-158	Cubana	Ksv	02oct13	in full c/s; ferried from Gostomel via KEF, YHZ and NAS to HAV 11/12oct13; grounded apr16 due to a damaged door; l/n engineless HAV 31jan22
201-04	CU-T1714	An-158	Cubana	f/f	04apr14	already seen in primer without markings on the assembly line dec12/apr13; in full c/s; h/o 30apr14; ferried from Gostomel via KEF and YHZ to HAV 30apr14/01may14; the sole Cubana An-158 active by late apr17; l/n stored HAV 13jan22 engineless
201-05	CU-T1715	An-158	Cubana	f/f	15jul14	already seen in primer without markings on the assembly line 21dec12; in full c/s; ferried from Gostomel via KEF and YHZ to HAV 08/09aug14; last revenue flight 26mar17; grounded due to its unsatisfactory technical condition and a lack of spares; operational again as of sep17; l/n HAV 29apr19/jan22 stored
205-06	CU-T1716	An-158	Cubana	f/f	28apr15	in full c/s; ferried from Gostomel via KEF and YHZ to HAV 05/06jun15; l/n SJO 12mar17; last revenue flight 01apr17; grounded due to its unsatisfactory technical condition and a lack of spares; operational again as of sep17; noted in flight 06feb18 HAV-Santiago de Cuba
205-07	--	An-158	primer	Ksv	13sep15	seen on the assembly line sep15/jul19
205-08	--	An-158	primer	Ksv	27jul18	seen abandoned on the assembly line jul18/sep20
205-09	--	An-158	primer	Ksv	27jul18	seen abandoned on the assembly line jul18/sep20
205-10	--	An-158	primer	Ksv	27jul18	seen abandoned on the assembly line jul18/sep20
206-03	--	An-158	primer	Ksv	25oct19	fuselage only
206-04	--	An-158	primer	Ksv	27jul18	fuselage only
206-05	--	An-158	primer	Ksv	27jul18	fuselage only
206-07	--	An-158	primer	Ksv	27jul18	lower part of fuselage only
001	UR-EXP	An-178	DP "Antonov"	r/o	16apr15	the first prototype of this version (initially still with D-436-148 instead of the intended D-436-148FM engines); the fuselage was already rolled out without registration 29jul14; had to carry a ballast of 1.32 tonnes on the cabin floor behind the cockpit as the centre of gravity was too far aft; rgd 06may15; f/f 07may15 (from Svyatoshino to Gostomel), still in primer; painted in medium grey c/s without titles and with the exhibition number '197'; f/n as such Gostomel 09jun15; presented during the 51 SIAE airshow at Le Bourget 15/21jun15 and during the Dubai Airshow 08/12nov15 (at Dubai without the exhibition number); made its first flight with a D-436-148FM engine (on No. 1 position) 05feb16; new CoFRs issued 26apr16, 14mar17, 16mar18 and 23jan19; canx 10feb21
	UR-EX	An-178-100	DP "Antonov"	r/o	28dec21	after conversion to an An-178-100P; in grey c/s, last letter of the registration missing and fitted with new cabin doors front and aft
	UR-EXP	An-178-100	DP "Antonov"	rgd	28jun22	reported nov22 to be carrying the inscription 'Be Brave Like Hostomel'; new CoFR issued 03feb23
002	--	An-178	primer	Ksv	18dec19	static test airframe; did not yet undergo trials by dec19
006	--	An-178-100	primer			An-178-100P; for the Peruvian Police; some assemblies were ready by dec19; ownership trf to Ukrkazbank as security for a credit 02jun20, readiness 39.4 % by then; fuselage and wings were mated aug20; the contract may be annulled
007	--	An-178-100	primer			An-178-100P; ownership trf to Ukrkazbank as security for a credit 02jun20, readiness 30.6 % by then; r/o 28dec21, just empty fuselage and wings without any equipment installed
008	--	An-178-100	primer			An-178-100P; ownership trf to Ukrkazbank as security for a credit 02jun20, readiness 25.1 % by then; fuselage seen 28dec21
009	--	An-178-100	primer			An-178-100P; some assemblies only; ownership trf to Ukrkazbank as security for a credit 02jun20, readiness 19.2 % by then
010	--	An-178-100	primer			An-178-100P; some assemblies only; ownership trf to Ukrkazbank as security for a credit 02jun20, readiness 13.4 % by then

An-148 production aircraft built by VASO (former Factory No. 64) at Voronezh-Pridacha from 2007 to 2018s

---	--	An-148-100	--			line # 40-01; F3 section only; delivered to Aviant for line # 01-09
---	--	An-148-100	--			line # 40-02; F3 section only; delivered to Aviant for line # 01-10
27015040001	--	An-148-100	primer	Vox	27jun08	line # 40-03; An-148-100V; the first Voronezh-built An-148; built with F1 and F2 sections line # 02-01 from Aviant; production started in 2004; 'green' airframe completed 27jun08; almost complete by 23apr09; technical r/o 11jun09
61701	--	An-148-100	Rossiya	Vox	23jun09	official r/o 09jul09; f/f 19jul09; l/n ZIA 22aug09

	RA-61701	An-148-100	Rossiya	h/o	01oct09	mfd 07oct09; rgd 15oct09; ferried to LED 06nov09; first revenue flight (LED-SVO) 21dec09; /n ARH operational 04apr15; wfu 14apr15 for economical reasons; stored at LED, /n 26jan17
	RA-61701	An-148-100	Saratov Airlines	d/d	15mar17	flew LED-RTW this date, still in Rossiya colours; seen RTW 04jul17 in Saratov colours; /n DME 24feb18; stored Saratov since 18dec18; seen sep20; /n Voronezh Pridacha 15jan21; visible on Google Earth image may22
27015040002	--	An-148-100	primer	Vox	23apr09	line # 40-04; An-148-100V; built with F1 and F2 sections line # 02-02 from Aviant; seen on the assembly line 23apr09
	RA-61702	An-148-100	Rossiya	Vox	01oct09	on the assembly line; taxi trials started 21nov09; f/f 22nov09; mfd 25dec09; h/o 30dec09 and ferried to LED the same day; rgd 12jan10; started revenue flights 20jan10 (LED-SVO); /n operational ARH 03apr15; wfu 14apr15 for economical reasons; stored at LED; leased by IFK to Saravia and ferried from LED to RTW 10aug17 (never entered service and retained its Rossiya colours); current on register sep20; ferried from RTW to VASO at Voronezh-Pridacha 26nov20
27015040003	61703	An-148-100	Rossiya	Vox	18jan10	line # 40-05; An-148-100V; built with F1 and F2 sections line # 02-03 from Aviant; carried small additional 'Ilyushin Finance Co' titles; f/f jan10; official mfd 10feb10; c/n plate checked HYD 06mar10
	RA-61703	An-148-100	Rossiya	h/o	14apr10	and ferried to LED the same day; rgd 16apr10; started revenue flights 23apr10; /n operational LED 19mar15; wfu 14apr15 for economical reasons; stored at LED, seen jun16; ferried to Voronezh-Pridacha for repainting, /n there 12oct16
	RA-61703	An-148-100	Saratov Airlines	Vox	29oct16	in yellow c/s with titles in English and Russian plus blue and red logos; seen in the paint shop 29oct16; r/o 02nov16; ferried to RTW 12nov16 and officially presented there 15nov16; /n 25dec17, location withheld; stored at Voronezh-Pridacha since mar18; /n 15jan21; visible on Google Earth image may22
27015040004	RA-61704	An-148-100	primer	Vox	30apr10	line # 40-06; An-148-100V; built with F1 and F2 sections line 02-04 from Aviant; seen without registration on the assembly line 01oct09; final assembly started in mid-dec09; seen with registration on the assembly line 30apr10; f/f may10
	RA-61704	An-148-100	Rossiya	mfd	10jun10	h/o 21jun10 and ferried to LED the same day; rgd 24jun10; started revenue flights 26jun10; wfu 14apr15 for economical reasons; stored at LED and ferried from LED to VASO at Voronezh-Pridacha 08feb17
	RA-61704	An-148-100	Saratov Airlines	RTW	24mar17	on register still with the rgd 24jun10; in yellow c/s with titles in English and Russian plus blue and red logos; ferried from VASO to RTW 24mar17; w/o 11feb18 on a flight from Moscow-Domodedovo to Orsk when the crew failed to switch on the de-icing of the pitot tubes so that they got partially clogged by ice, resulting in the cockpit instruments showing conflicting and non-consistent information, the crew did not cope with the situation so that the aircraft entered a steep dive and crashed in a snow-covered field north of Argunovo (N55.2981 E38.4087) 35 km south-east of DME some 7 minutes after take-off, all 6 crew and 65 passengers killed; canx 22jan19; t/t 16,250 hours, 8,397 cycles
27015040005	--	An-148-100	primer	Vox	01oct09	line # 40-07; An-148-100V; built with F1 and F2 sections line # 02-05 from Aviant; seen on the assembly line 01oct09; airframe basically complete by apr10
	RA-61705	An-148-100	primer	f/f	jul10	f/f before 28jul10; /n Voronezh-Pridacha 31jul10
	RA-61705	An-148-100	Rossiya	f/f	16aug10	h/o at Voronezh-Pridacha 23aug10; ferried to LED 01sep10; rgd 03sep10; /n operational LED 09apr15; wfu 14apr15 for economical reasons; stored at LED, seen jun16; /n Voronezh-Pridacha 01nov16
	RA-61705	An-148-100	Saratov Airlines	RTW	14dec16	in yellow c/s with titles in English and Russian plus blue and red logos; started revenue flights 16dec16; seen RTW 21dec18 stored following Saravia's loss of AOC; stored Voronezh-Pridacha since jan19; /n 30sep20; visible on Google Earth image may22
27015040006	--	An-148-100	primer	Vox	28jul09	line # 40-09; An-148-100V; F1 section only by jul09; under final assembly by apr10
	RA-61706	An-148-100	primer	f/f	sep10	/n Voronezh-Pridacha 03oct10
	RA-61706	An-148-100	Rossiya	Vox	22oct10	ferried to LED and handed over there 30nov10; rgd 03dec10; started revenue flights 04dec10; /n operational LED 07apr15; wfu 14apr15 for economical reasons; stored at LED, /n feb17
	RA-61706	An-148-100	Saratov Airlines	ROV	16mar17	reported to have flown LED-ROV this date for painting for Saratov Airlines; /n LED 26feb18; stored Voronezh-Pridacha since mar18; /n 30sep20; visible on Google Earth image may22
27015040007	---	An-148-100	--	f/f	22nov10	line # 40-10; dynamic test airframe for fatigue trials
	61707	An-148-100	VASO	f/f	22nov10	line # 41-01; An-148-100E; initially in primer, no markings apart from registration and Russian flag; seen still without registration Voronezh-Pridacha 16nov10; f/n with registration Voronezh-Pridacha 20nov10
	RA-61707	An-148-100	VASO	Vox	25dec10	photo confirmation of prefix; in cream c/s, no markings apart from registration and Russian flag
	61707	An-148-100	VASO	Vox	03mar11	was to be delivered to the Myanmar Air Force, but the contract was annulled nov11 (due to the crash of 61708); in all-white c/s, no markings apart from registration and Russian flag; stored at Voronezh-Pridacha, /n oct11; converted by VASO in 2014 to, see next line
	RA-61707	An-148-100	FSB	Vox	20nov14	An-148-100EA; o/pb oao sn FSB at VKO; in white/light grey c/s with Belavia-style blue cheatline, no titles; f/f 07dec14; h/o 20dec14; rgd 29dec14; /n KHV 30sep22
27015040008	---	An-148-100	--	f/f	03jan11	line # 41-02; F3 section only; delivered to Aviant for line # 03-02
	61708	An-148-100	VASO	f/f	03jan11	line # 41-03; An-148-100E; initially in primer, no markings apart from registration and Russian flag; f/n Voronezh-Pridacha 30dec10; /n as such Voronezh-Pridacha 15jan11; repainted in cream c/s, no markings apart from registration and Russian flag; f/n as such Voronezh-Pridacha 25jan11; flight tests completed feb11; /n Voronezh-Pridacha 02mar11; w/o 05mar11 on a training flight (its 32nd flight) from Voronezh-Pridacha when the crew practised an emergency descent and the aircraft reached a speed which exceeded its design speed limit by 110 km/h, leading to deformation of the airframe, low-frequency oscillations along the three axes and rising G-forces which eventually lead to a loss of structural integrity, the tail broke off first, followed by the left wing, and the aircraft crashed near Garbuzovo village (Aleksseyevka district of the Belgorod region), all 6 crew (among them 2 pilots from Myanmar) killed; was to be delivered to the Myanmar Air Force
27015041009	61709	An-148-100	primer	Vox	27mar11	line # 41-04; An-148-100E; had originally assigned the c/n 27015040009
	61709	An-148-100	Polet	Vox	29apr11	f/f 30may11; /n Voronezh-Pridacha 20jun11; last test flight completed 24jun11
	RA-61709	An-148-100	Polet	mfd	07jul11	in full c/s; acceptance started 27jun11; h/o 20jul11; started revenue flights 29sep11; returned to the lessor apr14; /n Voronezh-Pridacha 10apr14
	RA-61709	An-148-100	Angara	rgd	08oct14	leased from Sberbank Leasing Nord; in full c/s; already f/n Voronezh-Pridacha 05oct14; ferried to IKT 14oct14; last flight 15jul20, grounded as the engines needed to be overhauled; the CoFA was revoked in summer 2020; t/t 11,956 hours and 6,224 cycles by 01oct20; seen stored IKT 25jun21/01Mar23
27015041010	61710	An-148-100	primer	r/o	08jun11	line # 41-06; An-148-100E; /n Voronezh-Pridacha 11jun11
	61710	An-148-100	Polet	f/f	06jul11	f/n Voronezh-Pridacha 12jul11
	RA-61710	An-148-100	Polet	mfd	03aug11	in full c/s; f/n Voronezh-Pridacha 25aug11; h/o 31aug11; received the inscription 'Ice Hockey Team CSKA' in Russian and English and a 'TSKA' logo on the fin; f/n as such AYT 02sep12; /n as such LED 13feb14; Polet suspended operations 24nov14
	RA-61710	An-148-100	Angara	rgd	12dec14	leased from Sberbank Leasing Nord; in full c/s; ferried from Voronezh-Pridacha to IKT 29dec14; /n operational KJA 28jul20; the CoFA was revoked 20aug20 due to cracks in fuselage former no. 23; t/t 12,358 hours and 6,311 cycles by 01oct20; seen stored IKT 25jun21/10oct21
27015041011	61711	An-148-100	primer	f/f	04oct11	line # 41-07; An-148-100E; f/n Voronezh-Pridacha 06oct11; /n Voronezh-Pridacha 07oct11
	RA-61711	An-148-100	VASO	Vox	08nov11	registration on the wings still without prefix; in all-white c/s, no titles; /n Voronezh-Pridacha 11nov11
	RA-61711	An-148-100	Polet	mfd	12jan12	in full c/s; named 'Yuri Zubritski' after the pilot of An-148-100E 61708 which crashed 05mar11; f/n Voronezh-Pridacha 14mar12; /n Voronezh-Pridacha 28may12; never taken on charge due to the financial problems of Polet
	RA-61711	An-148-100	Angara	rgd	31oct12	leased from IFK; in full c/s; already f/n Voronezh-Pridacha 28oct12; h/o 08nov12; t/t 12,339 hours and 6,219 cycles by 01oct20; the CoFA was revoked 27nov20; /n with titles IKT 25nov20; seen without titles and logo ZIA 08aug21; ferried to KIV in late aug21 canx 17sep21
UR-CTC	An-148-100	Air Ocean Airlines		rgd	07oct21	to Cyprus Aircraft Leasing 2 (CAL) Ltd. of Limassol; in basic Angara c/s, no titles; ferried from KIV to KBP 14oct21; /n IEV 11jan22; Air Ocean Airlines ceased operations 15jan22 and stored IEV since 16jan22; resumed service 17feb22; /n IEV 20feb22; current on the register 13aug22
27015041012	---	An-148-100	--	f/f	21nov11	line # 41-08; F3 section only; delivered to Aviant
	61712	An-148-100	VASO	f/f	21nov11	line # 41-09; An-148-100E; was to be delivered to the Myanmar Air Force (as replacement for the crashed 61708), but the contract was annulled nov11; in primer, no markings apart from registration and Russian flag; /n Voronezh-Pridacha 07oct12; converted in 2014/15 to, see next line
	RA-61712	An-148-100	FSB	Vox	19mar15	An-148-100EA; o/pb oao sn FSB at VKO; in white/light grey c/s with Belavia-style blue cheatline, no titles; ferried to VKO 31mar15; rgd 17apr15; /n VKO 13jul22
27015041013	61713	An-148-100	primer	f/f	22mar12	line # 41-10; An-148-100E; /n Voronezh-Pridacha 16apr12
	RA-61713	An-148-100	Angara	Vox	15may12	mfd 27sep12; leased from IFK; rgd 05oct12; ferried from Voronezh-Pridacha to IKT 28oct12 and h/o at IKT 29oct12; started revenue flights 20dec12; /n operational KJA 17sep19; grounded for cannibalisation jan20; the CoFA was revoked in summer 2020; t/t 12,950 hours and 6,326 cycles by 01oct20
	RA-61713	An-148-100	no titles	OVB	14sep22	in basic Angara c/s with all-white tail, no titles; ferried IKT-OVB-Voronezh Pridacha for overhaul and a new customer
27015042014	61714	An-148-100	primer	f/f	11sep12	line # 42-01; An-148-100E; /n Voronezh-Pridacha 26sep12
	RA-61714	An-148-100	Angara	Vox	10oct12	mfd 09nov12; leased from IFK; h/o 28nov12; rgd 29nov12; ferried from Voronezh-Pridacha to IKT 15dec12; started revenue flights 20dec12; /n operational OVB 12sep20; t/t 10,391 hours and 5,012 cycles by 01oct20; ferried to KIV in late aug21; canx 17sep21
	UR-CTF	An-148-100	Air Ocean Airlines	rgd	07oct21	to Cyprus Aircraft Leasing 2 (CAL) Ltd. of Limassol; in basic Angara c/s, no titles; ferried from KIV to KBP 15oct21; started revenue flights 30oct21; /n IEV 26dec21; Air Ocean Airlines ceased operations 15jan22 and stored IEV since 16jan22; /n IEV 15feb22; current on the register 13aug22
27015042015	61715	An-148-100	primer	r/o	oct12	line # 42-02; An-148-100EM; f/n Voronezh-Pridacha 28oct12; f/f 05feb13; mfd 30mar13
	RA-61715	An-148-100	MChS Rossii	h/o	10apr13	named 'Aleksander Pokryshkin' after a top-scoring Soviet fighter pilot of WWII; ferried to ZIA 17apr13; /n ZIA 17apr13
	RF-32815	An-148-100	MChS Rossii	rgd	18apr13	f/n ZIA 16may13; /n ZIA 29sep13, named 'Aleksander Pokryshkin'
	RA-61715	An-148-100	MChS Rossii	ZIA	30oct13	new CoFR issued 11dec15; /n LED 16feb17, still named 'Aleksander Pokryshkin'; canx between 13sep17 and 24oct17
	RF-32815	An-148-100	MChS Rossii	RVI	12dec17	/n ROV 28may18
	RA-61715	An-148-100	MChS Rossii	res	21feb19	restored to the register this date; seen active PEE 03apr22
27015042016	61716	An-148-100	primer	f/f	16nov12	line # 42-03; An-148-100EA; VIP aircraft; f/n Voronezh-Pridacha 16nov12; /n Voronezh-Pridacha 13dec12
	RA-61716	An-148-100	Rossiya	Vox	15dec12	SLO Rossiya (not the airline from LED); h/o at Voronezh-Pridacha 30dec12; ferried from Voronezh via SVO to VKO 17/18jan13; rgd 29jan13; /n IJK 05sep22
27015042017	61717	An-148-100	primer	f/f	24may13	line # 42-04; An-148-100EM quick-change ambulance version; /n Voronezh-Pridacha 27may13
	RA-61717	An-148-100	MChS Rossii	Vox	08jul13	in full c/s; named 'Ivan Kozhedub' after the top-scoring Soviet fighter pilot of WWII; h/o 01nov13 and ferried to ZIA the same day; new CoFR issued 10dec15; /n LED 28apr17; canx between 13sep17 and 24oct17

27015042018	RF-32816	An-148-100	MChS Rossii	rgd	2017	in full c/s, named 'Ivan Kozhedub'; f/n ROV 16nov17; l/n ZIA aug18
	RA-61717	An-148-100	MChS Rossii	rgd	27nov18	in full c/s, named 'Ivan Kozhedub'; f/n LED 13aug19; l/n ZIA 06apr23
	61718	An-148-100	primer	f/f	12sep13	line # 42-05; An-148-100E; f/n Voronezh-Pridacha 14sep13
	RA-61718	An-148-100	Russian Air Force	Vox	08nov13	in basic Rossiya c/s; initially without titles, l/n as such Voronezh-Pridacha 08nov13; f/n with 'VVS Rossii' titles Borisoglebsk 06dec13; h/o at Borisoglebsk 06dec13; opb 33 otsap at Levashovo; l/n CKL 11jan23
27015042019	RA-61719	An-148-100	FSB	f/f	30nov13	line # 42-06; An-148-100EA; VIP aircraft; h/o dec13 ?; rgd 07feb14; opb oao sn FSB at VKO; in white/light grey c/s with Belavia-style blue cheatline, no titles; l/n LED 17nov23
27015042020	61720	An-148-100	primer	f/f	25mar13	line # 42-07; An-148-100EA; VIP aircraft; f/n Voronezh-Pridacha 30mar13
	RA-61720	An-148-100	Rossiya	Vox	26apr13	SLO Rossiya (not the airline from LED); h/o 20may13 and ferried to VKO 21may13; rgd 24may13; l/n VKO 20feb21
27015042021	61721	An-148-100	primer	f/f	21dec13	line # 42-08; An-148-100E; f/n Voronezh-Pridacha 21dec13; l/n Voronezh-Pridacha 12jan14
27015042022	RA-61721	An-148-100	Russian Air Force	h/o	feb14	opb 800 AvB at CKL; in basic Rossiya c/s with 'VVS Rossii' titles; l/n CKL 07may15
	61722	An-148-100	primer	f/f	19mar14	line # 42-09; An-148-100E; l/n Voronezh-Pridacha 02apr14
27015042023	RA-61722	An-148-100	Russian Air Force	h/o	02jul14	opb 800 AvB at CKL; in basic Rossiya c/s with 'VVS Rossii' titles; f/n CKL 02jul14; l100E; l/n CKL 17jul17
	61723	An-148-100	primer	f/f	04jul14	line # 42-10; An-148-100E; l/n Voronezh-Pridacha 15jul14
27015042024	RA-61723	An-148-100	Russian Air Force	h/o	aug14	opb 800 AvB at CKL; in basic Rossiya c/s with 'VVS Rossii' titles; f/n Voronezh-Pridacha aug14; l/n CKL 2021
	61724	An-148-100	primer	f/f	16oct14	line # 43-01; An-148-100E; l/n Voronezh-Pridacha 21oct14
27015042025	RA-61724	An-148-100	Russian Air Force	Vox	20nov14	h/o dec14; opb 800 AvB at CKL; in basic Rossiya c/s with 'VVS Rossii' titles; l/n CKL 2021
	61725	An-148-100	primer	Vox	25mar15	line # 43-02; An-148-100E
27015043026	RA-61725	An-148-100	Russian Air Force	f/f	23apr15	opb 800 AvB at CKL; in basic Rossiya c/s with 'VVS Rossii' titles; l/n may18, location withheld
	61726	An-148-100	primer	f/f	21aug15	line # 43-03; An-148-100E; l/n Voronezh-Pridacha 04sep15
27015043027 ?	RA-61726	An-148-100	Russian Air Force	h/o	late 15	opb 800 AvB at CKL; in basic Rossiya c/s with 'VVS Rossii' titles; f/n CKL feb16; l/n CKL apr19
	61728	An-148-100	primer	f/f	10mar16	line # 43-04; An-148-100E; l/n Voronezh-Pridacha 10mar16
27015043028 ?	RA-61728	An-148-100	Russian Air Force	Vox	29jun16	opb 800 AvB at CKL; in basic Rossiya c/s with 'VVS Rossii' titles; h/o probably dec16; l/n 19feb22 location unknown
	61729	An-148-100	primer	f/f	11jul16	line # 43-05; An-148-100E; l/n Voronezh-Pridacha 12jul16
27015043029	RA-61729	An-148-100	Russian Air Force	Vox	13aug16	opb 800 AvB at CKL; in basic Rossiya c/s with 'VVS Rossii' titles; h/o probably oct16; l/n Kubinka 02jul19
	61727	An-148-100	primer	f/f	06nov15	line # 43-06; An-148-100EA
27015042030 ?	RA-61727	An-148-100	FSB	Vox	09dec15	opb oao sn FSB at VKO; in white/light grey c/s with Belavia-style blue cheatline, no titles; h/o 19dec15; rgd 29dec15; l/n EVN 05oct23
	61730	An-148-100	primer	f/f	26sep16	line # 43-07; An-148-100E; f/n Voronezh-Pridacha 10sep16; l/n Voronezh-Pridacha 07oct16
27015042031	RA-61730	An-148-100	Russian Air Force	CKL	14mar17	in basic Rossiya colours with 'VVS Rossii' titles; seen Kubinka 24aug18, with 'VKS Rossii' titles; l/n Kubinka 26aug18
	61731	An-148-100	primer	Vox	feb17	line # 43-08; An-148-100E
27015042032	RA-61731	An-148-100	Russian Air Force	f/f	13sep17	h/o 13dec17; opb 33 otsap at Levashovo; in basic Rossiya c/s with 'VVS Rossii' titles; reportedly departed Voronezh-Pridacha 05dec17; l/n CKL 2021
	61732	An-148-100	primer	f/f	06nov17	line # 43-09; An-148-100E; seen on the assembly line 15apr17
27015042033	RA-61732	An-148-100	Russian Air Force	h/o	22dec17	opb 30 otsap at Rostov-na-Donu-Tsentralny; in basic Rossiya c/s with 'VVS Rossii' titles; l/n IST 16nov22
	RA-61733	An-148-100	Russian Air Force	f/f	24mar18	line # 43-10; An-148-100E; seen in primer without registration on the assembly line apr17; in basic Rossiya c/s with 'VVS Rossii' titles; h/o may18; opb 535 osap at Rostov-na-Donu-Tsentralny; seen there 2019; l/n Hangzhou 02oct22
27015042034	61734	An-148-100	primer	f/f	11jul18	line # 44-01; An-148-100E; seen without registration on the assembly line apr17
	RA-61734	An-148-100	Russian Air Force	Vox	11aug18	h/o 18jan19; opb 32 otsap at SVX; in basic Rossiya c/s with 'VKS Rossii' titles; arrived at SVX 18jan19; l/n Ivanovo 2021
27015042035	61735	An-148-100	primer	f/f	17oct18	line # 44-02; An-148-100E; F2 section delivered by DP "Antonov" to VASO may17; l/n Voronezh-Pridacha 2021
	RA-61735	An-148-100	Russian Air Force	h/o	18jan19	opb 32 otsap at SVX; in basic Rossiya c/s with 'VKS Rossii' titles; arrived at SVX 18jan19; l/n CKL jan22
---	--	An-148-100				line # 44-03
---	--	An-148-100	Rossiya			line # 44-04; An-148-100SUS; SLO Rossiya (not the airline from LED)

Antonov An-225 "Mriya"

The An-225 (izd. 402) is a modified An-124, incorporating six engines, twin fins and a stretched fuselage. It was designed to carry the Soviet Space Shuttle "Buran" on its back and first flew on 21 December 1988. By 1995 the poor aircraft was used for spares to keep the ADB's An-124 fleet into the air. In 1999 the ADB successfully started to bring it back to flying status and on 7 May 2001 it made its first flight in about 6 years. It was available for the commercial transport of oversized cargo, until its demise at the start of the conflict between Russia and Ukraine.

2 An-225s built by KiGAZ "Aviant" (former factory # 473) at Kiev-Svyatoshino

19530503763	CCCP-480182	An-225	Antonov Des. Bur.	f/f	21dec88	line # 01-01; the '01' in the middle of the registration stands for the first aircraft; flew "Buran" OK-1K (1.01) from Baikonur to Kiev 13may89; l/n may89
	CCCP-82060	An-225	Antonov Des. Bur.	LBG	jun89	in white c/s with thin red cheatline, no titles; displayed at LBG jun89 with the exhibition number '387'; l/n Gostomel 08sep92
	UR-82060	An-225	Antonov Des. Bur.	ZIA	03sep93	initially in white c/s with thin red cheatline; wfu apr94 with t/t 671 hours and 339 cycles and used as a source of spares for Antonov Design Bureau's An-124 fleet; made its second f/f after several years 07may01 and was put into commercial service; equipped with Stage III hush kits; the type certificate issued 23may01 has the registration as UR-86060, probably in error; seen LBG jun01 with the exhibition number '401'; modernised nov08/jun09 and repainted in white c/s with wavy yellow/blue cheatlines; f/n as such Gostomel 30jul09; new CoFR issued 19mar10; l/n Gostomel 13feb22; was still intact when Gostomel was captured by Russian airborne forces 24feb22, but was destroyed by a Ukrainian artillery attack on Gostomel 27feb22; the wreckage was towed out of the hangar for scrapping 26may22
195305.....	--	An-225	Antonov Des. Bur.	f/n	jul96	line # 01-02; construction stopped and resumed several times, 65 % completed by 2003 (basically fuselage and wing centre section); fuselage stored at varying places at Kiev-Svyatoshino over time; l/n 25oct19, hanged