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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 No. 473, the prototype being equipped with TV-2T turboprop engines and was first flown on 11 February 1956. Production subsequently switched to Tashkent Factory No. 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 Little over a hundred aircraft that were surviving by the early seventies were withdrawn from military service and civil registered.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 Aviatsionnoi 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 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 No. 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

151 An-8 built by Factory No. 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	
	CCCP-48976	An-8	MAP Kom-na-Amu MSZ	rgd	22sep66	canx 15nov72
8 34 01 05	not known	An-8	Soviet Air Force	mfd	1958	
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	
	CCCP-79170	An-8	MAP Kom-na-Amu APO	rgd	28jul66	f/n SVO 17oct71; canx 12sep79
9 34 02 04	not known	An-8	Soviet Air Force	mfd	1959	
	CCCP-83965	An-8	MAP Kirov MSZ	rgd	08apr76	f/n DME late77; canx 01nov89
9 34 02 05	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 01	not known	An-8	Soviet Air Force	mfd	1959	
9 34 03 02	not known	An-8	Soviet Air Force	mfd	1959	
	CCCP-69301	An-8	MAP Arsenyev MSZ	rgd	21jun79	f/n BTK 31aug91; l/n KJA 01jul92; canx but date unknown
9 34 03 03	not known	An-8	Soviet Air Force	mfd	1959	
	CCCP-59505	An-8	MAP Kom-na-Amu APO	rgd	19jul79	canx 14dec88
9 34 03 04	not known	An-8	Soviet Air Force	mfd	1959	
9 34 03 05	"14"	An-8	Soviet Air Force	mfd	apr59	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-08822	An-8	MAP Arsenyev MSZ	rgd	30may72	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
	CCCP-78736	An-8	MAP Arsenyev MSZ	rgd	30mar77	f/n Arsenyev-Varfolomeyevka jan81; in all-grey c/s with blue cheatline; canx 16jan90
9 34 03 06	not known	An-8	Soviet Air Force	mfd	24may59	
	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-Bezymyanka 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	
	CCCP-69347	An-8	MAP NovosibirskAPO	mfd	jul59	rgd 10aug81; f/n TAS 15sep87; photo OVB, in standard Aeroflot 'blue' c/s; 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	f/n Oranienburg 06aug68
9 34 05 03	not known	An-8	Soviet Air Force	mfd	06aug59	
	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		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) 10sep22
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 perimetr 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	
	CCCP-13370	An-8	MAP Moskovski OAO	rgd	17apr74	photo in Czech book published 1982; canx 29nov90
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	photo OVB, in standard Aeroflot 'blue' c/s; f/n DME 02aug90; canx 05apr96; sat wfu at Komsomolsk-na-Amure-Dzyomgi, decaying over time; scrapped at Komsomolsk-na-Amure-Dzyomgi 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	Centrafrican, n/t	PTG	03jul98	arrived this date as EL-RDK and r/r on paper
	TL-ACM	An-8	Centrafrican, 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	photo OVB, in all-grey c/s with blue cheatline; l/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 1I3460

	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
0B 34 10	not known	An-8	Soviet Air Force	mfd	1960	
0B 34 20	not known	An-8	Soviet Air Force	mfd	15mar60	
	CCCP-69314	An-8	MTM Omsk ZTMS	rgd	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
0B 34 30	not known	An-8	Soviet Air Force	mfd	1960	
	CCCP-79167	An-8	MSS "Amur" Gorki	rgd	29may67	f/n DME 21apr78
	CCCP-79167	An-8	MAP Komsom-na-Amur	trf	18jul86	trf to MAP Komsomolsk-na-Amure MSP; l/n LED 30may92 in Aeroflot c/s with blue tail
	RA-79167	An-8	Sky Cabs, n/t	CMB	14sep97	in basic Aeroflot c/s with blue tail; l/n CMB 14jan98; was already canx 16dec96 as to Sri Lanka
	4R-SKJ	An-8	Sky Cabs, n/t	CMB	08jun98	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	An-8	Sky Cabs	SHJ	16feb99	l/n CMB 26apr99; in white c/s with red cheatline and grey undersides with titles
	3C-DDA	An-8	Air Mark, n/t	DRW	25sep99	in white c/s with red cheatline and grey undersides, only carries 'Air Cargo' titles; l/n SIN nov99
	3C-DDA	An-8	Mandala Air Cargo	SHJ	05mar00	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 ?
0B 34 40	not known	An-8	Soviet Air Force	mfd	01may60	
	CCCP-26183	An-8	MOMS "Zlatoust"MSZ	rgd	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
0B 34 50	not known	An-8	Soviet Air Force	mfd	apr60	
	CCCP-69335	An-8	MAP Kom-na-Amu APO	rgd	10jun80	canx but date unknown
0B 34 60	not known	An-8	Soviet Air Force	mfd	apr60	
	CCCP-27203	An-8	MOM "Zlatoust" MSZ	rgd	28nov77	f/n LED 11sep87; l/n RVH 12may91
	RA-27203	An-8	MOM "Zlatoust" MSZ	SHJ	20aug94	canx but date unknown
	D2-FVB	An-8	Von Haaf Air	LAD	13jan95	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
0B 34 70	not known	An-8	Soviet Air Force	mfd	apr60	
	CCCP-93911	An-8	MAP NovosibirskAPO	rgd	08apr76	photo, in standard Aeroflot 'blue' c/s; f/n Novosibirsk-Yeltsovka 23jun94; c/n earlier reported as 1V3470 in error; canx but date unknown
0B 34 80	not known	An-8	Soviet Air Force	mfd	31may60	
	CCCP-59504	An-8	MAP Moskovski OAO	rgd	21jun79	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
	CCCP-59504	An-8	MAP Kaluga Motors	trf	10jan91	trf date not confirmed
	RA-59504	An-8	MAP Kaluga Motors	BKA	24may94	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
0B 34 90	not known	An-8	Soviet Air Force	mfd	1960	
0B 34 01	not known	An-8	Soviet Air Force	mfd	may60	
	CCCP-13349	An-8	MAP Ulan-Ude APO	rgd	29jan74	f/n Ulan Ude-Vostochny 20apr97, no titles; canx but date unknown
0V 34 10	not known	An-8	Soviet Air Force	mfd	jul60	
	CCCP-13365	An-8	MAP Irkutsk MSZ	rgd	04oct73	canx but date unknown
0V 34 20	not known	An-8	Soviet Air Force	mfd	may60	mfd reported both as being 24may60 and 31may60
	CCCP-69320	An-8	MAP NovosibirskAPO	rgd	20sep79	in Aeroflot c/s; w/o 10oct90 on 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
0V 34 30	not known	An-8	Soviet Air Force	mfd	1960	
0V 34 40	not known	An-8	Soviet Air Force	mfd	1960	
0V 34 50	not known	An-8	Soviet Air Force	mfd	28may60	
	CCCP-13366	An-8	MAP Moskovski OAO	rgd	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
0V 34 60	not known	An-8	Soviet Air Force	mfd	1960	
0V 34 70	not known	An-8	Soviet Air Force	mfd	1960	
	CCCP-79165	An-8	MAP Kom-na-Amu APO	rgd	14nov75	f/n DME 11mar79; canx 14dec88
0V 34 80	not known	An-8	Soviet Air Force	mfd	1960	
	CCCP-69332	An-8	MAP Kazan APO	rgd	16apr80	canx but date unknown; wfu before jun94
0V 34 90	not known	An-8	Soviet Air Force	mfd	1960	
	CCCP-93918	An-8	MAP Gorki APO	rgd	08apr76	canx 06dec91
0V 34 01	not known	An-8	Soviet Air Force	mfd	01aug60	
	CCCP-69349	An-8	MOM "Zlatoust" MSZ	rgd	03jun82	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)
	D2-FVC	An-8	Von Haaf Air	LAD	13jan95	on control columns showed ex CCCP-693.. !
	D2-FVC	An-8	Air Cess, n/t	SHJ	29oct95	
	D2-FVC	An-8	Air Cess	SHJ	02dec95	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
	EL-AKT	An-8	Air Cess	SHJ	26jan97	c/n confirmed but according to Liberian register this registration was a DC-8 rgd 18aug95; presumably an illegal registration
	D2-FVC	An-8	Air Cess	BXX	oct09	a poor quality photo exists, but registation 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
0G 34 10	not known	An-8	Soviet Air Force	mfd	23jun60	
	CCCP-69343	An-8	MAP Kaluga Motors	rgd	17mar81	photo HRK 1990, in full Aeroflot c/s and titles
	RA-69343	An-8	MAP Kaluga Motors	VOG	30aug93	in full Aeroflot c/s and titles; l/n KLF 25may95; canx 25sep95 as to Panama
	EL-ALC (1)	An-8	AFL white c/s n/t	SHJ	aug96	see c/n 0Zh3410, also see An-12 c/n 5342801 and An-26 c/n 87307104
	EL-ALC (1)	An-8	Santa Cruz Imp.	SHJ	04aug96	in basic Aeroflot 'blue' c/s with 'Santa Cruz Imperial' titles; l/n SHJ 08oct96, photo this date and c/n readable
	J2-KBG	An-8	Santa Cruz Imp.	DXB	09oct96	l/n SHJ 03apr97; c/n checked many times and photos show no doubt the same aircraft as EL-ALC (1)
	EL-AKY (1)	An-8	Santa Cruz Imp.	rgd	22jun97	f/n SHJ feb98; photo taken feb98 shows ex J2-KBG and c/n readable; see c/n 0Zh3410
	EL-AKY (1)	An-8	El Magal Aviation			in oct99 fleet list with this c/n
	EL-AKY (1)	An-8	Santa Cruz Imp.	SHJ	28mar00	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
	9L-LEO	An-8	all-white c/s, n/t	rgd	22mar04	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
	S9-DBC	An-8	Simax LLC, Oregon	rgd	27oct04	info from UN document
	6O-DBC	An-8		LKG	2005	photo as such, exact date unknown, in white c/s with grey belly, no titles
	S9-DBC	An-8	Kisangani Airlift	NBO	21feb05	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 E29.238840) 17aug09/05feb10, apparently wfu and later removed to the dump, (S1.6689132 E29.239237) seen there 24feb11; l/n 14nov12 in very poor condition
0G 34 20	not known	An-8	Soviet Air Force	mfd	22aug60	
	CCCP-69316(2)	An-8	MAP NovosibirskAPO	rgd	20sep79	first reported Novosibirsk 17nov87 in incident report; f/n DME 12jun90; canx but date unknown; see c/n 0D3490
0G 34 30	not known	An-8	Soviet Air Force	mfd	1960	
	CCCP-69340	An-8	MAP NovosibirskAPO	rgd	03oct80	mfd both reported as being 20jul60 and 22aug60; first reported DME 12aug87 in incident report; f/n DME 12apr91
	RA-69340	An-8	MAP NovosibirskAPO	VKO	27apr93	canx but date unknown
0G 34 40	not known	An-8	Soviet Air Force	mfd	01aug60	
	CCCP-69327	An-8	MAP Moskovski OAO	rgd	21aug81	photo DME 1983, in all-grey c/s with blue cheatline and small Aeroflot titles by the nose; l/n DME 15sep86
	RA-69327	An-8	MAP Arsenyev APO	rgd	12jul93	f/n VKO jul94, all-grey c/s with blue cheatline, no titles; canx 18dec00 to Equatorial Guinea
	3C-QQE	An-8	all-grey c/s, n/t	SHJ	17apr01	was stored SHJ feb01/mar02; seen EBB 28apr03 flying between Kampala and Bunia on behalf of the Ugandan Air Force
	EL-WVA (3)	An-8	'Express' titles	r/r	may03	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 Aerienne 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 0Zh3450 and 0E3440
0G 34 50	not known	An-8	Soviet Air Force	mfd	1960	
	CCCP-69341	An-8	MOM "Zlatoust" MSZ	rgd	02feb81	f/n DME 14sep87; canx but date unknown
	D2-FVA	An-8	Von Haaf Air	LAD	31oct94	dbr when veered off runway on take-off Dundo (S7.4032527 E20.811605) 06dec94; still present on a photo on Google Earth 2007
0G 34 60	not known	An-8	Soviet Air Force	mfd	19jul60	mfd also reported as 16nov60
	CCCP-98107	An-8	MAP Irkutsk APO	rgd	18apr77	photo exists in all-grey c/s with blue cheatline and small Aeroflot titles by the nose

	RA-98107	An-8	Aeroflot c/s, n/t	IKT	07jul94	canx 07feb96
0G 34 70	not known	An-8	Soviet Air Force	mfd	aug60	
	CCCP-98105	An-8	MAP Kirov Elek Za	rgd	04apr77	photo OVB, in all-grey c/s with blue cheatline; f/n TAS 15sep87, but reported as an An-12 this date; canx but date unknown
0G 34 80	not known	An-8	Soviet Air Force	mfd	1960	
	CCCP-78731	An-8	MAP Arsenyev MSZ	rgd	27dec71	canx 1981
0G 34 90	"19" red	An-8	Soviet Air Force	mfd	03aug60	f/n Oranienburg 17jun68
	CCCP-13330	An-8	MAP Kom-na-Amu APO	rgd	25jan73	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	An-8	Soviet Air Force	mfd	03jul60	
	CCCP-59500	An-8	MAP NovosibirskAPO	rgd	22jan79	f/n MOW apr79; photo, in standard Aeroflot 'blue' c/s; l/n Novosibirsk-Yeltsovka 23jun94
0D 34 10	no code	An-8	Soviet Air Force		photo	preserved at Tashkent Factory No. 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
OD 34 20	"09"	An-8	Soviet Air Force	mfd	may60	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
	CCCP-27215	An-8	MAP Kom-na-Amu MSP	rgd	18aug78	f/n LED 03sep88; l/n LED 17may91, in Aeroflot 'polar' c/s
	RA-27215	An-8	MAP Kom-na-Amu MSP	VKO	21mar93	in Aeroflot 'polar' c/s; l/n VKO 30aug93; canx 16dec96 as to Sri Lanka
	4R-SKI	An-8	Sky Cabs, n/t	rgd	19mar97	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	An-8	Soviet Air Force	mfd	08aug60	
	CCCP-69346	An-8	MAP NovosibirskAPO	rgd	02nov81	photo exists Novosibirsk, in standard Aeroflot 'blue' c/s; 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	An-8	Soviet Air Force	mfd	aug60	
	CCCP-69328	An-8	MAP Kazan APO	rgd	26dec79	
	RA-69328	An-8	MAP Kazan APO	SVO	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	SHJ	31mar00	in all-grey c/s with blue cheatline; operator reported as Prompt Air
	3C-ZZO	An-8	Bismillah Airlines	BKK	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	An-8	ExpoAir	CMB	22jan05	in all-grey c/s with red cheatline and titles, active; photo exists PNR date unknown, with 'ExpoAir & Gift of the Givers' titles, registration cannot be seen in the photo
	S9-DAJ	An-8	no titles	FJR	24nov05	in all-grey c/s with red cheatline (the above titles see previous line clearly overpainted by this time); seen FJR 19jan07 having been cleaned up; f/n PNR 23sep07, in all-white c/s, no titles; photo BZV 08feb08 in good condition; l/n BZV (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	An-8	Soviet Air Force	mfd	31oct60	
	CCCP-59503	An-8	MAP Kaluga Motors	rgd	18apr79	first reported Penza 10jul87 in incident report; f/n LED 03sep88; canx 10dec91; see c/n 0E3420
0D 34 60	not known	An-8	Soviet Air Force	mfd	1960	
	CCCP-69345	An-8	MAP Arsenyev APO	rgd	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	An-8	Soviet Air Force	mfd	01sep60	
	CCCP-69350	An-8	MOM Orenburg MSZ	rgd	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	An-8	Kit Air	ph.	in 1996	in all-grey c/s with blue cheatline and whale logo on the fin; l/n REN 29aug97; canx but date unknown
	EL-ALQ	An-8	ex Kit Air, n/t	rgd	11nov97	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	An-8	Southern Cross	SHJ	08nov98	l/n SHJ 22nov98
	EL-ALQ	An-8	Trans Air Congo	BZV	10feb99	during taxi at Brazzaville-Maya Maya Airport 10feb99 the hydraulic line to the left brake failed, directional control was lost and the aircraft collided with a person and containers on the apron, the co-pilot had no license, maintenance documentation on the aircraft was not available, the operator had no administrative structure and its maintenance operations was inadequate; seen wrecked in a scrap yard mar02 in a "nose high" position
0D 34 80	not known	An-8	Soviet Air Force	mfd	21sep60	
0D 34 90	not known	An-8	Soviet Air Force	mfd	1960	
	CCCP-69316(1)	An-8	MAP Moskovski OAO	rgd	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	An-8	Soviet Air Force	mfd	sep60	
	CCCP-69303	An-8	MAP Kaluga Motors	rgd	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	An-8	Soviet Air Force	mfd	1960	
	CCCP-27217	An-8	MAP Kazan Motors	rgd	25oct78	photo in all-grey c/s with blue cheatline and small titles behind nose; wfu 1991; canx 06mar96
0E 34 20	CCCP-69353	An-8	MAP Kaluga Motors	mfd	31oct60	rgd 06jul82
	RA-69353	An-8	MAP Kaluga Motors	KLF	01may95	no titles; f/n DXB 13jan96, in all-grey c/s with blue cheatline; l/n DXB 09feb96; canx 25sep95 as to Panama
	EL-AKZ	An-8	grey c/s, n/t	DXB	06mar96	photo proof SHJ feb97 with this c/n
	EL-AKZ	An-8	Santa Cruz Imp.	rgd	24feb97	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	An-8	Soviet Air Force	mfd	24dec60	
	CCCP-13323	An-8	MAP Kaluga Motors	rgd	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 unstabile 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	An-8	Soviet Air Force	mfd	24dec60	
	CCCP-69334	An-8	MAP Omsk Motors	rgd	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
	--	An-8	Air Pass c/s, n/t	PTG	14nov97	according to documents this date, was to become EL-WVA (2)
	EL-WVA (2)	An-8	Air Pass c/s, n/t	PTG	07feb98	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 overshot the runway at Kalemie, Katanga (Congo) with serial EL-WVA in what looks like to be Air Pass/Centrafrican c/s; see c/n 0Zh3450 and 0G3440
	3X-GDQ	An-8	Sant'Air, n/t	BUX	17jul03	in white/grey c/s with blue cheatline, no titles
	3X-GDQ	An-8	Pegasus Aviation	FIH	31mar04	in white/grey c/s with blue cheatline, with titles; reported as ex EL-WVA by a photographer; l/n TSH nov04
	9Q-CXI	An-8	Uhuru Airlines	FIH	may05	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	An-8	Soviet Air Force	mfd	20sep60	
	CCCP-27204	An-8	MAP Kumertau VPO	rgd	13oct77	first reported 15may87 in an incident report; f/n LED 22sep87; l/n LED 26aug91
	RA-27204	An-8	MAP Kumertau VPO			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	An-8	Soviet Air Force	mfd	1960	
	CCCP-13372	An-8	MAP Kazan APO	rgd	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	An-8	Soviet Air Force	mfd	1960	f/n Oranienburg 1973; photo at Demmin-Tutow 1973
	CCCP-13352	An-8	MAP Kom-na-Amu MSZ	rgd	16apr73	canx 28mar80
0E 34 80	"06" red	An-8	Soviet Air Force	mfd	24dec60	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	An-8	Soviet Air Force	mfd	nov60	
	CCCP-13327	An-8	MAP NovosibirskAPO	rgd	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	An-8	Soviet Air Force	mfd	1960	
	CCCP-69307	An-8	MSS Kom-na-Amu APO	mfd	dec60	rgd 09mar77; f/n LED 22sep87; l/n LED 13mar90; canx 16dec97 as to Sri Lanka
	EL-ALC (2)	An-8	Santa Cruz Imp.	GOM	30oct97	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
0Zh 34 20	not known	An-8	Soviet Air Force	mfd	1960	
	CCCP-69342	An-8	MAP Kom-na-Amu APO	rgd	25jan82	in full Aeroflot c/s and titles; f/n DME 15may93; canx 25mar99
0Zh 34 30	not known	An-8	Soviet Air Force	mfd	1960	
	CCCP-72615	An-8	MAP Novosibirsk AZ	rgd	23sep82	photo OVB, in standard Aeroflot 'blue' c/s; f/n Novosibirsk-Yeltsovka 23jun94; canx but date unknown
0Zh 34 40	not known	An-8	Soviet Air Force	mfd	196	
0Zh 34 50	not known	An-8	Soviet Air Force	mfd	1960	
	CCCP-64457	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
0Zh 34 60	not known	An-8	Soviet Air Force	mfd	1960	
0Zh 34 70	not known	An-8	Soviet Air Force	mfd	29nov60	
	CCCP-78738	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
0Zh 34 80	not known	An-8	Soviet Air Force	mfd	1960	
	CCCP-69315(1)	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
0Zh 34 90	not known	An-8	Soviet Air Force	mfd	31dec60	
	CCCP-48101	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
1Zh 34 01	not known	An-8	Soviet Air Force	mfd	1961	
1Z 34 10	not known	An-8	Soviet Air Force	mfd	1961	
1Z 34 20	not known	An-8	Soviet Air Force	mfd	feb61	
	CCCP-93928	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
1Z 34 30	not known	An-8	Soviet Air Force	mfd	1961	
1Z 34 40	not known	An-8	Soviet Air Force	mfd	feb61	
	CCCP-79161	An-8	MAP Moskovski OAO	rgd	19oct76	canx 13jan91
1Z 34 50	CCCP-26197	An-8	MAP Kirov MSZ	rgd	27oct71	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
	CCCP-26197	An-8		ph.	1981	preserved at ul. Sutyrina 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 "Shtopor" 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
1Z 34 60	not known	An-8	Soviet Air Force	mfd	28feb61	
	CCCP-55502	An-8	MAP Kuibyshev APO	rgd	29may75	first reported Kuibyshev-Tsentralny 30jul87 in incident report; f/n LED 05may89; l/n VKO 20aug92
	RA-55502	An-8	MAP Kuibyshev APO	LED	07sep92	l/n VKO 30aug93; operated in jul94 by the Samara Aviakor Plant; canx 14jul98 as to Sri Lanka
	4R-EXB	An-8	Expo Aviation	CMB	aug98	in Aeroflot c/s, no titles; l/n CMB 12dec98; c/n confirmed
	3C-KKZ	An-8	Air Mark	XSP	30mar99	with Air Mark Indonesian Aviation titles; l/n FJR 26may01; c/n checked; faded RA-55502 visible
	3C-KKZ	An-8	white/grey c/s	FJR	29dec01	no titles; seen FJR aug02/apr04 stored engineless, by nov04 cannibalized and 'Air Mark' titles readable; l/n FJR 17may08, very derelict
1Z 34 70	not known	An-8	Soviet Air Force	mfd	1961	
	CCCP-55517 ?	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
1Z 34 80	not known	An-8	Soviet Air Force	mfd	mar61	
	CCCP-69302	An-8	MAP Kharkov APO	rgd	10dec76	
	CCCP-69302	An-8	MAP Arsenyev MSZ	trf	06may82	
	RA-69302	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 awaiting the opening of the Far Eastern Aviation Museum, seen aug11; photos exist without registration may20/jun20; repainted with registration and Russian flag on the fin; preserved in the Far Eastern Aviation Museum (N44.150393, E133.267012) which officially opened 10sep21; l/n 18sep22
1Z 34 90	not known	An-8	Soviet Air Force	mfd	1961	
1Z 34 01	not known	An-8	Soviet Air Force	mfd	mar61	
	CCCP-98109	An-8	MAP NovosibirskAPO	rgd	22jun77	canx but date unknown, reg became a Yak-40 24jan78
	CCCP-27219	An-8	MAP NovosibirskAPO	rgd	06jun78	canx 1979
1I 34 10	not known	An-8	Soviet Air Force	mfd	mar61	
	CCCP-69333	An-8	MOM Voronezh MeZ	mfd	13mar61	rgd 15sep80; f/n LED 05may89
	RA-69333	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
1I 34 20	not known	An-8	Soviet Air Force	mfd	1961	
1I 34 30	not known	An-8	Soviet Air Force	mfd	13mar61	
	CCCP-13361	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
	CCCP-13361	An-8	Volga-Dnepr n/t		05aug92	reported in a document as for Volga-Dnepr this date; f/n ULY 25aug92
	RA-13361	An-8	Volga-Dnepr n/t	DME	07jul93	in full Aeroflot c/s with blue tail; l/n ULY 12sep93, c/n checked; canx 17jan95
1I 34 40	not known	An-8	Soviet Air Force	mfd	1961	
	CCCP-13357	An-8	MAP Arsenyev MSZ	rgd	04may73	canx 16jan90
1I 34 50	not known	An-8	Soviet Air Force	mfd	1961	
	CCCP-13360	An-8	MAP Moskovski OAO	rgd	30may73	f/n DME 14nov77; canx 1979
1I 34 60	not known	An-8	Soviet Air Force	mfd	31may61	
	CCCP-78739	An-8	MAP Moskovski OAO	rgd	02feb76	first reported Ivano-Frankovsk 29jan87 in an incident report; f/n LED 23sep87
	CCCP-78739	An-8	MAP Kaluga Motors	trf	13jun88	
	RA-78739	An-8	MAP Kaluga Motors	KLF	01may95	in all-grey c/s with blue cheatline, no titles; canx 25sep95 as to Panama
	EL-ALE (1)	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
1I 34 70	not known	An-8	Soviet Air Force	mfd	1961	
	CCCP-55521	An-8	MAP NovosibirskAPO	rgd	08feb68	in Aeroflot c/s and titles; f/n DME 24mar86; l/n DME 16aug92
	RA-55521	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/sep22, still with 'Aeroflot' titles
1I 34 80	not known	An-8	Soviet Air Force	mfd	1961	
	CCCP-83961	An-8	MAP Zhukovski	rgd	19jan72	canx 15may73
1I 34 90	not known	An-8	Soviet Air Force	mfd	1961	
1I 34 01	not known	An-8	Soviet Air Force	mfd	1961	
1K 34 10	CCCP-06190	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 no 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
---	CCCP-72401	An-8	Aeroflot			reported in an accident report, possibly was the call sign; registration not on Soviet civil register
---	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; l/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 ?
---	"11" red	An-8	Soviet Air Force		photo	in all-grey c/s with Red star on the fin; after decommissioning, it was transferred to the 48th VAShM in Rubtsovsk (military unit 73564) as a ground instructional airframe; in the early 1990s was preserved in the city of Rubtsovsk near the House of Culture, in use as a cinema and children's cafe; scrapped in 1996
---	"13"	An-8	Soviet Air Force		video	exists; in-all grey c/s with Red star on the fin, taken in Czechoslovakia in 1968
---	"17" red	An-8	Soviet Air Force	w/o	21aug68	dbr on landing at Ceske Budejovice-Plana after arrival from Plzen-Line when overran the runway in wet conditions and came to rest in a forest, 6 people were reportedly injured; in all grey c/s with Red star on the fin; photos show the cockpit and forward fuselage wrecked; reportedly removed later by Mi-6 helicopter to an unknown location
---	"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 otae 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
---	"23"	An-8	Soviet Air Force		photo	with another coded "07"
---	"29"	An-8	Soviet Air Force	f/n	23mar74	at Neuhardenberg (formerly Marxwalde)
---	"32"	An-8	Soviet Air Force		photo	in all-grey c/s with Red star on the fin
---	"33"	An-8	Soviet Air Force		photo	in all-grey c/s with Red star on the fin
---	"36" red	An-8	Soviet AF/PVO	IEV	1976	photo, in all-grey c/s with Red star on the fin
---	"41"	An-8	Soviet Air Force	no	reports	opb 708 ovtap 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
---	"50"	An-8	Soviet Air Force		photo	black and white photo
---	"52"	An-8	Soviet Air Force		photo	black and white photo, in all grey c/s with Red star on the tail, probably taken in 1968
---	"85"	An-8	Soviet Air Force		photo	black and white photo, in all grey c/s with Red star on the tail, probably taken in 1968
---	"92" red	An-8	Soviet Air Force		photo	large code worn below cockpit; an early production aircraft with no APU; see c/n 9340305
---	"93" red	An-8	Soviet Air Force	ph.	1990	fuselage only, covered in graffiti at Milovice
---	"96"	An-8	Soviet Air Force	ph.		at OVB; all grey with red star on the fin
---	no reg	An-8			photo	black and white photo with a cheatline; after decommissioning in the 1970s, was in use as a cinema and children's cafe 'Polyot' at Obolon, Kiev; later became a shooting range before being dismantled in 1984/1985 due to construction of a new school
---	no code	An-8	Soviet AF/PVO		photo	opb 23 otae at Chirchik; after decommissioning, it was installed as a monument in the city of Chirchik (4th district), Tashkent region; in silver c/s with thin blue 'lightning-bolt' cheatline, Soviet flag on the fin, named 'Antoshka' and in use as a children's cinema before being dismantled in the 1990s
---	not known	An-8	Soviet AF/PVO			opb 978 ovtap at Klin; w/o 20jan76 on a cargo flight from Kazi-Magomed (now Haciqabul) 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		photo	in all-grey c/s with 'lightning-bolt' cheatline, Red star on the fin; after decommissioning in the 1970s, it was transferred to Sasovo (SLU GA), as a ground instructional airframe; disposed of in the early 1990s
---	not known	An-8	Soviet Air Force		photo	in all-grey c/s, Red star on the fin; after decommissioning it was transferred to the 50th ShMAS at Vapnyarka (military unit 64369), Vinnitsa region as a ground instructional airframe; disposed of in the 1990s

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 suffixe 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 No. 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 fights, 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 No. 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	
	CCCP-06178	An-10	GKAT LII Zhukovski	rgd	08feb64	c/n confirmed
	CCCP-64452	An-10	MAP LII Zhukovski	rgd	31jan66	c/n confirmed; canx 20may69
8 40 01 03	not known	An-10	history unknown	mfd	1958	probably delivered to the Soviet Air Force
8 40 02 01	not known	An-10	MAP - OKB-473	mfd	1958	Antonov OKB; ferried to OVB and transferred to the SibNIA institute at Novosibirsk, all equipment and the engines were removed and sent to ARZ-412 to assist in preparation for repair and maintenance of Aeroflot An-10s; underwent dynamic tests in the hydro basin of the SibNIA in 1959 (simulated 20,400 cycles with an overpressure of 0.5 kg/cm2)
8 40 02 02	CCCP-11132	An-10	GKAT Voronezh AZ	mfd	1958	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 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; preserved in the Tanais children's park at Voronezh in 1974, initially in use as a children's cinema; broken up
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 trnsferred to MAP Kiev APO
8 40 05 02	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	"90"	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	f/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 from around 1976; destroyed by arson around 1994 and scrapped
8 40 06 03	CCCP-11144	An-10	Aeroflot/IATU GA	toc	25jan59	Irkutsk Technical School of Civil Aviation; f/n IKT apr59; soc 25mar61 as for 'display' and canx the same day
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	toc	26jan59	used in cargo configuration; rgd 27mar59; opb 87 AO at HRK (became 87 LO of Kharkovski OAO in 1963)
	CCCP-11146	An-10	AFL/Privolzhsk	trf	unknown	was with Factory No. 64 at Voronezh as of 01nov63 and afterwards trf to 173 LO of Kuibyshevski OAO; a 1.5 metre long crack in the wing centre section developed during a flight from Leningrad via Gorki to Kuiybshev in 1970 so that the aircraft was wfu; soc 29jun71 due to its poor technical condition; the aircraft was examined by specialists from VIAM and GosNII GA in 1972; sat wfu at Kurumoch, seen sep76 without outer wings and engines Nos. 1 and 4, but gone by jun78
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 otryad; 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; opb 1 AO; appeared (at Irkutsk) in the clip "Pervy reis" (The First Flight) of the newsreel "Vostochnaya Sibir" (East Siberia) No. 19 April 1961; w/o 15may70 on a training flight from Kishinyov when veered off the centre-line to the right during finals with propellers Nos. 3 and 4 feathered, the instructor pilot (V.G. Vorobyov) 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 Nos. 1 and 2 were set on take-off power and crashed in a field 1,850 metres from the runway's extended centre-line with a bank angle of some 90 degrees, all 11 crew members (4 instructors and 7 trainees) were 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 propellers had been feathered; t/t 4,641 hours and 11,820cycles; 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 causalities; 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	in Aeroflot c/s; canx 19jan77; was preserved next to the Dvorets 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?		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	rgd 25aug59
	CCCP-11168	An-10	Aeroflot/UShVLP	trf	unknown	trf 03jun61 Kryvy Rih Aeronautical School; soc and canx 27apr62 as for 'display'; broken up
9 40 15 01	CCCP-11169	An-10	Antonov Des. Bur.	toc	10aug59	only rgd 20oct63 according to the Soviet register which was probably doe to a new CofR
	CCCP-11169	An-10	AFL/East Sib.-IKT	trf	22nov63	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 02jul92/10aug24 being used as a shed
9 40 15 02	CCCP-11170	An-10	AFL/Ukraine-IEV	toc	15nov59	rgd 28nov59; initially a VIP aircraft; probably underwent trials with 235 OAO (a document contains the hand-written remark '235 otryad' against this aircraft)
	CCCP-11170	An-10	AFL/Belarus-MHP	trf	14apr62	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	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	seen MHP 13may70; soc 27aug73 due to its poor technical condition; photo RSC late 1970s; 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	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	l/n IKT aug68; before landing, the left landing gear came off while lowering the landing gear, the crew decided to make an emergency landing on a dirt runway, after landing on the right landing gear and some running on it, the aircraft descended to the left side and left the runway and hit a refuelling tanker with its wing and stopped on the apron in front of the airport terminal, the crew and passengers safely left the aircraft, the aircraft was subsequently written off, the day before, another crew, travelling on this machine on a flight from Yakutsk to Irkutsk, made a rough landing, which they did not report, as a result of this rough landing, the 30th spar was damaged; soc 05feb69
9 40 16 03	CCCP-11173	An-10A	AFL/GosNII GVF	toc	31oct59	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	
	CCCP-11173	An-10A	AFL/GosNII GVF	trf	06oct61	
	CCCP-11173	An-10A	AFL/N.Kavkaz-ROV	trf	22dec61	f/n ROV 25may63; l/n LED 27may70 and LED 01aug70 in Aeroflot c/s; soc 27aug73 due to its poor technical condition; probably it was this aircraft that was preserved in Rostov-on-Don in the Nikolai Ostrovsky Park; destroyed by arson in 1981
9 40 17 01	CCCP-11174	An-10A	AFL/Ukraine-HRK	toc	27jan60	rgd 22feb60; 100 passenger configuration; type painted as an An-10A and confirmed by photo
	CCCP-11174	An-10A	AFL/Syktyvkar-SCW	trf	18mar65	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	rgd 11mar60
	CCCP-11175	An-10A	AFL/Moldova	trf	09nov60	
	CCCP-11175	An-10A	AFL/Syktyvkar-SCW	trf	09may64	
	CCCP-11175	An-10A	AFL/Komi-SCW	trf	15feb66	soc 27aug73 as transferred to MAP
	CCCP-11175	An-10A	MAP	rgd	unknown	canx 20apr76; probably to MAP Irkutsk APO
9 40 17 03	CCCP-11176	An-10A	AFL/N.Kavkaz-ROV	toc	23jan60	rgd 03feb60; soc 27aug73 as transferred to MAP
	CCCP-11176	An-10A	MAP Kuibyshev APO	trf	05nov73	repainted in post 1973 standard Aeroflot 'blue' c/s; canx 19jan77; flown to Kemerovo jun77; preserved as a children's cinema "Antoshka" on Lenin Avenue in the city of Kemerovo; initially with titles and registration (photo proof exists); registration later removed and repainted with a red cheatline and "Antoshka" titles, photo as such 01jul86; later used as a storage facility; became a victim of arson and subsequently broken up autumn 1998
9 40 17 04	CCCP-11177	An-10A	AFL/N.Kavkaz-ROV	mfd	02nov59	toc 23jan60; rgd 03feb60; f/n ROV 20apr66; soc 27aug73 as transferred to MAP
	CCCP-11177	An-10A	MAP Kuibyshev	rgd	unknown	canx 08sep75 due to its poor technical condition
9 40 17 05	CCCP-11178	An-10A	AFL/West Sib.-OVB	toc	19nov59	rgd 02dec59
	CCCP-11178	An-10A	AFL/N.Kavkaz-ROV	trf	aug60	f/n ROV 12oct63; l/n ROV 14jul67; soc 27aug73 as transferred to MAP
	CCCP-11178	An-10A	MAP	rgd	unknown	canx 08sep75
9 40 17 06	CCCP-11179	An-10A	AFL/West Sib.-OVB	toc	26jan60	rgd 05feb60
	CCCP-11179	An-10A	AFL/Ukraine-KBP	trf	22feb61	f/n IEV 20feb65
	CCCP-11179	An-10A	AFL/GosNII GA	trf	01dec67	
	CCCP-11179	An-10A	AFL/Ukraine-HRK	trf	21dec67	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	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
9 40 18 02	CCCP-11181	An-10A	AFL/Syktyvkar-SCW	toc	30jan60	rgd 10feb60
	CCCP-11181	An-10A	AFL/Far East-KHV	trf	16sep61	
	CCCP-11181	An-10A	AFL/N.Kavkaz-ROV	trf	23nov64	soc 27aug73 as transferred to MAP
9 40 18 03	CCCP-11182	An-10A	AFL/Ukraine	toc	01feb60	rgd 12mar60; in MGA document as such, see next line
	CCCP-11182	An-10A	AFL/East Sib.-IKT	trf	01feb60	in MGA document as such !
	CCCP-11182	An-10A	AFL/Moldova	trf	09nov60	
	CCCP-11182	An-10A	AFL/Privolzhsk-KUF	trf	05jun61	
	CCCP-11182	An-10A	AFL/Syktyvkar	trf	09may64	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	rgd 14apr60
	CCCP-11183	An-10A	AFL/Belarus-MHP	trf	21oct61	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	rgd 14apr60
	CCCP-11184	An-10A	AFL/Ukraine-KBP	trf	05sep61	
	CCCP-11184	An-10A	AFL/GosNII GA	trf	12may65	
	CCCP-11184	An-10A	AFL/Ukraine-KBP	trf	21jun65	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 osap 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	opb 70 oit apon at Chkalovski (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	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	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	
	CCCP-11185	An-10B	Soviet Air Force	trf	07apr72	no canx date known
0 40 20 03	CCCP-11186	An-10A	AFL/Ukraine-LWO	mfd	08mar60	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	rgd 21jul60
	CCCP-11187	An-10A	AFL/Belarus-MHP	trf	07sep61	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	toc 01jul60; rgd 21jul60; f/n VKO oct60
	CCCP-11188	An-10A	AFL/Ukraine-LWO	trf	1965	opb 88 LO; 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	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	rgd 27jun60; soc 27aug73 due to its poor technical condition
0 40 21 02	CCCP-11191	An-10A	AFL/Ukraine-LWO	toc	14jun60	rgd 23jun60; soc 27aug73 due to its poor technical condition
0 40 21 03	CCCP-11192	An-10A	AFL/N.Kavkaz-ROV	mfd	30jun60	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. Beregovya in the Kubanonaberezhnaya district of Krasnodar, seen there sep13/sep17 completely overgrown
0 40 21 04	CCCP-11193	An-10A	AFL/Syktyvkar	mfd	30jun60	toc 07jul60; opb 75 AO Syktyvkarskoi otdelnoi aviagruppy; rgd only 23mar61; w/o 08feb63 on a check flight from Syktyvkar at night when engines Nos. 1, 2 and 3 flamed out on final approach in clouds under conditions 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 05	CCCP-11194	An-10A	AFL/N.Kavkaz-ROV	toc	09jul60	rgd 28jul60; f/n ROV 30sep64; l/n ROV 17feb72; soc 27aug73 as transferred to MAP
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; l/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	carried additional 'Komi Upravleniye' titles and a reindeer on the fin; 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 at Krasnodar and used as a cinema, seen 1980; scrapped
0 40 22 03	CCCP-11198	An-10A	AFL/West Sib.-OVB	toc	04aug60	rgd 16aug60
	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	carried additional 'Komi Upravleniye' titles and a reindeer on the fin; soc 27aug73 due to its poor technical condition
0 40 22 04	CCCP-11199	An-10A	AFL/East Siberia	toc	09aug60	rgd 29aug60; in 100 passenger configuration (still as such 01dec63); opb 134 AO at IKT (became 134 LO of Irkutski OAO in 1963); f/n IKT 04jun66; l/n IKT 04sep68; soc 27aug73 due to its poor technical condition; the fuselages of probably CCCP-11199 and CCCP-11209 were fitted together and used as a canteen in the Youth Sports and Health Camp "Rekord" of PO "Vostok" at km 28 of Baikalski trakt (south-east of Irkutsk), seen in 1986
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 Novocherkassk 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 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 Siberia	toc	10feb61	rgd 11mar61; initially in 100 passenger configuration (still as such 01dec63); opb 134 AO at IKT (became 134 LO of Irkutski OAO in 1963); appeared (at Yakutsk) in the clip "Pervy reis" (The First Flight) of the newsreel "Vostochnaya Sibir" (East Siberia) No. 19 April 1961; later upgraded to 112 passenger configuration, date unknown; f/n IKT 30mar66; l/n IKT 26aug70; had the most hours of any An-10 by 1972; soc 27aug73 due to its poor technical condition; the fuselages of probably CCCP-11199 and CCCP-11209 were fitted together and used as a canteen in the Youth Sports and Health Camp "Rekord" of PO "Vostok" at km 28 of Baikalski trakt (south-east of Irkutsk), seen in 1986
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; carried additional 'Komi Upravleniye' titles and a reindeer on the fin; 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 mar23
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	CCCP-11218	An-10TS	Soviet AF/AFL	mfd	1961	not included in either the Soviet register or the MGA listing; underwent dynamic tests in the hydro basin of Antonov OKB in 1963 (simulated 96,000 cycles); scrapped after the tests
0 40 25 06	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 01	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 02	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 03	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 04	CCCP-11223	An-10A	AFL/Moldova	toc	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 05	CCCP-11224	An-10A	AFL/Ukraine-KBP	toc	28feb61	rgd 16mar61; soc 27aug73 due to its poor technical condition
0 40 26 06	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-11825	An-10	Soviet AF/AFL c/s	ph.	18aug74	at Smolensk-Severny; opb 20 otae 6 OTBAK; had dark spinner tips
---	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 apon at Chkalovski; 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
---	CCCP-11...	An-10A	Aeroflot		photo	preserved 1975 Semiluki, Voronezh region; later broken up following an accident when a child fell from the wing and died
---	not known	An-10	Aeroflot		photo	preserved Lipetsk in a park named after Vladimir Skorokhodov, initially in use as a children's cinema and from 1979 as a shooting range; destroyed by arson in the fall of 1994 and removed in the spring of 1995
---	not known	An-10	Aeroflot		photo	preserved Lukhovitsy near the Start cultural centre; dismantled in the 1990s
---	not known	An-10	Aeroflot		photo	preserved in the village of Chernoluchye, Onsk region in the pioneer camp named after Gastello; broken up in first half of the 1990s
---	not known	An-10	Aeroflot		photo	preserved in Gorodskoy park, in Tambov; dismantled in the first half of the 1980s due to the construction of a new memorial for the city's anniversary in 1986
---	not known	An-10	Aeroflot		23jun77	preserved this date at the KhAZ "Aviator" camp site on the Pechenezhsky reservoir, Seversky Donets; subsequently 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 No. 39 at Irkutsk 154 aircraft (1957-62), Factory No. 64 at Voronezh 258 aircraft (1961-65) and Factory No. 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 (izdeliye 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 No. 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 Zhukovski; 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 "Zhukovski" 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
	"04" red	An-12	Soviet Air Force	Mon	26feb05	colour of the code was changed (N55.834228 E38.181975) l/n 07oct21
8 9 003 01	not known	An-12	not known	no	reports	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			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
	CCCP-29104	An-12	MOMS Omsk	rgd	15dec65	canx 18jul74; photo exists at Perm VATU in the mid 1970s, with small Aeroflot titles behind the nose
8 9 006 03	not known	An-12	not known	no	reports	the first aircraft with the sensor of the remote gyromagnetic compass (DMGK-7) in the port wing console removed
8 9 006 04	CCCP-04331	An-12	Polyarnaya Aviats.	mfd	30dec58	toc 13mar59; opb Moskovski AO
	CCCP-04331	An-12	AFL/Polar	trf	10feb60	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	An-12	Polyarnaya Aviats.	toc	13mar59	opb 247 LO Moskovskogo AO
	CCCP-04343	An-12	AFL/Polar-SVO	trf	10feb60	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 "Obski" sovkhoz (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
8 9 006 08	CCCP-11528(1)	An-12	MAP Moskovski OAO	rgd	04jun74	canx 16mar81; see c/n 3341005
8 9 007 01	"14" red	An-12	Soviet Air Force	Lev	10aug96	
8 9 007 04	CCCP-11795(2)	An-12	MOM Omsk	rgd	20apr89	f/n OMS 19aug91 in Aeroflot c/s with blue tail; see c/n 1400103
	RA-11795(2)	An-12	Aeroflot	OMS	11jul93	in Aeroflot c/s with titles and blue tail
	RA-11795(2)	An-12	Aviaobshchemash	trf	12nov93	in Aeroflot c/s with titles and blue tail; f/n OMS 12jun94; canx 27dec95
9 9 007 06	not known	An-12	not known	no	reports	the first aircraft with angle of flap release limited to 35° (previously this had been 45°)
	CCCP-48114	An-12	MAP Omsk APO	rgd	09mar77	
	CCCP-48114	An-12	MAP Zhukovski	trf	unknown	canx 18dec89
9 9 007 07	CCCP-48108	An-12	MAP Moskovski OAO	rgd	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
	CCCP-11529(1)	An-12	MOM Omsk APO	rgd	17sep74	canx 28aug78 and moved to Omsk Technical University; l/n 1980
9 9 007 09	"3." blue	An-12	Soviet Air Force			was based at Alma-Ata and used for navigators' training
	"50" red	An-12	Soviet Air Force			used as a ground instructional airframe by the Novocherkassk Polytechnical Institute (NPI, now YuRGTU) at Novocherkassk (N47.41148 E40.07265) from 1975
9 9 008 01	"93"	An-12	Soviet Air Force	ph.	1986	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
9 9 008 04	CCCP-11664	An-12	Sov AF/AFL titles	Orn	29oct72	based Oranienburg 1972/1973; seen wfu Kirovograd aug93/jul99
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
	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
	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
	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	Lyotny 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
	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
	"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	Lyotny 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
	"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-Nezhdanny 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 02	"12" red	An-12	Soviet Air Force		photo	with brackets/shackles on the fuselage, suggesting it was converted to an An-12RR; in all grey c/s; was used by Omskoye LTU GA as a ground instructional airframe
tional airfr	am	e				
0 9 015 03	"16" red	An-12	Soviet Air Force		photo	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 Molodyozhnaya 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; toc 07jul61; 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	An-12P	MOM "Zlatoust" MSZ	mfd	jul61	rgd 29apr84; the first aircraft with revised fuel filters fitted as standard
	RA-98101	An-12P	MOM "Zlatoust" MSZ	LAD	dec94	in all-grey c/s with blue cheatline and small Aeroflot titles by the nose; soc and canx 01dec94 as to Angola
	D2-FVD	An-12P	Von Haaf Air, n/t	SHJ	23mar95	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	An-12P	Air Cess, n/t	rgd	23jun95	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
	EL-AKN	An-12P	Air Cess	SHJ	may96	in full c/s, named 'Flying Cat'; l/n SHJ 06dec97
	3D-SKN	An-12P	Air Cess	SHJ	19jan98	in full c/s, named 'Flying Cat'; l/n SHJ 02apr98
	3C-KKO	An-12P	Air Cess	SHJ	22nov98	l/n SHJ 15dec98; with 'N' (ex EL-AKN, 3D-SKN) painted on the nose
1 9 017 08	not known	An-12	Soviet Air Force	mfd	31aug61	
	CCCP-69321	An-12	MAP Kom-na-Amu APO	rgd	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 04dec24
2 9 019 02	"09" red	An-12A	Soviet Air Force		photo	in all-grey c/s with Red star on the fin; opb ShMAS Chardzhou and seen 18may96 at Chardzhou in grey c/s, derelict
2 9 019 05	not known	An-12A	unknown			was the second aircraft with 26 integral wing tanks

Export An-12s built by Factory No. 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 Jodphur 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		photo	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	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	An-12	all silver	TIP	nov60	c/n not confirmed; photo at Accra in Air Pictorial may61 reportedly on delivery to Ghana Air Force
	9G-AAZ	An-12	Ghana Airways	d/d	04oct61	c/n confirmed; f/n LGW 23oct61; wfu 1962, returned to Soviet Union 1963
02 4 010	505	An-12	Iraqi Air Force	BCN	sep61	in all-grey c/s; opb 23 Sqn; l/n LYE 29aug64
02 4 011	506	An-12	Iraqi Air Force	MLA	07aug63	in all-grey c/s; opb 23 Sqn; fuselage dumped at Baghdad IAP, f/n sep03
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 No. 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	An-12A	Aviaobshchemash	mfd	jul61	rgd 25jun92
	RA-11327	An-12A	Aviaobshchemash	OMS	12jun94	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	An-12AP	primer c/s	mfd	25sep61	f/n ROV 14jul94
	RA-12188	An-12AP	Gazpromavia, n/t	trf	20jul94	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	An-12AP	no titles	LOS	09aug99	c/n not checked, but the same c/s as RA-12188; named 'Kalaf'; not on register mar00
	ST-AQE	An-12AP	United Arabian Al	SHJ	11nov00	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	An-12A	Soviet Air Force	mfd	1961	photo
	RA-11311	An-12A	Alfa 92 Aviakomp.	trf	29apr93	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	An-12AP	Soviet Air Force	mfd	1961	opb 2 otae DA at Ostafyevo; in light grey c/s with blue spinner tips; photo at OSF 1982
	"33" 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 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, stlll present may95/aug07
1 40 02 06	"33" red	An-12	Russian Air Force	ph.	apr06	in all grey c/s with Red Star; preserved at Ukrainka 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'-Ilimsk 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'-Ilimsk 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	An-12	Soviet Air Force	mfd	30nov61	
	not known	An-12	Ukraine Air Force	trf	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	An-12AP	Soviet Air Force	mfd	1961	
	"23" blue	An-12AP	Ukraine Air Force	KBP	29aug93	opb 255 osae at Borispol; c/n checked 18mar97 and 15may98; l/n KBP 26jun99
1 40 03 05	"36" yellow	An-12AP	Soviet Air Force	mfd	1961	opb 2 otae DA at Ostafyevo; in light grey c/s with blue spinner tips; photo at OSF 1982
	"36" 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 and Red stars; f/n 03sep93; probably replaced by c/n 3341101
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; in all grey c/s with Red star on the fin, blue spinners; was preserved in the long-range aviation museum at Engels from 2000; no longer present by aug03; see c/n 402512
40 04 03	"12" red	An-12	Soviet Air Force	CRZ	18may96	derelict
2 40 04 05	"35" yellow	An-12AP	Soviet Air Force	mfd	1962	opb 2 otae DA at Ostafyevo; in light grey c/s with blue spinner tips; unofficially named 'Lastochka' (swallow); photo at OSF 1982
	"35" 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 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	An-12	GKOT Enterprise	rgd	24sep62	version not given in Soviet register
	CCCP-11011(1)	An-12	MOM Moscow	rgd	18may65	renamed MOM Vnukovo 22apr71; version not given in Soviet register
	CCCP-11011(1)	An-12	MAP Kuibyshev	trf	30mar83	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	An-12	MAP Kumertau VPO	mfd	28feb62	rgd 20jan87; black and white photo exists ODS in Aeroflot c/s and titles
	RA-48970	An-12	Kumertau Express	trf	15oct92	
	RA-48970	An-12	Bulg. Flying Cargo	AMS	26jun94	in basic Aeroflot c/s with red cheatline and small titles
	LZ-BFC	An-12	Bulg. Flying Cargo	OST	08feb95	l/n OST 12sep96; in basic Aeroflot c/s with red cheatline; leased from Kumertau Express
	RA-48970	An-12	Kumertau Express	rgd	22nov96	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)	An-12	AFL/Polar	toc	16apr62	rgd 23apr62
	CCCP-11339(1)	An-12	AFL/Privolzhsk-KUF	trf	30may62	soc 30dec76 as life time-expired; seen apr93/19sep24 in Samara State Aerospace University (N53.241779 E50.363101); see c/n 6344310
2 40 05 06	"32" yellow	An-12AP	Soviet Air Force	mfd	1962	opb 2 otae DA at Ostafyevo; in light grey c/s with blue spinner tips; photo at OSF 1982
	"32" 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; 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	An-12AP	Soviet Air Force	mfd	1962	probably opb 2 otae DA at Ostafyevo
	"29" yellow	An-12AP	Russian Air Force	trf	1992	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	An-12A	Soviet Air Force	mfd	31may62	
	CCCP-11131	An-12B	MAP Kuibyshev PO	rgd	10apr91	last overhaul completed 26nov92; without tail turret
	RA-11131	An-12B	Klyuch Air, n/t	AMS	02mar94	with 'Samarski Metallurg' titles, rgd 26oct94 to SAMEKO
	RA-11131	An-12B	Aeroflot c/s, n/t	OVB	jun96	for Avia Y. Petro's Airlines; soc 12oct98 and canx 26oct98 as to Thailand
	XU-315	An-12B	Yana Airlines ?	BKK	13jan99	c/n from fleet list; in basic Aeroflot c/s, no titles; l/n BKK 28jun99
	XU-315	An-12B	President Airlines	BKK	03oct99	in white c/s with grey undersides and blue tail; no titles after dec99 ?; l/n BKK 23nov00
	XU-315	An-12B	Imtrec Aviation	BKK	02aug03	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	An-12	MAP Kuibyshev KBAS	mfd	may62	rgd 05apr78; f/n SVO 08apr91 in all-grey c/s with 'wavy' Soviet flag and small Aeroflot titles by the nose
	RA-11965	An-12	Russian Air Force	Iva	24apr97	opb 610 TsBPiPLS VTA at Ivanovo-Severny; in all-grey c/s with Russian flag, no titles; already soc 1996; broken up at Ivanovo-Severny 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	An-12AP	Soviet Air Force	mfd	03jun62	opb 245 osae at Legnica before 1991, departed to Smolensk
	RA-13363	An-12AP	grey c/s, n/t		photo	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	Antonov OKB	mfd	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	An-12A	Soviet Air Force	trf	1964 ?	trf to the Air Force based on a letter by p-ya 1405 dated 27jan61 (sic); based at Zavitinsk
	"02" blue	An-12AP	Soviet Air Force	trf	1970s	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	An-12AP	Ukraine Air Force	trf	1992	opb 255 osae at Borispol; in greenish grey c/s; sold in 1991 with t/t almost 16,000 hours
	11326	An-12AP	Khors Air	rgd	12mar92	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	An-12AP	United Nations/WFP	OST	14feb01	l/n OST 09mar01
	UR-11326	An-12AP	Khors Air	OUA	28mar02	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	An-12AP	Goliaf Air	SHJ	26oct04	c/n confirmed by the CAA in 2007; in all-white c/s, no titles; l/n LFW 20dec04; in fleet list feb05
	S9-DBA	An-12AP	Africa West Cargo	ACC	12apr06	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)	An-12B	MAP Tashkent APO	mfd	jul62	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
	UK-11804(1)	An-12B	Uzbekistan Airways	no	reports	
	UK-11804(1)	An-12B	TAS a/c Prod Corp	rgd	27dec94	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	An-12A		mfd	31jul62	first An-12A from Voronezh with reinforced centre wing as standard
	CCCP-11916	An-12LL	ELIIP "Vzlyot"		sep84	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	An-12	ELIIP "Vzlyot"	rgd	15jul92	f/n DME 06may94, in Aeroflot c/s; l/n TWN 05dec94
	RA-11916	An-12	ELIIP OAO	trf	29aug95	Yermolino Test Centre; seen AMS 06sep95, in Aeroflot c/s, no titles; CofR renewal 18jan99
	RA-11916	An-12	Anton Air	JNB	25feb99	lsd 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
	9Q-CWC	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 09 05	"20" blue	An-12	Russian Air Force		photo	
2 40 10 03	not known	An-12AP	Soviet Air Force	no	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	An-12	Soviet Air Force			
	4K-12425	An-12	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	An-12AP	United Nations		photo	in all-white c/s with large 'UN' on the tail
	UR-PAS	An-12AP	Veteran	FJR	28jan11	in all-white c/s without titles, stored; officially cancelled 11jan13; l/n FJR may15/mar18, without engines; offered for sale as scrap jun15
2 40 12 04	BL726	An-12A	Indian Air Force	BAH	12jan74	coded 'S'; scrapped
2 40 12 05	BL727	An-12A	Indian Air Force	DXB	06jul77	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 06	BL728	An-12A	Indian Air Force			scrapped
2 40 13 01	BL729	An-12A	Indian Air Force	DEL	17mar72	in white/grey c/s; lost in an accident
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 killing 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 !
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	coded 'R'; c/n according to Indian Air Force 0401505 which is not correct !; 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 7O-AAW at end of file
40 16 05	CCCP-11766	An-12B	AFL/Tyumen	mfd	29apr63	ex Soviet Air Force; version in Soviet register as An-12TB; toc 04dec80; rgd 20feb81; f/n SVO 27aug93
	RA-11766	An-12B	Tyumenskiye Al	trf	31aug94	Tyumenskiye Avialinii; f/n TJM 14may95, in full Aeroflot c/s with titles
	RA-11766	An-12BP	East Line	IST	21jun98	version in Russian register as such; l/n RMI 19oct98
	RA-11766	An-12BP	Etele Air	rgd	14apr99	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	An-12BP	United Nations/WFP	SHJ	jan02	canx 18apr02 as sold to Congo !; l/n SHJ 20feb04
	UR-CDB	An-12BP	United Nations/WFP	SHJ	28feb04	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
	UR-CDB	An-12BP	Veteran	SHJ	03may07	owned by AMC-Aircraft Maintenance of the UAE; in all-white c/s, no titles; l/n FJR 30jun09; canx 17jul12
	UR-CZZ	An-12BP	Ukr Air Alliance	rgd	12apr13	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	An-12B	AFL/Tyumen	toc	04dec80	rgd 20feb81; ex Soviet Air Force
	RA-11973	An-12B	Aeroflot	TJM	14may95	engineless
	RA-11973	An-12B	Tyumen Airlines	trf	29aug95	canx 25jun97; soc 03jul97 as life-time expired
40 17 01	CCCP-11340(1)	An-12B	AFL/Polar	toc	11jun63	rgd 12jun63; f/n SVO 17apr68; version in Soviet register given as 'TB'; see c/n 6344502
	CCCP-11340(1)	An-12B	AFL/Ukraine	trf	23nov70	
	CCCP-11340(1)	An-12B	AFL/East Sib.-IKT	trf	04feb72	
	CCCP-11340(1)	An-12B	AFL/Ukraine	trf	15jun73	soc 18nov76 as life-time expired
40 17 02	CCCP-11341(1)	An-12B	AFL/Polar	toc	22jun63	rgd 15jul63; f/n SVO 14apr68; see c/n 00347606
	CCCP-11341(1)	An-12B	AFL/International	trf	01nov70	
	CCCP-11341(1)	An-12B	AFL/Moscow	trf	05jul71	dbr 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
40 17 03	CCCP-11342(1)	An-12B	AFL/Ukraine-HRK	mfd	13may63	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	An-12BP	Antonov Des. Bur.	SOF	jun94	c/n not checked; in basic Air Force c/s
	LZ-SFM	An-12BP	all-white	rgd	1993	f/n BRU 06jul94; l/n IST 07oct94
	LZ-SFM	An-12BP	Air Sofia	MST	23nov94	l/n MSE 21jul96
	UR-11765	An-12BP	Antonov Des. Bur.	EMA	30may98	c/n checked; l/n VIE 02aug04; dbr 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
	RA-11415	An-12BP	SP Air	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 09	CCCP-11865	An-12	Sov AF/AFL titles	rgd	19jan73	f/n HEL 12nov73 c/n not checked; CofA canx 01jun81; l/n NSK 13may95 derelict, c/n not checked
40 17 10	CCCP-11884	An-12BP	Sov AF/AFL titles	mfd	30jun63	in all-grey c/s with tail turret; seen LIM 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 'TBP'
	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	
	RA-11421	An-12BP	all-white c/s, n/t	AMS	25apr93	l/n GDX 08jul94
	RA-11421	An-12BP	North-East Cargo	trf	07aug95	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
	D2-FBJ	An-12BP	Alada	Yev	30apr99	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
	TN-AGT	An-12BP	"Adala"	rgd	29jun01	no reports; operator as reported in register appears to be a corruption of ALADA, the previous operator; fate unknown; officially canx 26apr15
40 17 12	CCCP-11418(1)	An-12BP	Sov AF/AFL titles	mfd	30jun63	with tail turret; opb 334 vtap at Pskov until 18jan79; f/n HEL 12nov73; rgd only 14jan74; see c/ns 7344705 and 402504
	CCCP-11418(1)	An-12BP	AFL/Yakutiya-YKS	toc	22jan79	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
40 18 01	CCCP-11345	An-12B	AFL/Far East-KHV	mfd	28aug63	toc 05oct63; rgd 25oct63; version in Soviet register given as 'TB'; with tail turret
	CCCP-11345	An-12B	AFL/Yakutiya-YKS	trf	26apr78	f/n YKS 03jul91
	RA-11345	An-12B	Aeroflot	YKS	08jul94	l/n YKS 13may95
	RA-11345	An-12B	Sakha Avia	trf	20jul95	
	RA-11345	An-12B	Avial NV	rgd	22nov00	f/n DME 11jun01; l/n OST 08mar03; l/n HUY 22apr03, titles not reported; soc 29jul03 as leased to Armenia
	EK-12001	An-12B	Air Armenia	EVN	09sep03	l/n DME 03mar04; photos show the registration without the dash after the prefix
	RA-11345	An-12B	Avial NV	rgd	09jun04	with blue tail, no titles; f/n ICN 30sep04; canx to Bulgaria 09dec04
	LZ-SFR	An-12B	Air Sofia	OST	15jan05	in basic Avial c/s, no titles; with additional 'Elf' and 'Moto 1' stickers during support of Dakar rally 2005; l/n MST 12feb05, as such; l/n DXB jun06, still basic Avial c/s, no titles
	UN-11012(2)	An-12B	ATMA	LHR	01jun07	in all-white c/s, no titles; l/n OST 09jul07; see c/n 6343910
	UN-11012(2)	An-12B	Mithras Cargo	OST	15jul07	in all-white c/s with small titles and badge; l/n OST 14aug07
	YU-UIE	An-12B	United Internat.Al	INI	06sep07	l/n SOF 20jan08
	EX-152	An-12B	all-white c/s, n/t	SOF	15mar08	reported arrived FJR 16mar08 opb S Group Aviation; l/n FJR may10/mar18, stored; c/n confirmed by Kyrgyz CAA
40 18 02	CCCP-11346(1)	An-12B	AFL/Privolzhsk	toc	09aug63	rgd 18sep63; soc 18nov76 as life-time expired; a photo exists taken nov77; see c/n 8345702
40 18 03	CCCP-11347(1)	An-12B	AFL/East Sib.-IKT	mfd	31aug63	toc 11aug63 in MGA document seems too early regarding mfd and rgd; rgd 27sep63; opb 134 ATO; w/o 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 ouf 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
40 18 04	CCCP-11348(1)	An-12B	AFL/N.Kavkaz-ROV	toc	24aug63	rgd 16sep63; f/n Gross Dölln (Templin) 08may75; soc 25feb77 as life-time expired; see c/n 7345208
40 18 05	CCCP-11349(1)	An-12B	AFL/East Siberia	toc	01sep63	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 06	CCCP-11983	An-12B	AFL/Magadan-GDX	mfd	01jul63	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
40 18 07	CCCP-11425(1)	An-12	Soviet AF/AFL c/s	rgd	19jan73	f/n HEL 12nov73, c/n not checked; present on Russian register feb98; canx but date unknown; see c/n 9346802
40 18 08	CCCP-11350(1)	An-12B	AFL/Privolzhsk	mfd	11sep63	toc 13sep63; rgd 27sep63; see c/n 402605
	CCCP-11350(1)	An-12B	AFL/Far East-KHV	trf	15oct63	f/n Nikolaevsk na Amur 1968
	CCCP-11350(1)	An-12B	AFL/East Sib.-IKT	trf	08feb78	f/n VKO 08sep89
	RA-11350(1)	An-12B	Aeroflot	IKT	06jul94	l/n IKT 10may95 derelict; soc 01sep95 as life-time expired
40 18 09	CCCP-11351(1)	An-12B	AFL/Privolzhsk	toc	09sep63	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
40 18 10	CCCP-11352(1)	An-12B	AFL/East Siberia	toc	12sep63	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
40 18 11	CCCP-11353	An-12B	AFL/East Siberia	toc	12sep63	rgd 03oct63; version in Soviet register given as 'TB'
	CCCP-11353	An-12B	AFL/Moscow	trf	23may73	
	CCCP-11353	An-12B	AFL/Yakutiya	trf	10jul7.	last digit of year unreadable; soc 28mar77 as life-time expired
40 18 12	CCCP-11354	An-12B	AFL/Far East-KHV	mfd	31aug63	with tail turret; toc 21sep63; rgd 22oct63
	CCCP-11354	An-12B	AFL/Yakutiya-YKS	trf	30jul78	f/n YKS 03jul91; in 'polar' colours
	RA-11354	An-12B	Aeroflot	YKS	08jul94	in 'polar' colours; l/n YKS 13may95
	RA-11354	An-12B	Sakha Avia	trf	20jul95	not in 2000 fleet list; wfu at YKS (N62.098622 E129.76545) l/n aug03/jan13; in official fleet list 04may09 as stored
40 19 01	CCCP-11986	An-12B	AFL/Magadan-GDX	mfd	31aug63	toc 26dec80; rgd 14jan81; ex Soviet Air Force; version in Soviet register given as 'TB'
	RA-11986	An-12B	Magadan Cargo Al	trf	20may93	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
	RA-11986	An-12B	MagadanAviaLeas.	trf	1998	MagadanAviaLeasing; soc 04feb00; canx 21feb00 as to Angola
	D2-FCV	An-12B	Aeroflot c/s, n/t	SHJ	23jan01	l/n SHJ 17apr01; c/n checked
	S9-CDB	An-12B	Aeroflot c/s, n/t	SHJ	05aug02	l/n SHJ 19aug02; named 'Emmanuel'; c/n checked ?
	EX-160	An-12B	British Gulf Int.	SHJ	13sep02	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
	EX-160	An-12B	Royal Al Cargo	LHE	04jul03	named 'Irena'; in full British Gulf c/s with titles as such; at DXB 28feb04 with additional 'leaping Leopard' motif; l/n SHJ 14mar04
	EX-160	An-12B	British Gulf Int.	SHJ	19may04	no titles; named 'Irena', with 'leaping Leopard' motif; l/n DXB 24mar07
	S9-SAJ	An-12B	British Gulf Int.	DXB	07jul07	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
	EK-11986	An-12B	Air Highnesses	rgd	22jun10	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
	"12" red	An-12B	Soviet Air Force	Msb	oct14	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; seen Lipki 08sep23 complete, but no engines; l/n Lipki 01sep24 now complete with engines
40 19 02	CCCP-12107	An-12	Sov AF/AFL titles	rgd	19jan73	f/n HEL 06nov73 c/n not checked; CofA canx 01jun81
40 19 03	CCCP-12103	An-12	Soviet AF/AFL c/s	rgd	19jan73	f/n LAD 23nov75, c/n not checked; l/n SKD 18sep87
	RA-12103	An-12	Russian AF/AFL c/s	Iva	06sep95	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
40 19 04	CCCP-12106	An-12BP	Soviet AF/AFL c/s	rgd	19jan73	based at Novosibirsk; f/n OVB 21apr93, c/n checked
40 19 05	CCCP-11863	An-12B	Soviet AF/AFL c/s	mfd	31aug63	rgd 19jan73; version in Russian register given as 'TB'
	CCCP-11863	An-12B	AFL/Magadan-GDX	rgd	07dec84	on charge as of 01jan85; was reported GDX 01dec87 in an incident report; f/n IKT 06jul92
	RA-11863	An-12B	Magadanaerogruz	trf	20may93	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
	TN-AFX	An-12B	Hellier Internatl.	rgd	01jul99	reportedly w/o BZV 09oct99 in a landing accident; c/n from CAA; canx only 26apr15
40 19 06	CCCP-11403	An-12BP	Sov AF/AFL titles	mfd	30sep63	with tail turret; f/n HEL 05nov73, c/n checked; rgd only 14jan74
	CCCP-11403	An-12BP	AFL/Yakutiya	toc	01feb79	rgd 17may79; f/n YKS 03jul92 in 'polar' c/s
	RA-11403	An-12BP	Aeroflot	YKS	08jul94	c/n checked
	RA-11403	An-12BP	Sakha Avia	trf	20jul95	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
40 19 07	CCCP-11234	An-12BP	Sov AF/AFL titles	mfd	30sep63	with tail turret; opb 334 vtap at Pskov until 07mar79; rgd only 19jan73; f/n HEL 06nov73, c/n not checked
	CCCP-11234	An-12BP	AFL/Yakutiya-YKS	toc	29jan79	trf 17may79 according register; mentioned in incident report at Magadan-Sokol 01dec87; f/n YKS 04jul92, in 'polar' Aeroflot c/s
	RA-11234	An-12BP	Sakha Avia	trf	19oct94	soc 04jul95 as life-time expired; canx 07jul95; photo KRT oct98, in 'polar' Aeroflot c/s, titles not visible
	ST-AQG	An-12BP	AZZA		photo	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
40 19 08	CCCP-12108(1)	An-12B	Sov AF/AFL titles	mfd	sep63	rgd 19jan73; f/n HEL 06nov73, c/n checked; see c/n 9346308
	"16" red	An-12B	Soviet Air Force	KUO	01jun86	
	RA-11318	An-12B	ex Russian AF	ROV	14jul94	in all-grey c/s with small Aeroflot titles; c/n checked
	RA-11318	An-12B	Moscow Airways	trf	06jan95	f/n SVO 29aug95; l/n LAD 01apr96; canx 08apr96 as to Angola
	D2-FVG	An-12B	Von Haaf Air, n/t	SHJ	08nov97	c/n checked; in basic Moscow Airways c/s; l/n SHJ 17nov97
	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 'Hellier 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 Cafunfo, all 4 crew killed; officially canx 26apr15
40 19 09	not known	An-12BP	Soviet Air Force	mfd	30sep63	with tail turret; opb mil. unit 78684 until 09dec80; in 'polar' c/s
	CCCP-11767	An-12BP	AFL/Yakutiya-YKS	toc	13dec80	rgd 27mar81; still in ex Soviet Air Force c/s; f/n YKS 04jul92, in 'polar' colours
	RA-11767	An-12BP	Aeroflot	ROV	14jul94	
	RA-11767	An-12BP	Sakha Avia	trf	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
	11767	An-12BP	SibNIA	KLD	17apr11	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	An-12BP	AFL/Krasnoyar.-NSK	mfd	21dec63	toc 23dec80; rgd 14jul81; f/n ADD jan85; ex Soviet Air Force
	RA-11989	An-12BP	Aeroflot	SVO	31may93	in Aeroflot 'polar' c/s; l/n PEE 23aug95; c/n checked
	RA-11989	An-12BP	Norilsk Avn Ent.	trf	22dec95	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	An-12B	Soviet Air Force	rgd	14jan74	first Voronezh built aircraft with reinforced chassis as standard allowing the normal and maximum take-off weight to be increased
	RA-11227	An-12B	Russian AF/AFL tit	DME	05may94	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 Baikonur-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); valuated for auction 09oct20, various auction attempts followed
40 19 12	not known	An-12BP	Soviet Air Force	mfd	14jul64	
	CCCP-12121	An-12BP	Sov AF/AFL titles	rgd	25dec73	opb 223 LO; f/n RHE 04sep78, escorting Soviet Air Force MiGs; c/n checked Kubinka sep93
	RA-12121	An-12BP	Russ. Navy/AFL c/s	OSF	24aug95	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	An-12BP	Elite Consult	rgd	13apr05	f/n SHJ 26oct05; c/n from the CAA; in white/light grey c/s; l/n SHJ 17dec05; canx only 26apr15
	EX-098	An-12BP	Reem Air	DXB	31dec05	c/n confirmed from dec05 fleet list; l/n DXB 15nov06
	EW-252TI	An-12BP	Gomelavia	TLL	06apr07	c/n from the Belarussian 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	An-12BP	Gomelavia	KIV	02jul07	in white/light grey c/s; seen without titles KIV 02/27jul07; l/n DME 02sep07, titles not reported
	RA-11372(3)	An-12BP	Avial NV	DME	29sep07	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
40 20 01	CCCP-11976(1)	An-12BP	AFL/Urals	mfd	31oct63	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
	LZ-BAE	An-12BP	Balkan	rgd	30mar88	f/n VIE 14may88; without tail turret; l/n SNN 05apr94
	LZ-BAE	An-12BP	Heavylift	LTN	01oct95	in full c/s; l/n OST 20jun96
	LZ-BAE	An-12BP	Balkan	OST	01sep96	l/n SOF 21oct03; sold nov03
	LZ-VEF	An-12BP	Vega	SOF	04mar04	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 ground; repaired and left SID jun06; l/n PDV 04sep07
	RDPL-34156	An-12BP	Lao Air	PDV	27nov07	c/n confirmed; ferried PDV-AMD 27nov07; l/n SIN 29jul08
	UP-AN216	An-12BP	JSC Air Company	SIN	sep09	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 Macapagalm, the crew reported a fire onboard minutes before the crash, 3 of the 6 crew were killed
40 20 02	not known	An-12BP	Soviet Air Force	mfd	30jun64	
	CCCP-12122(1)	An-12BP	Sov AF/AFL titles	rgd	25dec73	opb 223 LO; f/n Sperenberg 10jan75; l/n Sperenberg 27feb92; see c/n 5343507 and 9346203

	RA-12122(1)	An-12BP	Russ. Navy/AFL c/s	OSF	24aug95	opb 46 otap at OSF; l/n Ryazan-Dyagilevo 27may99; earmarked for 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; f/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	An-12B	MAP Omsk Motors	rgd	04oct86	f/n ADD nov88 in Aeroflot c/s; l/n SVO 09apr91; version in Russian register given as 'TB'
	11851	An-12B	MAP Omsk Motors	OMS	12jun94	Aeroflot c/s
	RA-11851	An-12B	MAP Omsk Motors	OMS	29aug93	Aeroflot c/s; trf 12nov93 to Aviaobshchemash; damaged landing accident Nizhnevartovsk 01nov96 but present on Russian register feb98/oct04
40 20 04	CCCP-12123	An-12BP	Soviet AF/AFL c/s	rgd	25dec73	f/n KUO 04aug74 c/n checked; l/n SVX apr93
	RA-12123	An-12BP	Russian Air Force	SVX	13aug01	c/n not checked but present on Russian register feb98; canx but date unknown
40 20 05	CCCP-11985	An-12BP	Sov AF/AFL titles	Cal	oct73	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
	"18" yellow	An-12BP	Kazakh Air Force		photo	preserved Aktobe 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"	An-12BP	Soviet Air Force	mfd	29nov63	with tail turret; old code visible SHJ 25jan03, after the paint had been stripped
	CCCP-11991	An-12BP	AFL/Yakutiya-YKS	toc	19dec80	rgd 27mar81; mentioned in an incident report at Krasnoyarsk 10aug87; photo YKS aug87, in 'polar' c/s
	RA-11991	An-12BP	Aeroflot	YKS	08jul94	in 'polar' c/s; l/n YKS 13may95;
	RA-11991	An-12BP	Antei	trf	20jul95	soc 25feb00; canx 01mar00 as to Bulgaria
	LZ-ASY	An-12BP	Aviostart ?	SVO	29may00	c/n checked; in basic 'polar' Aeroflot c/s, no titles; l/n LXR 30jun00
	TN-AGK (2)	An-12BP	Trans Air Congo	rgd	17jul00	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 BZV 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
40 20 07	CCCP-11532	An-12B	AFL/Magadan	mfd	29nov63	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
	RA-11532	An-12B	Aviaobshchemash ?	no	reports	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	An-12BP	Tiramavia	rgd	13apr00	canx 27feb02 as sold to Angola; version in Moldovan register as such
	T-308	An-12BP	Angolan Air Force	LAD	06feb03	reported in the Namibian FIR jun02/aug04; see details of the tie-up below; l/n LAD 02jun05
	D2-MBE	An-12BP	Angolan Air Force	ODS	31dec06	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	An-12BP	Angolan Air Force	LAD	23jul12	in dark grey c/s with light grey undersides, with one engine missing
	T-308	An-12BP	Angolan Air Force	LAD	oct14	in dark grey c/s with light grey undersides; l/n LAD oct14 wfu
40 20 08	"14" yellow	An-12BP	Russian Air Force	mfd	30nov63	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 09	"28" yellow	An-12BP	Soviet Air Force	mfd	1963	opb 2 otae DA at Ostafyevo; in light grey c/s with blue spinner tips
	"28" yellow	An-12BP	Russian Air Force	trf	1992	opb 2 otae 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
40 20 10	"12" yellow	An-12BP	Soviet Air Force	mfd	30nov63	f/n IKT 06jul92; opb mil. unit 64330 at Irkutsk; offered for sale by Russian privatisation agency 30jun00
	not known	An-12BP	Soviet Navy	no	reports	opb 46 otap at OSF; canx 21jan02
	RA-11374(3)	An-12BP	NPO "Vega M"	rgd	24oct02	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	An-12	Sov. Navy/AFL c/s	rgd	14jan74	f/n LAD 17nov75; l/n OSF 07may94
	RA-11241	An-12	Russ. Navy/AFL c/s	OSF	24aug95	c/n checked; canx as to Georgia but date unknown
	4L-11241	An-12	Lasare Air	SHJ	26apr00	l/n SHJ 11may00; c/n not checked
	4L-CAA	An-12	Lasare Air	SHJ	19aug00	l/n SHJ 17oct00, titles removed this date; c/n not checked !
	4L-CAA	An-12	Sarit Airlines	SHJ	19oct00	c/n not checked !
	ST-SAR	An-12	Sarit Airlines	SHJ	24oct00	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
40 21 03	CCCP-12117	An-12	Sov AF/AFL titles	rgd	19jan73	f/n HEL 05nov73 c/n checked
40 21 04	CCCP-11411	An-12	Soviet AF/AFL c/s	rgd	19jan73	f/n LAD 05nov75 c/n not checked; CofA canx 01jun81
40 21 05	CCCP-11254	An-12	Soviet AF/AFL c/s	rgd	19jan73	f/n ARN 07nov73; CofA canx 01jun81
	"21" red	An-12BP	Soviet Air Force	Eng	30aug97	c/n checked; in all grey c/s with 'polar bear' badge below cockpit
40 21 07	CCCP-11265(1)	An-12	Soviet AF/AFL c/s	CAI	20mar70	c/n checked HEL 05nov73; rgd 14jan74!; small titles on nose only; see c/n 6343805
40 21 08	CCCP-12116	An-12BP	Sov AF/AFL titles	mfd	30dec63	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'
	CCCP-12116	An-12BP	AFL/Magadan-GDX	toc	01jun79	rgd 26jun79; first reported SVX 27dec87 in an incident report
	CCCP-12116	An-12BP	Aeroflot	SVO	30jun92	
	RA-12116	An-12BP	Magadan Cargo Al	trf	20may93	f/n GDX 08jul94; in Aeroflot c/s and titles; l/n KLF jun95; seen AER 14may96, in Aeroflot c/s, no titles
	RA-12116	An-12BP	Sky Cabs	DXB	21aug96	soc 11jun96 as to United Arab Emirates; see rgd next line !
	EL-ALB	An-12BP	Aeroflot c/s, n/t	rgd	24feb96	operated by Santa Cruz Imperial, c/n given as 402112 according to Liberian register !; f/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	An-12BP	Soviet Air Force	rgd	14jan74	version in Russian register given as 'TBP'
	CCCP-12119	An-12BP	AFL/Magadan	toc	01jun79	rgd 26jun79; f/n DME 17feb92; no titles
	RA-12119	An-12BP	Aeroflot	LAD	19mar93	titles not reported this date; seen DME 01sep93, in full c/s with titles; l/n LYE 25jun94
	RA-12119	An-12BP	North-East Cargo	trf	25jul94	in full Aeroflot c/s with titles; l/n MRV 15may96, as such; soc 02sep97 as life-time expired; canx 04nov97
40 21 10	CCCP-12112(1)	An-12BP	Soviet AF/AFL c/s	rgd	19jan73	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	An-12BP	Sov AF/AFL titles	mfd	30jan64	with tail turret; opb 334 vtap at Pskov until 25jan79; rgd only 19jan73; f/n HEL 13nov73, c/n not checked
	CCCP-11236	An-12BP	AFL/Yakutiya-YKS	toc	01feb79	trf 17may79 according to register; f/n ULV 1985
	CCCP-11236	An-12BP	Penas Air Cargo	CGK	23may92	in 'polar' colours; l/n SVO 14aug92
	RA-11236	An-12BP	Aeroflot c/s, n/t	YKS	08jul94	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	An-12BP	Aeroflot c/s, n/t	SHJ	16sep99	registration taped on this date, still 'RA-11236' under wings
	S9-BAN	An-12BP	Natalco Air Lines	SHJ	28mar00	l/n SHJ 26apr00
	TN-AGQ	An-12BP	Natalco Air Lines	rgd	10jan01	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
	08256	An-12LL	Russian Air Force	ZIA	06jul93	in service until 1998; l/n ZIA 29jun02, without engines; still in all-grey c/s with Red Star on the fin
40 22 08	"33" yellow	An-12BP	Soviet Air Force	mfd	1964	probably opb 2 otae DA at Ostafyevo
	"33" yellow	An-12BP	Russian Air Force	trf	1992	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	An-12B	LII Zhukovski	ZIA	15may93	in Aeroflot c/s with blue tail; l/n ZIA 06jul93
	RA-83962	An-12B	Gromov Air	ZAG	14jul93	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	An-12BP	Soviet Air Force ?	mfd	31mar64	
	UR-11300	An-12BP	Polissyaaviatrans	no	reports	
	UR-11300	An-12BP	Atlant	VIN	13may97	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
	UR-UDN	An-12BP	Ukrainian Cargo Aw	Yev	18sep09	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	
	"12" red	An-12BP	Kazakh Air Force	ALA	oct94	l/n ALA 04jun97 c/n checked
40 23 01	CCCP-98117	An-12B	MAP Moskovski OAO	mfd	06may64	rgd 05nov83; in Aeroflot c/s; f/n LED 13jun87; l/n DME 15mar90
	RA-98117	An-12B	MAP Moskovski OAO	UUS	24may93	in Aeroflot c/s
	RA-98117	An-12B	Aviatrans	Mya	24may94	l/n DME 29jun98; trf to Atran 24may94, but did not wear these titles
	RA-98117	An-12B	Sakhaviatrans	Isd	01oct99	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	An-12BP	Egyptian Air Force	CAI	14may68	
	1216/SU-AOS	An-12BP	Egyptian Air Force	TIP	13mar69	photo proof as such, but c/n not mentioned
	1216/SU-AOJ	An-12BP	Egyptian Air Force	CAI	16dec77	
40 23 03	? 1217 ?	An-12BP	Egyptian Air Force			not confirmed to Egypt !, reported destroyed in 6-day war 1967
40 23 04	? 1218 ?	An-12BP	Egyptian Air Force			not confirmed to Egypt !, reported destroyed in 6-day war 1967
40 23 05	1219/SU-AOI	An-12BP	Egyptian Air Force	LHR	02jan66	and CAI 19aug74; reportedly broken up
	1219/SU-AOT	An-12BP	Egyptian Air Force	CAI	13dec76	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
40 23 08	1222/SU-AOJ	An-12BP	Egyptian Air Force	CPH	17aug66	and LHR 20aug66
	1222/SU-APB	An-12BP	Egyptian Air Force	CAI	23apr70	and AMS 17jul74, CAI 19aug74; reportedly broken up
40 23 09	1223	An-12BP	Egyptian Air Force	ph.	1966	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 pylon replacing 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
	1223/SU-AOS	An-12BP	Egyptian Air Force	ph.	dec69	seen AMS 17jul74, CAI 13dec76, CAI 28nov81 and CAI oct93; reportedly scrapped
40 23 10	CCCP-11368(1)	An-12B	AFL/Privolzhsk	toc	02jul64	rgd 27aug64; f/n SVO 01oct72; version in Soviet register given as 'TB'; soc 31may77 as life-time expired; see c/ns 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/ns 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	
	CCCP-11369(1)	An-12B	AFL/Yakutiya	trf	30jul75	soc 30jan78 as life-time expired
40 23 12	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	
	CCCP-11372(1)	An-12B	AFL/Yakutiya	trf	07aug75	soc 22oct77 as life-time expired
40 24 03	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	
	CCCP-11959	An-12B	AFL/Privolzhsk	rgd	23oct81	version given in the old Soviet registers as An-12B; already on charge as of 01apr81; f/n SVO 25sep87
	RA-11959	An-12B	Aviaprima Sochi		14may94	titles not reported
	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 Eftimi', 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; f/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
	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
40 24 11	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		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	Kievski 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 Vypolzovo village in the Yukhnov 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	An-12B		OPF	24nov17	still not on the register by 24dec17
	UR-CPT	An-12B	AeroVis Airlines	OPF	30dec17	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)	An-12BP	Soviet AF/AFL c/s	Spr	24jan73	rgd 25dec73; see c/n 00347507; l/n Sperenberg 05may93
	RA-12124(1)	An-12BP	Russian AF/AFL c/s	Spr	10jul93	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	An-12B	Soviet AF/AFL c/s	rgd	25dec73	f/n Sperenberg 25apr74; CofA canx 12mar80
	"15" red	An-12B	Sov AF/AFL titles	YKS	03jul92	opb mil. unit 20108 at Yakutsk; in grey c/s; wfu by the turn of the century
40 25 07	CCCP-12126	An-12B	Soviet AF/AFL c/s	mfd	30nov64	rgd 25dec73; f/n Sperenberg 20nov77; l/n CKL 1991
	RA-12126	An-12B	Russian AF/AFL c/s	TGK	08sep93	seen Sperenberg 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	An-12	Soviet AF/AFL c/s	rgd	19jan73	f/n ARN 07nov73 c/n checked HEL 12nov73; canx 21nov83
	UN-11395	An-12	Kazakh Air Force	ALA	oct94	c/n checked; with 'Kazakstan' titles; l/n there 04jun97 broken up
40 25 09	CCCP-12101	An-12BP	Sov AF/AFL titles	rgd	19jan73	f/n HEL 05nov73, c/n checked; photo Vietnam 1988, in standard Aeroflot c/s; see c/n 7345007
	RA-12101	An-12BP	Russian AF/AFL c/s	Iva	26aug95	opb 610 TsBPiPLS VTA at Ivanovo-Severny; l/n Ivanovo-Severny 24apr97, c/n not checked; wfu 1998; canx 16oct01; broken up at Ivanovo-Severny 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; moved to the new museum location at the main gate (N51.158508 E128.434247) by jul22 and l/n sep23
40 25 12	"15" yellow	An-12BP	Soviet Air Force	mfd	1964	
	"15" yellow	An-12BP	Russian Air Force	trf	1992	based at Irkutsk; f/n IKT 05jul92
	"15" red	An-12BP	Russian Air Force	Eng	15jul00	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	An-12B	Soviet Air Force	mfd	30nov64	rgd 16jul84
	RA-11899	An-12B	blue c/l and tail	LUX	09sep93	probably already in Avial c/s
	RA-11899	An-12B	Avial	MST	05oct93	seen DME 03dec01; l/n DME 19aug02, titles not read off; soc and canx 15jul04 as sold to Cambodia
	XU-365 (2)	An-12B	IMT/Bismillah	SIN	14sep04	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	An-12B	Sov AF/AFL titles		photo	in all-grey c/s with Soviet 'wavy' flag and small titles behind the nose
	CCCP-11894	An-12B	Soviet AF/AFL c/s	BTK	19aug91	in full Aeroflot c/s and titles; l/n Kubinka sep93, c/n checked
	RA-11894	An-12B	Russian AF/AFL c/s	Kub	04may94	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	An-12B	Zenith Air	trf	23feb93	f/n ZIA 15may93, in Aeroflot c/s, n/t
	RA-11992	An-12B	Zenith Air	ZIA	06jul93	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	An-12B	Velocity	BTS	16sep94	in all white c/s with large titles
	ER-ACD	An-12B	Velocity	rgd	07oct94	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
	D2-FAW	An-12B	Alada	LAD	27apr98	c/n not confirmed, but reported in JP-98; l/n LAD 15mar01, wfu near the tower
40 26 06	7T-WAB/566	An-12B	Algerian Air Force	mfd	07feb65	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	An-12B	Soviet Air Force	rgd	13mar75	
	CCCP-11791	An-12B	Soviet AF/AFL c/s	Kub	01sep93	
	RA-11791	An-12B	Russian AF/AFL c/s	Kub	17may94	l/n Kubinka aug99/aug02 wfu and in process of being broken up; equipped with an additional TA-6B APU in the rear fuselage; c/n checked several times
40 26 12	CCCP-11008(1)	An-12B	MOM Moscow	mfd	19feb65	rgd 16apr65; renamed MOM Vnukovo "Energia" 22apr71; see c/n 4342505
	RA-11008(1)	An-12B	MOM Vnukovo	VKO	15may93	in Aeroflot c/s; version in Russian register given as 'TB'
	RA-11008(1)	An-12B	United Nations	MGQ	apr93	UN-WFP titles, in red 'Funded by Japan' titles
	RA-11008(1)	An-12B	Aeroflot c/s, n/t	VKO	16jun94	l/n VKO 01jul95; rgd to Korsar 25sep95; dbr when overshot on landing Huambo, Angola, 22nov95; soc 23jul96; canx 25jul96; see c/n 4342505
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 the rear fuselage; f/n Kubinka 29may93, c/n checked; see c/n 6344003
	RA-11792(2)	An-12B	Russian AF/AFL c/s	Kub	14may94	c/n checked several times; seen Kubinka 22mar08, active; tender for repair published 28aug08; l/n CKL 15jan15
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
	RA-11652	An-12BP	Russian AF/AFL c/s	Kub	14may94	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-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	photo in all-grey c/s with 'wavy' Soviat flag and Aeroflot titles by the nose; 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; in standard Aeroflot 'blue' c/s; l/n Kubinka 16apr97
	RA-11653	An-12B	Russian AF/AFL c/s	Sty	21may99	c/n checked; still with Aeroflot titles; seen CKL may09 flying c/n checked again; l/n CKL 13aug12/2019, possibly wfu
40 27 04	CCCP-11361	An-12B	AFL/International	mfd	12dec65	toc 12apr66; rgd 27apr66; f/n HEL 08may67 c/n checked; seen again KAN 18oct68, c/n not checked
	CCCP-11361	An-12B	AFL/Ukraine-HRK	trf	03dec68	
	CCCP-11361	An-12B	AFL/UShVLP	trf	18.....	Ulyanovsk Advanced Flying Training College; date unreadable in MGA document
	CCCP-11361	An-12B	AFL/Ukraine-HRK	trf	07oct70	soc 27oct77 as life-time expired
40 27 05	CCCP-11407	An-12B	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
	RA-11240	An-12B	Russian AF/AFL c/s	Uue	20apr97	c/n not checked but current on Russian register sep98; canx but date unknown
40 27 07	CCCP-11117	An-12B	MAP Kuibyshev APO	mfd	31mar65	ex Soviet Air Force; rgd 10feb91
	RA-11117	An-12B	Aviakor	SHJ	01mar95	in white/blue c/s with titles; l/n as such LAD 01apr96; seen IST 26jun98, titles not reported; see next line
	RA-11117	An-12B	Etele Air	rgd	13nov95	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
	UR-CBZ	An-12B	United Nations/WFP	SHJ	08dec03	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	Veteran	RKT	01feb07	owned by AMC-Aircraft Maintenance of the UAE; in all-white c/s, no titles; l/n Dzhankoi 04aug07; version as An-12BP by jan12 according to register; canx 17jul12
	UR-CVZ	An-12BP	Ukr Air Alliance	rgd	04mar13	f/n Bila Tserkva 04jun13, all-white, n/t, undergoing rework in hangar; still current may14; canx 27oct15
40 27 08	CCCP-11654	An-12B	Soviet AF/AFL c/s	mfd	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	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	LYE	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 29mar24; 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
	CCCP-11359	An-12B	AFL/Ukraine-HRK	trf	22apr66	version later in Soviet register and MGA document as 'TB'; soc 30jun77 as life-time expired
40 28 05	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; black and white photo NSK 1970, with 'Polyarnaya Aviatsiya' titles on the forward fuselage, 'Aeroflot' titles on the fin and emblem on the rudder; l/n NSK oct70; see c/n 5343109
	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	l/n MLA 07aug82; seen LBG apr85 wearing only 7T-WAE; l/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/t 2,729 hours
40 29 06	1224/SU-AOP	An-12BP	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-BAW	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	
	1228/SU-APZ	An-12BP	Egyptian Air Force		dec69	and CAI apr70/aug75/nov81/oct84/mar85; reportedly broken up
40 29 11 ?	1229/SU-AOK	An-12BP	Egyptian Air Force			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 No. 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 Moskovski 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/Baikonur, Kazakhstan (N45.615724 E63.295434), l/n 21mar24, good condition, mounted on a plinth
1 34 01 05	"15" red	An-12A	Russian Air Force	ZIA	10jun92	in all-grey c/s; opb LII, converted to Radiometric/Spechtrometric 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-269TI	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	11jun10	all-white c/s with black cheatline, no titles; l/n KBP 25may12
	EW-338TI	An-12BP	Ruby Star	rgd	30may12	rgd 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 Al		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	An-12A	Sov AF/AFL titles	OVB	21apr93	in all grey c/s with small Aeroflot titles by the nose; l/n OVB 01aug96
	RA-11871	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
1 34 02 01	"12" red	An-12	Soviet Air Force	mfd	30nov61	f/n Petrozavodsk-Peski 25mar93, grey c/s; c/n on forward fuselage with orange badge in the shape of a galleon
	RA-12187	An-12	Russian Air Force	trf	28may93	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	An-12	Soviet Air Force	mfd	1961	was built as a plain An-12 and later became an An-12AP
	"20" red	An-12AP	Russian Air Force	IKS	aug14	opb military unit 45046 at Vorkuta-Sovyetski; in grey c/s; soc 11nov97; sat wfu at IKS (N71.700205 E128.69091), all markings painted out, seen aug14/apr17
1 34 02 05	not known	An-12	Soviet Air Force	no	reports	opb mil. unit 45134; canx 11nov97
1 34 02 06	CCCP-11501	An-12AP	Sov AF/AFL titles	mfd	17dec61	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
	UR-11501	An-12AP	Atlant	VIN	13may97	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
	ER-ADC	An-12AP	Tiramavia	rgd	26sep00	c/n confirmed; canx 07jun01
	TN-AGY	An-12AP	Aéro-Frêt Business	rgd	07oct02	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 07	not known	An-12	Soviet Air Force	no	reports	opb mil. unit 45134; canx 11nov97
1 34 02 08	"10" blue	An-12	Russian Air Force	Spr	18may93	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 aerials on the underside of the fuselage below the cockpit; l/n Grossenhain 01jul93
1 34 02 09	not known	An-12	Soviet Air Force	IKT	06jul94	white c/s
	"08" blue	An-12	Soviet Air Force	ALA	oct94	or Kazakh Air Force ?
2 34 03 01	CCCP-11855	An-12A	Sov AF/AFL titles	mfd	feb62	f/n DME 26sep91, c/n confirmed and checked this date
	CCCP-13321	An-12A	LII Zhukovski	rgd	11mar92	f/n DME 16apr92, in grey c/s with 'Aeroflot' titles, c/n checked; avionics test-bed aircraft with a small flat fairing and additional aerials on top of the fuselage; l/n ZIA 15aug92
	RA-13321	An-12A	Elf Air	MSE	19mar93	in grey c/s, no titles, with small Aeroflot badge behind nose; l/n ZIA 23aug97; canx 06nov98
2 34 03 02	CCCP-11886	An-12	Sov AF/AFL titles	mfd	26feb62	photo exists, in all-grey c/s and small titles by the nose
	CCCP-11886	An-12	AFL/Krasnoyar.-NSK	toc	21jan83	rgd 11jan84; f/n ADD jan85; damaged when undershot Cape Chelyuskin 16may88, but repaired
	RA-11886	An-12	Aeroflot	SVO	19mar93	in 'polar' colours; l/n NSK 14may95
	RA-11886	An-12	Norilsk Avn Ent.	trf	22dec95	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	An-12B	bare metal	ROV	13may96	c/n from fleet list
	UK-58644	An-12B	TAS a/c Prod Corp	rgd	03sep96	Tashkent Aircraft Production Corporation; f/n RJK 16oct96; l/n Tashkent-Tuzel 24may04

	UK-58644	An-12B	TAPC Aviatrans	Tac	11oct16	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
	no reg	An-12B	no titles		photo	c/n not confirmed, but likely; a photo exists of an all white An-12 at Tuzel aug23, which is likely to be this aircraft before transportation; photo 22nov23, in all-white c/s, with larger rudder trim tab, preserved (N41.531444 E70.029448) in front of the sanatorium 'Sevarsoy' near the Chimgan ski resort (N41.531444 E70.029448) 80 km north of Tashkent; l/n 25mar24
2 34 03 07	"05" blue	An-12A	Soviet Air Force	h/o	may63	to the GK NII VVS; refitted with a new avionics suite including "Initsiativa-2" radar for state acceptance trials
	CCCP-11880	An-12A	Sov AF/AFL titles		photo	in all-grey c/s with small Aeroflot titles behind the nose, also carried code "22" in the rear windows, with a large Initsiativa 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 Initsiativa 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	CCCP-11981	An-12AP	Sov AF/AFL titles	ph.	jan85	in all-grey c/s with 'wavy' Soviet flag, also carried code "31" in the rear windows
	"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	An-12AP	Velocity	no	reports	reported in JP-96/00 as such; ex registration also given in Moldovan register
	ER-ADD	An-12AP	Renan, n/t	rgd	10may00	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 04	--	An-12			03jul96	in National Aviation University of Ukraine, Kiev, and serves as a classroom
2 34 04 07	"18" yellow	An-12	Soviet Air Force	IKT	05jul92	l/n IKT 11may95
2 34 04 09	--	An-12	ex Soviet AF	PDV	26jul98	undergoing maintenance, carried no markings
	T-303	An-12	Angolan Air Force	LAD	22mar01	c/n confirmed; reported in Namibian FIR jan02/nov04 using call-sign D2-MAW; l/n LAD 30sep08
2 34 05 02	CCCP-11040	An-12A	Soviet Air Force	rgd	09jul73	version in Soviet register given as 'TA'; photo, in Aeroflot 'blue' c/s
	CCCP-11040	An-12A	Volga-Dnepr	ULY	25aug92	canx but date unknown
2 34 05 03	not known	An-12AP	Soviet Air Force	mfd	30jun62	photo of the forward fuselage only, in all-grey c/s
	D2-FCU	An-12AP				opb National Commuter Airlines, an Angolan airline which existed between 1998/2000; f/n SHJ 13feb01; this registration and c/n confirmed in the Moldovan register
	ER-ADE	An-12AP	Aerocom	rgd	15may00	no reports; see sighting previous line
	ER-ADE	An-12AP	Air Mark	DJJ	12dec03	in all-white c/s with titles and red tail logo, additional large 'Cargo' titles and named 'Wamena'; leased from Aerocom; canx 01nov05 as for sale; seen DJJ 29jul07 (S2.5840752 E140.52793) wfu with flat tyres and in very dirty condition; l/n there 22sep22 on GE and broken up with last remains visible on GE 07jun23
2 34 05 05	not known	An-12AP	Russian Navy	mfd	30jun62	opb 810 otap at Korzunovo; offered for sale by the Russian privatisation agency in non-airworthy condition 30nov98
	UR-CCP	An-12AP	AeroVis Airlines	RTM	22mar04	no titles; l/n VIT 01may04
	LZ-CBM	An-12AP	AeroVis Airlines	rgd	25nov04	owned by Resail and opf Heli Air Services; f/n MAD 30nov04; l/n PRG 21mar05
	UR-CCP	An-12AP	AeroVis Airlines	HEL	14may05	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	Cavok Air	rgd	02oct14	to AVFL Logistics Ltd. of Limassol (Cyprus); in basic AeroVis c/s, no titles; f/n MLA 21oct14; l/n OST 16sep16
	UR-CCP	An-12AP	AeroVis Airlines	rgd	26oct16	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 Gostomel 28feb19; reportedly flew RWN-VIN-RWN 04/07dec20; l/n Byelaya 18dec20
	UR-CCP	An-12AP	ZetAvia	rgd	26jan21	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 06	no code	An-12	Soviet Air Force	Sty	06aug96	
2 34 05 07	CCCP-11936	An-12A	Soviet Air Force	mfd	28jul62	probably Soviet Navy, in fact; rgd 18jun74; photo at Kacha (Crimea) in 1982
	RA-11936	An-12A	Russ. Navy/AFL c/s	OSF	24aug95	c/n checked; seen Saki-Novofyodorovka 08may98 and 29apr99, c/n not checked; canx but date unknown
	LZ-SFW	An-12A	Air Sofia	DXB	31oct03	in all-white c/s, no titles
	LZ-SFW	An-12A	Sri Lankan Al	CMB	24may04	with very small logo and titles; l/n CMB 28may05
	UR-CBF	An-12A	AeroVis Airlines	DXB	03jan06	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 stored XCR 15oct21/22nov24; 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	An-12AP	grey c/s, n/t	SHJ	03nov04	l/n SHJ 09nov04 as such
	EX-045	An-12AP	British Gulf Int.	SHJ	27nov04	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	An-12A	grey/white c/s,n/t		photo	demilitarised; canx, but date unknown
	ER-ACK (2)	An-12A		no	reports	c/n and reg confirmed, see c/n 8345503; see next line
	D2-FBV	An-12A			2002	w/o at Nzagi, Angola; photo proof as such (S7.7198725 E21.347363); photos show this was ex ER-ACK, see previous line
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	An-12AP	Air Bridge, n/t	rgd	12may97	was already f/n Yevpatoriya 08may97; l/n HLA 21may98; c/n checked and ex CCCP-11382
	ER-ADT	An-12AP	Aerocom, a/w, n/t	BNE	18feb01	l/n BNE 23feb01
	ER-ADT	An-12AP	Pacific Air Expr.	BNE	28jul01	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	Goliaf 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 Goliaf Air feb05 fleet list; photo LFW 01may06 in blue Goliaf 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 25nov12/26sepr14; 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
	S9-DAF	An-12AP	Sudanese Air Force	KRT	09mar23	in the same blue/white c/s, now wearing the registration again, wfu
2 34 06 08	CCCP-10231	An-12A	Soviet AF/AFL c/s	mfd	31aug62	rgd 17dec74; f/n CAI 28may77; military call-sign painted on; canx but date unknown
	ER-ACB	An-12AP	Tiramavia	rgd	03feb98	f/n LAD 29apr98; in Aeroflot c/s, no titles; l/n LAD 22mar01
	ER-ACB	An-12AP	Navigator	OST	08jun01	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	An-12AP	Angolan Air Force	LAD	06aug07	c/n not confirmed; in dark grey c/s with light grey undersides
	D2-MBD	An-12AP	Angolan Air Force	ADB	06mar08	in dark grey c/s with light grey undersides, registration painted on the fuselage with military serial overpainted on the dorsal fin
	T-306	An-12AP	Angolan Air Force	LAD	23jul12	c/n not confirmed; in dark grey c/s with light grey undersides; l/n LAD oct14 wfu
2 34 06 09	CCCP-11277	An-12A	Sov. Navy/AFL c/s	rgd	24jul73	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	An-12A				first An-12A from Tashkent with reinforced centre wing as standard
	"18" red	An-12A	Soviet Air Force	Lev	22may99	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 Kbely 13sep91
	"18" blue	An-12	Soviet Air Force		10jul92	at Kluczewo; l/n Kluczewo 10oct92; opb 245 osae at Legnica
	"94" red	An-12	Russian Air Force	Spr	14feb93	was Sperenberg based 1993/94; in all-grey c/s with Red star; departed to Rostov-na-Donu Tsentralny 07jun94; see c/n 8345702
	"36" red	An-12	Russian Air Force	Akc	29jul97	in all-grey c/s with Red star
2 34 07 09	CCCP-11038(1)	An-12AP	Sov. Navy/AFL tit.	rgd	12mar73	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)	An-12AP	Russ. Navy/AFL c/s	OSF	07may94	l/n OSF 26aug95
	RA-11038(1)	An-12AP	Air Company Pilot	rgd	15nov95	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	An-12AP	Aeroflot c/s, n/t	JNB	28nov97	c/n from JP; still with small tail probe beneath the tail turret; arrived for repaint at JNB 28dec97
	7P-ANA	An-12AP	Anton Air	JNB	23feb98	in white c/s with red/blue cheatlines, grey undersides; l/n JNB 12mar98
	TN-AGF	An-12AP	Anton Air	rgd	12oct99	rgd to Trans Air Congo; f/n BUQ 21nov99; l/n BUQ feb00; c/n from Congo CAA; not offically 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	An-12	Soviet Air Force	i/s	30nov62	opb 226 osap at Sperenberg
	"89" red	An-12	Russian Air Force	Spr	jun93	in all-grey c/s with Red star on the fin; departed to Rostov-na-Donu Tsentralny 09mar94
2 34 08 01	CCCP-11098	An-12AP	Sov. Navy/AFL c/s	mfd	nov62	rgd 03jul73; version given in Soviet register as 'TA'; f/n DME 25sep86, c/n not checked
	RA-11098	An-12AP	Russ. Navy/AFL c/s	no	reports	opb 403 osap at Severomorsk-1; offered for sale by Russian privatisation agency in non-airworthy condition 30nov98
	RA-11098	An-12AP	Yermolino Flt Test	rgd	23jul03	leased to Anteks-Polyus from 14mar03; canx 03sep04 as sold to Azerbaijan
	4K-AZ59	An-12AP	ex AFL c/s, n/t	SHJ	09nov04	l/n DXB 05feb05; possibly opb dy Sant' Air Cargo; not on Azerbaijani register 22nov05
	EX-085	An-12AP	Aero Trans Service	ODS	jun06	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
	S9-SAR	An-12AP	Styron Trading ?	no	reports	CofA 09/07 issued 01jun07 for one month; fate ?
2 34 08 02	CCCP-11906	An-12AP	Sov AF/AFL titles	mfd	30nov62	photo, in all-grey c/s with small titles by the nose
	CCCP-11906	An-12AP	AFL/Krasnoyar.-NSK	toc	25feb83	rgd 06sep83; f/n DME 25sep86
	RA-11906	An-12AP	Aeroflot	SVO	15may93	in 'polar' c/s; l/n NSK 14may95
	RA-11906	An-12AP	Norilsk Avn Ent.	trf	22dec95	seen in bare metal on overhaul at ROV 13may96; damaged on a heavy landing at Syktyvkar 05nov97, but repaired
	RA-11906	An-12AP	no titles	NSK	apr04	in basic 'polar' Aeroflot c/s
	RA-11906	An-12AP	Avial NV	SVO	oct04	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	An-12A	Russ. Navy/AFL c/s	OSF	24aug95	canx but date unknown
	S9-BOZ	An-12A	Goliaf Air	LFW	nov02	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
	S9-BOZ	An-12A	Africa West Cargo	ACC	06oct07	in basic ex Goliaf c/s; named 'Sao Tome'; 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	An-12AP	Sov. Navy/AFL c/s	mfd	30nov62	rgd 28may75; photo Sevastopol 1992, in full Aeroflot c/s, no titles
	RA-11039	An-12AP	Russ. Navy/AFL c/s	no	reports	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)	An-12AP	Aerostatus	rgd	14feb03	leased to Avial 03jan03/03jan04; see c/n 402312
	LZ-CBG	An-12AP	Heli Air	rgd	08jul03	named 'Bansko'; f/n MST 04sep03; l/n DUB 26jun04
	LZ-CBG	An-12AP	United Nations	SOF	19jun05	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
	4L-...	An-12AP	Air Victory			was in the process of being sold sep08, but ntu
2 34 08 05	"88" red	An-12A	Soviet Air Force	mfd	30nov62	opb 226 osap at Sperenberg; in grey c/s; f/n Sperenberg 1990; left Sperenberg for Russia may92
	RA-11324	An-12A	Avial	rgd	25jun92	type painted on as just 'An-12'; in white/light grey c/s with blue fin and two thin blue cheatlines, with titles; f/n BNE 12jun93; seen SVO 24sep94; leased to Air Moravia from may95 until at least dec95 (but does not seem to have carried additional 'Air Moravia' titles); arrived at BRQ 07may95; leased to East Line and received additional 'East Line' titles behind the cockpit; seen as such at DME in 1999, 10jul00 and 25aug00; f/n with just 'Avial' titles again DME 16aug01
	RA-11324	An-12A	Eurasia Airlines	SVO	27mar02	in white/light grey c/s with two thin blue cheatlines, with titles plus a blue/red logo on the white fin; l/n SVO 01apr02
	RA-11324	An-12A	Avial	IST	07dec02	in white/light grey c/s with two thin blue cheatlines, with blue fin now; struck off charge 03jun03; canx 16jun03 as sold to Sierra Leone
	9L-LDW	An-12A	Showa Airlines n/t	BUX	20jul03	c/n from JP-04; in basic Avial c/s with own titles; Antonov regard this aircraft as no longer airworthy from 22jun03; l/n EBB 19apr04
	9Q-CER	An-12A	Aerolift	rgd	17sep04	opb Mango Airlines; f/n FKI 15nov04; written off 24jan06 on a cargo flight from Goma to Mbuji Mayi (DR Congo) when encountered strong gusts of wind during final approach and came down so hard that both wings broke, a small fire erupted in the cargo bay but the fire services did not cope so that the aircraft burnt out partially, all 4 crew members (Russians) escaped unhurt; c/n from a UN document jul07
2 34 08 06	not known	An-12A	Soviet Air Force	mfd	30dec62	wfu 1989
	RA-11307	An-12A	Phoenix Air Cargo	rgd	06apr93	f/n SHJ 28oct93; ex Soviet Air Force; canx 01nov93 as to Bulgaria
	LZ-PHA	An-12A	Phoenix Air Cargo	FRA	03dec93	confirmed ex RA-11307; l/n KSC 21feb94
	LZ-FEA	An-12A	Phoenix Air Cargo	SHJ	10aug94	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	Pecotox Air	rgd	22oct03	f/n TLL 19oct04; canx 03jun05 as to Bulgaria
	LZ-SFN	An-12A	Air Sofia, n/t	SOF	07sep05	with additional 'Elf' 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 Air	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 BHX 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
	RA-11734	An-12	Aeroflot	SHJ	25jan94	operated for Exparc this date; illegally acquired by Viktor Bout for operations in the UAE; l/n ROV 14jul94
	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
	11734	An-12	Aeroflot c/s, n/t	SHJ	mar95	photo proof; seen with Daallo sticker Sharjah 19mar95
	RA-11734	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
	EL-RDL	An-12	Air Cess	SHJ	03feb97	named 'Lastochka'(swallow); l/n MTS 30aug97
	3D-RDL	An-12	Air Pass	PTG	02jan98	l/n HLA 01may98; still Air Cess c/s but no titles
	TL-ACR	An-12	Air Cess, n/t	RKT	29nov98	illegal TL- registration; l/n RKT 19aug00
	no reg	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
	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
3 34 09 05	"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/Krasnoyar.-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-Alykel 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	in '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 passenges 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	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
3 34 10 06	not known	An-12AP	Soviet Air Force	mfd	28feb63	toc 09mar63; wfu 25may88
	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 Omsukchan (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	
	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 otae 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; l/n Sperenberg 06sep94, departed to Kubinka this date
3 34 11 03	CCCP-11037	An-12AP	Soviet AF/AFL c/s	mfd	30mar63	c/n 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; l/n KGD 03jul94
	RA-11037	An-12AP	Russ. Navy/AFL c/s	KGD	12aug96	opb 398 otae at Khrabrovo; l/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
	"09" yellow	An-12AP	Russian Air Force	IKT	11may95	in all-grey c/s with Red star
3 34 11 05	CCCP-11274	An-12BP	Sov AF/AFL titles	CAI	19oct73	c/n not checked; photo in all-grey c/s with 'wavy' soviet flag; rgd 02jul75, version as such in Soviet register
3 34 11 06	CCCP-11970	An-12B	Sov. Navy/AFL tit.	ph.	summ69	rgd only 25jul73; l/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	An-12B	Sov AF/AFL titles	mfd	23may63	rgd only 24jul73; f/n Kacha, Ukraine 1971
	RA-11047	An-12B	Russian AF/AFL c/s	rgd	14sep95	no reported sightings as such; still on Russian register feb98/feb04, with version given as 'TB', but see next line
	UR-UAF	An-12BP	Ukr Air Alliance	BUD	12dec97	c/n from Moldovan register; version painted as 'BP', logo logo only, no titles; l/n STR 11sep98
	ER-ACP	An-12BP		rgd	12feb99	canx 01apr99
	D2-FBS	An-12BP	Aeroflot c/s, n/t	LAD	19aug99	c/n confirmed in Moldovan register
	ER-ACP	An-12BP	Aeroflot c/s, n/t	rgd	28mar01	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; l/n DXB 08dec01; canx 26nov02 as sold to Rwanda
	9XR-MK	An-12BP	Aeroflot c/s, n/t	BUX	17jul03	c/n not checked, but see next line; version painted as 'BP', with a very small serial; l/n BUX 06aug03; Rwandan CAA has no record of this aircraft being officially registered
	9XR-MK	An-12BP	Vega Avia	LOS	28aug04	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
	4L-SAS	An-12BP	Galaxy Kavatsi	GOM	08jun07	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; l/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 09	CCCP-11972	An-12B	Soviet Air Force	rgd	25jul73	present on Russian register feb98, version given as 'TB'; canx but date unknown
3 34 11 10	CCCP-11010(1)	An-12B	Sov. Navy/AFL c/s	mfd	may63	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
	RA-11010(1)	An-12B	Aeroflot c/s, n/t	SHJ	17jan02	c/n not checked; l/n SHJ 02dec02
	EK-11010(1)	An-12B	Juba Air Cargo	SHJ	19mar03	c/n not checked; l/n SHJ 08feb04
	ST-JUA	An-12B	Juba Air Cargo	SHJ	07feb05	c/n from JP-05 and CAA; l/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
3 34 12 01	"11" blue	An-12BP	Soviet Air Force	mfd	08may63	f/n ROV 19sep94
	"20" red	An-12BP	Soviet Air Force	Lev	10aug96	c/n not 100 % sure
	UN-11367(2)	An-12BP	Kazakh Air Force	ALA	04jun97	l/n ALA 08jun01; c/n checked; with 'Kazakstan' titles; also see c/ns 402901 and 8345607; l/n ALA 29aug02/20feb08 in grave yard complete but without titles but c/n confirmed in register
	UP-AN202	An-12BP	SCAT	rgd	29feb08	f/n CIT 12feb10; l/n CIT 26may14/sep23 2 props missing
3 34 12 02	"70" red	An-12BP	Russian Air Force	mfd	1964	opb 128 osae at SVX; f/n SVX 20apr93; l/n SVX 23jun95; offered for sale by Russian privatisation agency 10nov00/09aug01; l/n SVX 14aug01 but c/n not checked this date
3 34 12 03	"92" red	An-12BP	Soviet Air Force	i/s	27sep63	opb 226 osap at Sperenberg
	"92" red	An-12BP	Russian Air Force	LED	24jun93	in all-grey c/s with Red star on the fin; l/n Sperenberg 22aug94, departed to Kubinka this date
3 34 12 04	CCCP-11337(2)	An-12B	AFL/Privolzhsk-PEZ	mfd	jun63	rgd 10dec90; ex Soviet Air Force; on charge as of 01jul92; see c/n 2400503
	RA-11337(2)	An-12B	Aerovolga	trf	unknown	on charge as of 01jul92, operator from MGA document
	RA-11337(2)	An-12B	Aeroflot	no	reports	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
3 34 12 05	CCCP-11507	An-12BP	Soviet Air Force		photo	opb 81 vtap at Ivanovo; in all-grey c/s
	"17" blue	An-12BP	Russian Air Force	Spr	24dec93	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 06	CCCP-11831	An-12BP	Soviet AF/AFL c/s	mfd	jun63	f/n CAI 21oct73, c/n not checked
	CCCP-11831	An-12BP	MAP Kom-na-Amu APO	rgd	19jul89	CofR renewal 12feb93
	RA-11831	An-12BP	MAP Kom-na-Amu APO	SHJ	04mar93	
	RA-11831	An-12BP	Amuraviatrans	trf	17may93	seen VKO 16jul93 in Aeroflot 'polar' c/s and titles, c/n checked; l/n AMS 12jan94, in Aeroflot c/s, no titles; soc and canx 18sep97
	3D-ASC	An-12BP	Southern Cross		1997	not taken up; reported in register and exported as, see below
	EL-ASC (1)	An-12BP	Santa Cruz Imp.	rgd	18sep97	f/n SHJ 09nov97; in all-white c/s, green cheatline with titles and tail logo; l/n LAD 29apr98; fate ?, see c/n 7344810
3 34 12 07	"90" red	An-12BP	Soviet Air Force	i/s	06jun63	opb 226 osap at Sperenberg
	"90" red	An-12BP	Russian Air Force	Spr	jun93	in all-grey c/s with Red star on the fin; l/n Sperenberg 29aug94, departed to Kubinka this date; l/n Kubinka 21aug99 stored/wfu
3 34 12 08	"05" white	An-12B	Russian Air Force	OVB	1996	photo; in all-grey c/s with blue 'lightning-bolt' cheatline outlined in white, Red star on tail
3 34 12 09	"60"	An-12B	Soviet Air Force	mfd	19jul63	c/n not confirmed; opb 110 vtap at Novgorod-Krechevitsy; in grey c/s with Red Stars; became CCCP-11408 and also carried code "60"
	CCCP-11408	An-12B	Soviet AF/AFL c/s			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)
	CCCP-11408	An-12B	MAP Omsk APO	rgd	15nov91	c/n confirmed; in Aeroflot c/s with blue fin; f/n OMS 19aug91; l/n OMS 29aug93
	RA-11408	An-12B	Aviaobshchemash	trf	12nov93	version given in Russian register as 'An-12TB'
	RA-11408	An-12B	Sky Cabs	FJR	12nov95	leased from Aviaobshchemash; in basic Aeroflot c/s with blue fin and 'Sky Cabs' titles
	RA-11408	An-12B	Aerofreight	rgd	09apr98	initially in basic Aeroflot c/s with blue fin, no titles; l/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; l/n DME 21sep03
	RA-11408	An-12B	Avial NV	OST	20nov03	in basic Aerofreight c/s; l/n BTS 23dec03
	RA-11408	An-12B	Aerofreight	STR	17mar04	canx 16jul04 as sold to Azerbaijan; soc 03sep04
	4K-AZ56	An-12B	Silk Way Airlines	NCL	20oct04	in white c/s with dark blue rear fuselage, type painted on as just 'An-12'; l/n GYD 21mar06
	UR-CAF	An-12B	Shovkoviy Shlyah	SAW	23sep06	Shovkovy Shlyah is Ukrainian for Silk Way; initially in white c/s with dark blue rear fuselage; l/n without titles SAW 23sep06; f/n with titles LUX 21feb08; l/n in its old colours SCO 11sep10; repainted in white c/s with dark blue belly and tail, type painted on as 'An-12B' now; f/n as such BHX 22mar12; l/n ALA 23oct14; canx 13jul15; seen in a hangar at GYD nov15
	4K-AZ25	An-12B	Silk Way Airlines	rgd	16oct15	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; t/t 19,828 hours and 9,107 cycles (13,728 hours and 4,969 cycles since the last overhaul)
3 34 13 01	not known	An-12B	Soviet Air Force	mfd	31jul63	last overhaul completed 27may87; version given as 'TB'; converted to An-12BSh
	"78" red	An-12BSh	Ukraine Air Force	Sai	08may98	was opb 130 uap at Mariupol (unit disbanded 1993/94); offered for sale by Ukrainian privatisation agency in 2005 t/t 6,818 hours and 5,058 cycles; l/n Saki-4-Novofedorovka 28aug10/07may13, stored; still visible on Google Earth nov19
3 34 13 02	"15" blue	An-12BP	Soviet Air Force	mfd	02jul63	f/n Legnica 14sep91; opb 245 osae at Leginca; in all-grey c/s with blue cheatline and red trim around the cockpit, Red Star; l/n Legnica 17aug92; trf to Kubinka
	"15" blue	An-12BP	Russian Air Force	Kub	16apr97	l/n Kubinka 17may99 stored/wfu
3 34 13 03	not known	An-12	Russian Air Force	mfd	1963	offered for sale by Russian privatisation agency dec07, was at the FMZ at Fergana at that time
3 34 13 04	"08" yellow	An-12BP	Soviet Air Force	IKT	05jul92	in all-grey c/s with Red Stars
	"08" yellow	An-12BP	Russian Air Force	IKT	11may94	in all-grey c/s with Red Stars; preserved in the base museum at Ukrainka (N51.159471 E128.43373) f/n 11apr06; l/n 2016
3 34 13 05	"09" red	An-12BP	Russian Air Force	RIX	28aug93	in all-grey c/s with Red star; seen RIX 04jul94; based at Riga until 1994; l/n Ivanovo-Severny 26may99
3 34 13 06	"12" red	An-12BP	Russian Air Force	RIX	28aug93	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
3 34 13 08	"08" yellow	An-12BP	Russian Air Force	mfd	1963	possibly Russian Navy; f/n OSF 27aug95
	"33" red	An-12BP	Russian Air Force	SVX	15aug99	opb 128 osae at SVX; offered for sale by Russian privatisation agency 10nov00/09aug01
3 34 13 10	"39" red	An-12B	Soviet Air Force	mfd	aug63	opb 229 vtap at Ivanovo
	"36" blue	An-12B	Russian Navy	KGD	12aug96	opb 398 otae 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 l/n 27may17 very derelict
3 34 14 02	not known	An-12B	Soviet Navy	mfd	aug63	
	"70" black	An-12B	Russian Navy	OSF	24aug95	opb 46 otap at OSF; in basic Aeroflot c/s, no titles; offered for sale by Russian privatisation agency 30nov98; seen OSF jul00/aug03, wfu in the storage area
	LZ-MNQ	An-12BP	Scorpion Air	no	reports	in fleet list 28nov03/24nov04, not in fleet list 30dec05; reported ntu
	no reg	An-12BP	ex Russian Navy	OSF	14aug05	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	mfd	aug63	f/n MPW mar86, in all-grey c/s with Red star on the fin, with damage to the cockpit, starboard wing and engine # 3 after a ground collision with An-12BK "61" red c/n 00347210; photos exist, took two months to repair and return to service
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
3 34 14 08	"10" red	An-12BP	Soviet Air Force	ALA	22apr93	based at Almaty
	--	An-12BP	ex Soviet AF c/s	SHJ	13aug98	all markings apart from c/n painted out, l/n SHJ 16dec98
	TN-AFT	An-12BP	Hellier Internatl.	SHJ	ca.1999	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
	D2-FRT	An-12BP	Savan Airlines	SHJ	20jan00	c/n not confirmed; l/n SHJ 02feb00
	S9-CAQ	An-12BP	all-white c/s, n/t	SHJ	03nov01	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
	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	

3 34 15 01	UN-11374(2)	An-12BP	Kazakh Air Force	ALA	04jun97	c/n checked; with 'Kazakstan' titles; see c/ns 402010 and 402404; l/n PWQ 06feb98
	UN-11374(2)	An-12BP	Ak-Kanat, n/t	ALA	30jun99	l/n TSE 21mar05; c/n not checked; with 'Kazakstan' titles !
3 34 15 02	not known	An-12	Russian Air Force			opb 610 TsBPiPLS VTA at Ivanovo-Severny; broken up at Ivanovo-Severny by 2006
3 34 15 03	"08" red	An-12	Soviet Air Force	Kub	sep93	
	"08" red	An-12	Russian Air Force	Kub	16apr97	in all-grey c/s with Russian flag on tail; l/n Kubinka 17may99 stored/wfu
3 34 15 05	CCCP-12174	An-12BP	MAP Ulan-Ude APO	mfd	aug63	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
	RA-12174	An-12BP	MAP Ulan-Ude APO	LED	16jun93	l/n VKO 07sep93; in all-grey c/s, no titles and no c/n painted on
	RA-12174	An-12BP	Aeroflot c/s, n/t	Uue	20apr97	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
	4R-SKL	An-12BP	Aeroflot c/s, n/t	SHJ	may98	leased to Sky Cabs
	4R-SKL	An-12BP	Sky Cabs	SHJ	feb99	in basic Aeroflot c/s with titles; seen SHJ 27mar99; l/n DXB 16mar00, no titles
	LZ-ITS	An-12BP	Inter Trans Air	CMB	10aug00	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
3 34 15 06	not known	An-12B	Soviet Air Force	mfd	oct63	
	CCCP-11338(2)	An-12B	AFL/Privolzhsk	rgd	10dec90	see c/n 2400504
	ST-ANL	An-12B	not known		1990/92	
	RA-11338(2)	An-12B	Aerovolga	trf	unknown	on charge as of 01jul92, operator from MGA document
	RA-11338(2)	An-12B	Aeroflot	SVO	16jul93	'ST-ANL' still visible under wing AMS 22dec95
	RA-11338(2)	An-12B	Aeroflot c/s, n/t	PEZ	18aug99	reported for Penza Air; soc 25apr00 and canx 17may00 as to Angola
	D2-FRC	An-12B	Aeroflot c/s, n/t	LAD	15mar01	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 !
	9U-BHN (2)	An-12B	Aeroflot c/s, n/t	rgd	2002	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
	9U-BHN (2)	An-12B	KM Airlines	BUX	27jul03	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
	9U-BHN (2)	An-12B	Aeroflot c/s, n/t	EBB	13dec04	
	9U-BHN (2)	An-12B	Mango Airlines	GOM	early05	with titles as such, still in basic Aeroflot c/s with white tail; l/n GOM 30dec05
	9Q-CVT	An-12B	Mango Airlines	GOM	20mar06	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
3 34 15 07	"98" red	An-12BP	Soviet Air Force	i/s	10oct63	opb 226 osap at Sperenberg
	"98" red	An-12BP	Russian Air Force	Spr	jun93	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
3 34 15 08	not known	An-12	Russ. Space Forces	no	reports	opb ? osap (mil. unit 32177) at Plesetsk; some parts sold as scrap metal 26aug08
3 34 15 09	not known	An-12B	Soviet Air Force	mfd	24dec63	
	CCCP-12162(2)	An-12B	MAP Irkutsk APO	rgd	06may89	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
	RA-12162(2)	An-12B	Irkutskoye APO	TGK	08sep93	in basic Aeroflot c/s, no titles; officially trf 28dec93; c/n checked DME 06jul98
	RA-12162(2)	An-12B	Irkut	rgd	05nov02	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
	12162(2)	An-12B	Irkut	rgd	02jul08	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-Yeltsovka 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 10	not known	An-12B				first Tashkent built aircraft with reinforced chassis as standard allowing the normal and maximum take-off weight to be increased
3 34 16 01	"16" blue	An-12BP	Soviet Air Force	mfd	16nov63	i/s 19nov63; f/n Legnica 17aug91; opb 245 osae at Leginca; l/n Legnica 25apr92
	"85" red	An-12BP	Russian Air Force	Spr	feb93	opb 226 osap at Sperenberg, in all-grey c/s with Red star; see c/n 6343901; departed to Rostov-na-Donu Tsentralny aug93
	"35" red	An-12BP	Russian Air Force	Wit	09feb94	based Rostov-na-Donu Tsentralny; in all-grey c/s with Red star; l/n in Germany 19mar94
	"35" blue	An-12BP	Russian Air Force	Spr	10may94	using call-sign "08658", in all-grey c/s with Red star; still Rostov-na-Donu Tsentralny based
3 34 16 02	not known	An-12BP	Soviet Navy	mfd	30nov63	
	"50" red	An-12BP	Russian Navy	Kln	20aug01	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
3 34 16 03	not known	An-12B	not known	w/o	may64	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
3 34 16 05	CCCP-12142	An-12BP	Soviet Air Force	rgd	02apr85	canx but date unknown
	CCCP-11145	An-12BP	Soviet AF/AFL c/s	ADD	apr89	
	LZ-SFG	An-12BP	Air Sofia	trf	16jun92	f/n SOF 06jul92; basic Aeroflot c/s
	LZ-SFG	An-12BP	Air Sofia	JIB	24oct92	in all-white c/s; l/n FRA 06feb94
	LZ-SFG	An-12BP	Air Sofia		jun94	in all-white c/s with 'Cargo' titles at the base of the tail
	LZ-SFG	An-12BP	Air Afrique	MST	29sep94	in all-white c/s with titles and tail logo
	LZ-SFG	An-12BP	all-white c/s, n/t	MST	24nov94	opb Air Sofia, with 'Cargo' titles at the base of the tail; l/n SHJ 23mar95
	LZ-SFG	An-12BP	Air Sofia	SHJ	09apr95	l/n HLZ 24feb97
	LZ-SFG	An-12BP	Air Mark	SIN	05apr97	
	LZ-SFG	An-12BP	all-white c/s, n/t	OST	08nov97	opb Air Sofia
	LZ-SFG	An-12BP	Air Sofia	SHJ	29nov97	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
3 34 16 06	CCCP-11328	An-12BP	MAP NovosibirskAPO	mfd	20nov63	rgd 15nov91; ex Soviet Air Force
	RA-11328	An-12BP	NAPO/Aviatrans	rgd	30mar93	soc 22sep99; soc 22sep99 and canx 23sep99 to Moldova
	ER-ADN	An-12BP	Tiramavia	rgd	01oct99	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
	ER-ADN	An-12BP	DHL	DXB	26jun03	l/n BAH 19nov03; l/n DXB 01jan04 titles not reported; canx 01jun04
	LZ-SFI	An-12BP	Air Sofia	rgd	02jun04	f/n ADD 27oct04 all-white c/s, no titles; seen ADD 21apr05 opf Ethiopian Airlines; l/n ADD 26nov06
	EX-151	An-12BP	all-white c/s, n/t	SOF	15mar08	reported for S Group Aviation; ferried SOF-FJR 22mar08; l/n FJR may10/mar18, stored; c/n confirmed by Kyrgyz CAA
3 34 16 10	"75"	An-12B	Soviet Air Force	mfd	23nov63	last overhaul completed 28jul86; converted to An-12BSh; no reports; code visible under paint, see sightings next line
	"69" red	An-12BSh	Ukraine Air Force	Sai	05may98	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 17 01	CCCP-12165	An-12BP	Soviet AF/AFL c/s	rgd	28mar80	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
	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		mfd	29dec63	f/n FJR 19aug00; see c/n 5343703
	UN-11002(2)	An-12B	GST Aero	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
	UN-11004(2)	An-12B	East Wing n/t	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
	UP-AN206	An-12B	East Wing	FJR	08oct08	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
4 34 17 07	"82" red	An-12B	Soviet Air Force	no	reports	code was still visible when seen at SHJ 13nov95 as UR-13332
	CCCP-13332	An-12B	MAP Zaporozhye PO	rgd	21jul92	
	UR-13332	An-12B	grey c/s, n/t	SHJ	13nov95	l/n DXB feb98
	UR-13332	An-12B	Motor Sich	IST	22apr98	version given as An-12B on Ukrainian register; not in fleet list nov04; l/n OZH aug08/15apr19 stored; was canx 01oct08
4 34 17 08	"96" red	An-12BP	Soviet Air Force	i/s	30jan64	opb 226 osap at Sperenberg
	"96" red	An-12BP	Russian Air Force	Spr	may93	l/n Sperenberg 06sep94 when departed to Kubinka; was the last German based aircraft to return to Russia; l/n Kubinka 21aug99/03jun01 wfu, and in process of being broken up
4 34 17 09	CCCP-93912	An-12BP	MAP KB 'Raduga'	mfd	31jan64	rgd 01apr88; in Aeroflot c/s; f/n DME 12apr91; l/n DME 07feb94
	RA-93912	An-12BP	Aviatrans	Mya	24may94	c/n checked; trf to Atran 24may94; l/n DME 21may96
	RA-93912	An-12BP	Atran	LUX	29may97	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	
	"61" blue	An-12B	Ukraine Air Force	trf	1992	f/n Yevpatoriya 08may97; l/n Yevpatoriya 30apr99
	UR-UDD	An-12B	Ukrainian Cargo Aw	Krn	19feb04	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; 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' stencilled 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 hulk 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 Sperenberg; in all-grey c/s with Red star on the fin; departed to Rostov-na-Donu Tsentralny 09nov93; l/n Sperenberg (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 Al	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.Al	SOF	07sep07	in all-white c/s with 'UIA' badge and small titles; seen LIS 18oct07 with additional 'Dynami 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; seen again 03sep23 but now in Ukzbekistan c/s (but without titles and probably no registration on) which was according to Google Earth applied in 2019
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 Sperenberg, 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 Sperenberg 23aug94 when departed to Kubinka
4 34 19 06	not known	An-12B	Soviet Air Force			with a larger area rudder trimmer, but more recent photos of this aircraft show this is no longer the case
	not known	An-12BP	Russian 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
	EK-12148(2)	An-12BP	all-white n/t	Erb	23mar02	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	Natalco Air Lines	NBO	06jun03	l/n NBO 08jun03 active
	EK-12148(2)	An-12BP	Phoenix Avia	NBO	07oct03	c/n confirmed; l/n SHJ 20feb05; named 'Albatros'; carried additional 'e-mail: aircargo@arminco.com' titles
	EK-12148(2)	An-12BP	all-white c/s n/t	SHJ	22nov05	regarded as unairworthy in Antonov list nov06 and banned from flying in Kenya; seen SHJ 31jan07 with 'Vasili 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
	TT-PAI	An-12BP	Chad Air Force	GAQ	11feb15	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	"10"	An-12BP	Soviet Air Force	mfd	19jun64	based at Kustanai
	"03" blue	An-12BP	Russian Air Force	trf	1992	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
4 34 19 08	CCCP-11515	An-12BP	Soviet AF/AFL c/s	rgd	20jul79	f/n ADD 17nov88; canx but date unknown
4 34 19 09	CCCP-11516	An-12B	Soviet Air Force	mfd	25apr64	rgd 08oct85
	CCCP-11516	An-12B	Aeroflot	trf	jan86	to Yermolino Test Centre; no reports
	RA-11516	An-12B	Aeroflot	AMS	15sep96	opb Yermolino Test Centre; rgd 14oct96 according to Russian register feb98; l/n mar98
	RA-11516	An-12B	Yermolino Airlines	IST	20aug98	CofR renewal 21feb00, in basic ex Aeroflot c/s, no titles
	RA-11516	An-12B	ELIIP	DME	22nov01	Yermolino Flight Test Research Enterprise; in white/grey c/s with blue/red/white cheatline and blue/white fin
	RA-11516	An-12B	Yermolino Airlines	OST	27mar02	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	Antex-Polyus	rgd	21nov02	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 Sperenberg may91; opb 245 osae at Leginca; 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 MVS at an unknown date; damaged in 1995 and stored at the apron of YeARZ at Saki-Novofyodorovka 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 Rozenbaum 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
	CCCP-11419	An-12BP	grey c/s, n/t	Sai	08may98	still with 'CCCP-' prefix; l/n Saki-4-Novofedorovka 29apr99
4 34 20 09	1513	An-12	Ethiopian AF	QHR	feb86	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	An-12BP	Belarus Air Force	Mma	09sep94	in all-grey c/s with Red Star; opb 50 SAB at Minsk-Machulishchi
	no code	An-12BP		Mma	12may96	in all-grey c/s, code painted over and no markings apart from the c/n; l/n IEV 20mar97
	EW-11368(2)	An-12BP	TechAviaService	JNB	29jun98	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/ns 8346006 and 402310
4 34 21 01	not known	An-12BP	Soviet Air Force	mfd	aug64	with a larger area rudder trimmer as standard
	CCCP-11521(2)	An-12BP	Soviet AF/AFL c/s	rgd	27jul84	opb 194 vtap at Fergana; operated in Ethiopia by ficticious 'Obyedinyonny 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 Al	CMB	13nov05	small 'operating on behalf of Sri Lankan Government' titles; in Sri Lankan Al fleet list jan06; l/n BOM 10sep06, as such
	YU-UID	An-12BP	United Internat.Al	SOF	07sep07	c/n confirmed by Serbian CAA
	YU-UID	An-12BP	Sri Lankan Al	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	An-12B	MAP Moskovski OAO	mfd	25may64	rgd 08oct85; f/n DME 24apr89; in Aeroflot c/s; ex Soviet Air Force
	RA-93915	An-12B	MAP Moskovski OAO	LUX	07apr93	in Aeroflot c/s
	RA-93915	An-12B	Aviatrans	LUX	08dec93	l/n DME 16jul94; trf 14jun94 to Atran; Soviet Air Force Red Star still visible under paint
	RA-93915	An-12B	Atran	IST	23sep97	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; i/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	lsf 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	An-12BP	Belarus Air Force	Mma	09sep94	in all-grey c/s with Red star; opb 50 SAB at Minsk-Machulishchi
	no code	An-12BP		Mma	12may96	in all-grey c/s, code painted over and no markings apart from the c/n
	EW-11371(2)	An-12BP	TechAviaService	BRQ	26mar97	l/n OST 15jan99 additional 'Lukoil' titles; not in 2001 fleet list; see c/ns 402401 and 00347406
	D2-FBT	An-12BP	TechAviaService	LAD	19aug99	c/n not confirmed
	T-300	An-12BP	Angolan Air Force	LAD	16mar01	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	An-12B	Soviet Air Force			reported on Russianplanes.net and as broken up in 2000
4 34 21 10	not known	An-12B	Soviet Air Force	ph.	1983	opb VVVAUSh; converted to An-12BSh; in all-grey c/s
	"83" red	An-12BSh	Ukraine Air Force	Sai	08may98	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	An-12BP	Soviet Air Force	mfd	1964	
	CCCP-11405	An-12BP	Sov AF/AFL titles	Spr	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
	"84" blue	An-12BP	Ukraine Air Force	LWO	05jul94	based at Lviv
	UR-11332	An-12BP	Khors Air	LUX	13feb97	based at Kiev; in basic ex Aeroflot c/s with titles and tail logo; l/n BUD mar00, see rgd next line
	T9-CAD	An-12BP	Bio Air	rgd	20nov99	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
	UR-11332	An-12BP	Khors Air	ph.	05jul10	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
4 34 22 03	CCCP-12182	An-12B	Sov AF/AFL titles	i/s	23jun64	
	"91" red	An-12B	Soviet Air Force	Spr	04aug90	l/n Sperenberg 02sep94 when departed to Kubinka; was l/n Kubinka 04jun01 and 22mar03, c/n checked
4 34 22 04	CCCP-11426	An-12	Sov AF/AFL titles	VKO	02sep93	in all-grey c/s with blue cheatline and 'wavy' Soviet flag with small Aeroflot titles by the nose
	RA-11426	An-12	all-grey c/s, n/t	VKO	22apr97	
	2204	An-12	Afghan Air Force	KBL	jan04	wreck dumped; c/n not confirmed but the reported number is quite possibly the c/n; also see c/n 4342205
4 34 22 05	387	An-12BP	Afghan Air Force	KBL	13feb89	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
4 34 22 07	CCCP-11474	An-12BP	Soviet Air Force	mfd	19jan64	no reports; last overhaul completed 29jul87
	11474	An-12BP	Ukraine Air Force	Yev	08may97	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
4 34 22 08	CCCP-11756	An-12BP	Sov AF/AFL titles	mfd	21jul64	photo Kunduz may84, in all-grey c/s with Aeroflot titles by the nose; c/n not confirmed for this sighting
	CCCP-11756	An-12BP	MAP Kuibyshev APO	rgd	11apr88	c/n confirmed; f/n SVO 19jul88, in full Aeroflot c/s; l/n SVO 10apr91
	RA-11756	An-12BP	Aviaobshchemash	trf	12nov94	f/n LED 24oct94, in Aeroflot c/s, no titles; c/n checked DME 21may96; l/n DME 23apr97, in the same c/s
	RA-11756	An-12BP	Aviast	VKO	10sep00	with Aviast Air titles; leased to Azerbaijan Al 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 Aviast 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 09	not known	An-12BP	Soviet Air Force	mfd	29jul64	
	2209	An-12BP	Czechoslovak AF	d/d	18dec80	from Domodedovo; opb 1st Transport Airborne Air Regiment; in grey c/s; f/n in 1981; l/n Kbely 15sep90
	2209	An-12BP	Slovak Air Force	trf	01jan93	opb 2. letka 2. ZmDLP (Composite Air Regiment) at Piestany; in grey c/s; l/n PZY jul97; the Antonov Design Bureau regarded this aircraft as no longer airworthy from 29jan98; wfu in 1998; reportedly sold to Ukraine may98
	ER-ACH	An-12BP	Tiramavia	rgd	05jun98	photo exists, in all grey c/s with just the registration and all other markings painted out; repainted in white/grey c/s with blue cheatline and three blue stripes on the tail, no titles; f/n LAD 19aug99; l/n ATH 19oct01; canx 27feb02 as to Angola
	T-309	An-12BP	Angolan Air Force	LAD	23apr03	reported in the Namibian FIR mar03, using call-sign D2-MBH; on a photo taken prior to jun05 in white c/s with black rear fuselage, yellow/red stripes and an 'Orca' below the cockpit, no titles; l/n as such LAD 02jun05
	D2-MBH	An-12BP	Angolan Air Force		26jul05	c/n and serial/registration tie-up confirmed; flew KRT-NLV 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
	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 from Tver to Angola 24mar09 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; sat wfu at LAD, seen oct14/feb16
4 34 22 10	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
	EX-073	An-12BP	Click Airways	SHJ	31jan07	in all-white c/s, no titles
	EK-11830	An-12BP	South Airlines		15aug07	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
	EW-284TI	An-12BP	all-white c/s, n/t	OVB	11jul09	
	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 overshot 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	initially 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 uap 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 13jul01
	TN-AGH	An-12BP	Trans Air Congo	rgd	09nov99	c/n from register; was leased until 05jun02; canx 26apr15
	EX-11760	An-12BP	Intertransavia	SHJ	02dec02	c/n not checked
	9Q-CVG	An-12BP	Victoria Air	rgd	15dec03	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
4 34 24 05	not known	An-12BP	Soviet Air Force	mfd	30sep64	converted to An-12BSh
	"79" red	An-12BSh	Ukraine Air Force	Sai	08may98	and Saki-4-Novofedorovka 29apr99, c/n checked as 4342106, but confirmed as this c/n in official documents; was opb 130 uap 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 06	"28" blue	An-12BP	Soviet Air Force	SOB	1991	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 07	"99" red	An-12BP	Soviet Air Force	i/s	22sep64	left Sperenberg for Kubinka 30aug94; l/n Kubinka 21aug99/03jun01 wfu and in process of being broken up
4 34 24 09	RA-11320	An-12BP	Polet	mfd	31oct64	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-Severny 18jun00
4 34 25 01	CCCP-11399	An-12BP	Soviet AF/AFL c/s	mfd	28oct64	opb 110 vtap at Novgorod-Krechevitsy; in grey c/s with small 'Aeroflot' titles by the nose and a 'wavy' Soviet flag on the fin; f/n ALP early73, c/n not checked; mentioned in an incident report at ASB 06mar87, using call sign CCCP-08952 this date
	CCCP-11399	An-12BP	MOM "Polyot" Omsk	rgd	26nov87	rgd given on Russian register feb98 as 26oct87
	RA-11399	An-12BP	PO "Polyot" Omsk			damaged 27feb93 on the leg from Volgograd to Gyumri (Armenia) of a cargo flight from Omsk to Gyumri when approached in poor visibility, the crew lost visual contact with the ground when they switched on the landing light at a height of some 10 metres, the aircraft touched down at an angle of 20 degrees, veered off the runway to the right, the left main gear collapsed and the left outer wing as well a engine No. 1 were damaged, all crew members and 9 passengers escaped unhurt; t/t 14,606 hours and 8,341 cycles; the aircraft was repairable, but was not repaired; struck off charge by oct01 as no longer economically viable
4 34 25 02	"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; in all grey c/s with 'wavy' Soviet flag on the fin; 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; carried additional 'Heli Union' titles on the nose and seen as such PMI 31jul95 and l/n as such PMI 15aug95; l/n LAD 15apr98; w/o 14dec98 while delivering humanitarian supplies when was shot down when flying at FL150 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	
	RA-11310	An-12B	Yugavia	rgd	07aug92	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	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	An-12BP	Soviet Navy			arrived in early 1988 at Vladivostok-Knevichi, in late 1988 became, see next line
	"10" blue	An-12BP	Russian Navy			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 04	"11" red	An-12RR	Soviet Air Force	Spr	21may94	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 06	not known	An-12	Russ. Space Forces	no	reports	opb ? osap (mil. unit 32177) at Plesetsk; some parts sold as scrap metal 26aug08
4 34 26 09	not known	An-12B	Soviet Air Force	mfd	11dec64	
	CCCP-93913	An-12B	MAP Moskovski OAO	rgd	08oct85	in Aeroflot c/s; f/n DME 24sep87
	RA-93913	An-12B	Aviatrans	LUX	22apr93	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 Atran 14jun94; l/n LUX 07jun97
	RA-93913	An-12B	Atran	DME	07jul98	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
	RA-93913	An-12B	SiBNIA	OVB	02nov14	in basic Atran c/s, no titles; l/n NUX 20may15
	93913	An-12B	SiBNIA	rgd	unknown	on the Russian experimental aviation register; initially still in basic Atran 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
4 34 26 10	"86" blue	An-12BP	Ukraine Air Force	mfd	29feb64	f/n LWO 05jul94; l/n LWO 26may96, based Lviv
	ER-ADL	An-12BP	Mikma	rgd	26nov96	f/n Dzhankoi 06may98, in all-grey ex Ukraine Air Force c/s; canx 02nov98, version given as An-12AP in Moldovan register
	D2-FBD	An-12BP		no	reports	from Moldovan register, given as the ex registration
	ER-ADL	An-12BP	Tiramavia, n/t	rgd	04jul00	f/n FIH 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 01	not known	An-12B				c/n mentioned in technical documentation with regards to revised adapters
4 34 27 02	CCCP-11247	An-12	Sov AF/AFL titles	ph.	oct77	
4 34 27 03	"86" red	An-12BP	Soviet Air Force	Spr	1989	opb 226 osap at Sperenberg; l/n Sperenberg may92; left for Russia 1993
	"19" red	An-12BP	Russian Air Force	Lev	10aug96	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 05	CCCP-11397	An-12	Sov AF/AFL titles	KAN	18aug67	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 06	CCCP-11258	An-12	Soviet AF/AFL c/s	rgd	17jan73	f/n IST nov80; l/n Staraya Russa may99/sep02; wfu 1999; canx 16oct01
5 34 27 07	not known	An-12	Russ. Space Forces	no	reports	reported based at Plesetsk
5 34 27 08	CCCP-11230	An-12BP	MAP Kom-na-Amu APO	mfd	jan65	rgd 16sep85; f/n SOF 26may92 in Aeroflot c/s
	LZ-SFE	An-12BP	Air Sofia	SOF	06jul92	in blue/white colours with yellow/blue tail logo and titles; seen JER oct92 with additional 'Air Cargo Maldives' titles
	LZ-SGD	An-12BP	Sigi Air Cargo	BTS	apr93	photo with titles, still in blue/white colours with yellow circle, no logo
	LZ-BFA	An-12BP	Bulg. Flying Cargo	HAM	22apr93	with titles, still in blue/white colours with yellow circle, no logo; l/n ROV 14jul94
	RA-11230	An-12BP	Aeroflot c/s, n/t	ROV	13may96	with blue tail; c/n checked this date
	RA-11230	An-12BP	KnAAPO	rgd	06jun96	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
5 34 28 01	RA-11325	An-12BP	Polet	YKS	08jul94	ex Soviet Air Force; carried 'Rossiskaya Aviakompaniya Polyot' titles; seen SHJ 19jan98 without titles, l/n as such SHJ 01feb98; soc 23jan98 as to United Arab Emirates
	EL-ALC	An-12BP	SCA Flying Dolphin	rgd	22feb96	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 !
	YA-DAB	An-12BP	no titles	SHJ	06feb98	in basic Polet c/s; l/n SHJ 14feb98; reported destroyed at Kabul oct01 during a bombing raid
5 34 28 02	CCCP-11905	An-12BP	Soviet AF/AFL c/s	mfd	28jan65	rgd 19jan73; photo, in all-grey c/s with 'wavy' Soviet flag; f/n ADD 15feb78 c/n not checked; canx but date unknown
	UN-11005(2)	An-12BP	Varty Pacific Al	SHJ	01oct00	l/n SHJ 24sep02; in all pale yellow c/s with red titles and trim; see c/n 6343907 and c/n 9346408
	--	An-12BP	Varty Pacific Al	SHJ	02dec02	in white c/s, grey undersides with small black cheatline, no titles or registration worn; l/n SHJ 23jan03
	UN-11005(2)	An-12BP	Varty Pacific Al	SHJ	25sep03	in white c/s, grey undersides with small black cheatline, no titles and only very small registration taped on; l/n SHJ 11nov03
	--	An-12BP	Varty Pacific Al	SHJ	24feb04	in white c/s, grey undersides with small black cheatline, no titles or registration worn; see rgd next line
	ER-ADK	An-12BP	TepAviaTrans, n/t	rgd	12nov03	f/n SHJ 24apr04; in white c/s, grey undersides with small black cheatline; l/n EBB 28oct07; reportedly now owned by Varty Pacific Al; canx as to Georgia 02oct07 but see date of l/n !; version as such in Moldovan register
	4L-ELE	An-12BP	Air Victory, n/t		17may08	reported in Operators Certificate as An-12BK which is impossible for this c/n !; leased from Varty Pacific Al; 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 03	not known	An-12BP	Soviet Air Force	ph.	1968	
	CCCP-11505	An-12BP	Soviet AF/AFL c/s	rgd	15mar79	f/n ADE 05may79; opb 194 vtap at Fergana
5 34 28 04	CCCP-12118	An-12	Soviet Air Force	rgd	17jan73	present on Russian register feb98; canx but date unknown
5 34 28 05	CCCP-13391	An-12	MAP Irkutsk APO	rgd	06mar91	f/n VKO 08jul92 in Aeroflot c/s
	RA-13391	An-12	Aeroflot	DME	07jul93	trf 28dec93 to IAPO 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
5 34 28 06	CCCP-11998	An-12BP	Sov AF/AFL titles	LAD	15nov75	
	"16" blue	An-12BP	Russian Air Force	Spr	mar94	based Rostov-na-Donu Tsentralny
	"20" blue	An-12BP	Russian Air Force	Tgr	23nov12	at 325 ARZ; in all-grey c/s with very faded Red Star; colour of code not confirmed, details from Russianplanes.net
5 34 28 08	CCCP-12111	An-12	Soviet AF/AFL c/s	mfd	1965	rgd 17jan73; f/n DAR 14oct74
	RA-12111	An-12	Russian AF/AFL c/s	no	reports	canx but date unknown; offered for sale by Russian privatisation agency dec07, was at the FMZ at Fergana at that time
5 34 28 09	"18" red	An-12RR	Soviet Air Force	UCK	aug89	in all grey c/s with two RR8311-100 sampling pods; NBC reconnaissance aircraft; l/n SVX 20apr93, based Yekaterinburg
5 34 28 10	"17" red	An-12B	Soviet Air Force	mfd	1965	in light grey c/s with Red Stars; seen Kubinka apr92
	"17" red	An-12B	Russian Air Force	Kub	14may94	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
5 34 29 02	"79" red	An-12	Kazakh Air Force	ALA	24sep99	
5 34 29 03	CCCP-11772	An-12BP	Soviet AF/AFL c/s	rgd	15mar79	f/n ADD apr89; in full Aeroflot c/s and titles; canx but date unknown
	EK-11772	An-12BP	Aeroflot c/s, n/t	SHJ	20dec04	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 ACI Air DXB 05jun06 is likely to be a mis-pole for this aircraft
	EK-12129(2)	An-12BP	Taron Avia, n/t	SHJ	23dec07	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
29 04	1503	An-12B	Ethiopian AF	JIB	may82	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 29 05	CCCP-11773	An-12BP	Soviet AF/AFL c/s	rgd	25sep78	f/n LAD 13dec79; l/n FEG 29apr98; c/n was checked ADD dec84 as 2342908, misread ?; canx but date unknown
	ST-SAA	An-12BP	Sarit Airlines	no	reports	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 29 07	1505	An-12BP	Ethiopian AF	ph.	16mar83	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
5 34 29 08	CCCP-11810	An-12BP	Soviet AF/AFL c/s	rgd	29aug85	f/n NBO 19nov88 c/n not checked this day; canx but date unknown
	UR-11810	An-12BP	not reported	Yev	24jun01	c/n not checked; same aircraft as previous line ?
	EK-11810	An-12BP	Air Armenia Cargo	SHJ	12nov07	full c/s; seen TII 18jan10; c/n confirmed; mentioned in ICAO/BV document jun08 as owned by Roland Aviation FZE and opb Air Armenia; photos show the registration without the dash after the prefix; l/n JUB 14aug14 freshly painted; canx to Tajikistan 25dec14
	EY-414	An-12BP	ex-Air Armenia c/s	rgd	29dec14	f/n JUB 24sep15; c/n confirmed by CAA; with just 'Cargo' titles, all-white tail; l/n Wadi Seidna, Sudan, 09sep17
	UP-AN218	An-12BP	Jupiter Jet	rgd	21sep19	to Roland Aviation (FZE) of Sharjah; CofR 1191; photo exists, in similar c/s to EY-414 but without the orange around the cockpit; canx 26aug20; sold to Space Cargo Inc (FZE) by 09sep20
	not konwn	An-12BP	Space Cargo Inc		29may21	took part in the HAF parade, Benghazi; photo proof, in similar c/s to UP-AN218, but registration worn cannot be determined
	9U-BBC	An-12BP	Space Cargo Inc	CAI	feb22	in the same c/s as UP-AN218, no titles; this is confirmed as a fake registration by the Burundi authorities; l/n BEN 02nov23
5 34 30 01	CCCP-11431	An-12	Sov AF/AFL titles	KAN	18aug67	c/n not checked; rgd 17jan73; seen DAM 26sep74 c/n checked
	RA-11431	An-12	Russian AF/AFL c/s	Uue	20apr97	c/n not checked but current on Russian register sep98; wfu 1998; canx 16oct01
5 34 30 02	CCCP-11432	An-12BP	Sov AF/AFL titles	KAN	18aug67	rgd 02jul75; seen LAD 15nov75
	RA-11432	An-12BP	Russian AF/AFL c/s	KLD	05may94	wfu 1996; canx 16oct01
5 34 30 04	CCCP-69314	An-12BP	Aeroflot	mfd	30apr65	f/n DME 20apr78
	CCCP-69314	An-12BP	MAP Ulyanovsk APK	rgd	30jan87	
	RA-69314	An-12BP	MAP Ulyanovsk APK	DXB	08jul93	in Aeroflot c/s
	RA-69314	An-12BP	Aviastar	trf	02nov93	f/n OST 18dec96; CofR renewal 28nov00; l/n SHJ mar01
	RA-69314	An-12BP	Aviast	trf	apr02	f/n DME 18jun02; CofR renewal 21feb03; l/n OST 05jun04
	RA-69314	An-12BP	Avial NV	rgd	16jul04	to Strela-Avia-Trans; in basic Aviast c/s; f/n WAW 19aug04; l/n SVO 27aug04; soc 16dec04 as to Kazakhstan
	UN-11003(3)	An-12BP	ATMA, n/t	SHJ	07feb05	in basic Aviast c/s
	UN-11003(3)	An-12BP	ATMA	SHJ	12feb05	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
5 34 30 05	"17" yellow	An-12BPS	Soviet Air Force	mfd	30apr65	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
	"29" blue	An-12BPS	Soviet Air Force			photo proof, but it is not known if the aircraft carried this code before or after it was "17" yellow
	"20"	An-12BPS	Soviet Air Force	SQQ	1990	on overhaul; c/n in documents as 3005 and version given as such; see rgd date below
	CCCP-98102	An-12BP	MAP Arsenyev APO	rgd	05jul85	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
	RA-98102	An-12BP	Balkan	MST	07apr93	leased from Progress; in basic 'polar' Aeroflot c/s
	LZ-BFD	An-12BP	Bulg. Flying Cargo	ORY	13dec95	in basic 'polar' Aeroflot c/s without titles until oct99; l/n BTS 10dec99
	RA-98102	An-12BP	Gromov Air	rgd	18oct00	in basic 'polar' Aeroflot c/s with titles; f/n ZIA 17aug01; l/n Staraya Russa 24aug02; canx 28nov02 as to Kazakhstan
	UN-98102	An-12BP	Almaty Aviation	ALA	04jan03	in light grey c/s with titles and the large inscription 'Cargo' in yellow on the rear fuselage; l/n SHJ 23nov04
	XU-U4C	An-12BP	PMT Air	SIN	12nov06	in light grey c/s with titles and the large inscription 'Cargo' in yellow on the rear fuselage; l/n SIN 18nov06
	XU-U4C	An-12BP	Bismillah Airlines	DAC	21feb07	leased from PMT Air; in all-white c/s with titles and additional 'PMT Air' titles, logo and contact details on the rear fuselage
	XU-U4C	An-12BP	PMT Air	SIN	26sep07	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
	EK-12005	An-12BP	Taron Avia	DXB	30nov08	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

	EY-409	An-12BP	Asia Airways ?	rgd	09jul14	c/n from CAA; in white c/s with grey belly, no titles; f/n JUB 13jul15
	EY-409	An-12BP	Allied Services	JUB	oct15	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
	409	An-12BP	no titles	ph.	feb20	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 Haftar Affiliated Forces (HAF); an An-12 believed to be this aircraft and missing three engines was seen BEN 03oct23
5 34 30 06	CCCP-11430	An-12B	Sov AF/AFL titles	mfd	30apr65	rgd 17jan73; opb 339 vtap at Vitebsk; f/n LIM 07sep70; l/n HAN mar79; canx but date unknown
	4K-AZ32	An-12BP	ex Aeroflot c/s	DXB	2003	in basic ex standard 'blue' Aeroflot c/s, white tail, no titles with version painted as such; operator reported as AZAL Aviacargo
	4K-AZ32	An-12BP	AZAL Avia Cargo	BAK	24jul03	current on Azerbaijan register 20nov03; l/n BAK 22nov03; offered for sale on the internet feb04 with 5,701 cycles
	4K-AZ32	An-12BP	red c/l, n/t	DXB	24jan05	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
	4L-12005	An-12BP	red c/l, n/t	KDH	06sep05	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
	EX-086 (1)	An-12BP	red c/l, n/t	SHJ	26oct05	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
	EX-092	An-12BP	red c/l, n/t	KBL	03dec05	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
	S9-PSM	An-12BP	Styron Trading	FJR	22dec06	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 DRC Air Force; de-registered by Sao Tome 03jul09
	9T-TCI	An-12BP	DR Congo Air Force	FKI	feb09	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
5 34 30 07	not known	An-12BP	Soviet Air Force	mfd	30apr65	trf to Aeroflot before 1987
	CCCP-11962	An-12BP	Aeroflot	SVX	20apr93	c/n from Russian register feb98; last overhaul completed 30jun90
	RA-11962	An-12BP	Trans Aero Samara	KUF	28may97	l/n KUF 29nov97
	RA-11962	An-12BP	TAS c/s, n/t	AMS	07jun99	in Trans Aero Samara c/s; l/n ZIA 21aug99
	RA-11962	An-12BP	Aviast	rgd	21oct99	f/n RTM 14dec99; rgd 20feb03 to Gala Trans Karga and lst 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
5 34 30 10	"31" yellow	An-12BP	Soviet Air Force	mfd	26may65	opb 2 otae DA at Ostafyevo; in light grey c/s with blue spinner tips
	"31" yellow	An-12BP	Russian Air Force	trf	1992	opb 2 otae DA at Ostafyevo 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)
5 34 31 01	L2170	An-12B	Indian Air Force	DEL	1987	wfu early 1993, for sale dec93 t/t 6,758 hours, coded 'J'; fate unknown according to Indian Air Force
5 34 31 03	CCCP-11768(2)	An-12BP	MRP NPO "Vzlyot"	mfd	31may65	rgd 21aug89; in Aeroflot c/s; f/n LED oct89; l/n SVO 09sep92; see c/n 402408
	RA-11768(2)	An-12BP	ELIIP	trf	29aug95	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
	RA-11768(2)	An-12BP	Antex-Polyus	rgd	14nov02	leased 31jul02/31dec03
	RA-11768(2)	An-12BP	Southern Cargo Al	BRQ	15mar04	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
	4L-12008	An-12BP	Southern Cargo Al	SHJ	15may05	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
	S9-GAW	An-12BP	Styron Trading	rgd	04jul08	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
	9T-TCH (1)	An-12BP	DR Congo Air Force	FKI	15jan09	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
5 34 31 08	"15" red	An-12B	Soviet Air Force	mfd	1965	test-bed aircraft for the long-range radio navigation system (LORAN); in grey c/s; f/n Kubinka apr93; l/n operational Kubinka 14may94; sat wfu at Kubinka, seen may99; scrapped at Kubinka
5 34 31 09	"09" yellow ?	An-12BP	Belarus Air Force	Mma	09sep94	in all-grey c/s with Red star; opb 50 SAB at Minsk-Machulishchi
	EW-11365(2)	An-12BP	TechAviaService	IST	12apr97	l/n OST 07oct98; has additional 'Lukoil' titles; not in 2001 fleet list; see c/n 402806
	S9-PSO	An-12BP	Goliaf Air	TMS	13jan08	seen NDJ 14nov08; c/n checked; l/n TMS 20may11 parked on the grass, complete; no longer visible on GE 15apr14
5 34 32 02	"01"	An-12BP	Soviet Air Force	mfd	jun65	photo 1966
	CCCP-11711	An-12BP	Sov. Navy/AFL tit.	KEF	06aug70	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
	UK-12001	An-12BP	Avialeasing	no	reports	opb SRX Transcontinental, based at Fergana; reported in fleet by 2005; not current on register dec10
5 34 32 03	CCCP-11357(2)	An-12B	Aeroflot	mfd	09sep65	f/n OST 14oct92; also see c/n 402802
	UR-11357(2)	An-12B	Pollysaviatrans			
	UR-11357(2)	An-12B	Atlant	VIN	13may97	l/n VIN 10may98 but c/n not checked !
	UR-11357(2)	An-12B	no titles	VIN	28jun99	
	4L-BKN	An-12B	not reported	Gos	09aug08	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
5 34 32 04	CCCP-12130	An-12BP	Soviet AF/AFL c/s	mfd	30jun65	c/n from Russian register feb98; rgd 20jul79; f/n ADD mar85; canx but date unknown
	UK-11372(2)	An-12BP	Uzbekistan Airways	rgd	21jan97	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
	ER-ACO	An-12BP	Tiramavia	rgd	07jul05	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
	YA-KAC	An-12BP	Kabul Air	rgd	14jan08	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
	3X-GFT	An-12BP	GR Avia	rgd	24dec10	f/n KDH 18jan11, all white, no titles; l/n KIV 05aug11, being repainted; canx 12sep11
	3X-GHG	An-12BP	Sky Guinée	rgd	16sep11	f/n KBL 15oct11, all white, no titles; l/n MYP 29mar12, blue propellers with yellow tips; canx 28nov12; ferried from MYP to Marculesti 28mar13; l/n Marculesti feb15/mar20 'Police' title under the cockpit and a badge behind the cockpit; derelict
5 34 32 06	1512	An-12BP	Ethiopian AF	QHR	feb86	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 Amhari 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
5 34 32 07	"97" red	An-12BP	Soviet Air Force	i/s	24jun65	l/n Sperenberg 26aug94 when departed to Kubinka
5 34 32 08	CCCP-11661	An-12BP	Soviet AF/AFL c/s	mfd	31jul65	
	"661" black	An-12BP	Soviet Air Force	Kln	16aug96	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
	ER-AXH	An-12BP	Valan ICC	rgd	03dec03	l/n SDA 30nov05
	ER-AXH	An-12BP	Skylink Arabia	DXB	16dec06	leased from Valan ICC; based at Baghdad around 2005/06; in all-white c/s with 'Skylink' titles; l/n DXB 16feb07
	ER-AXH	An-12BP	Expo Airlines	DXB	03may07	in Valan fleet list 15oct07; reportedly flew SDA-KIV 18dec07 using a Valan callsign; still current on register 06may08
	D2-MBV	An-12BP	Angola Air Charter	KIV	03jul08	delivered KIV-SEB 03jul08, in all-white c/s
	T-316	An-12BP	Angolan Air Force	LAD	30sep08	in all-white c/s
	D2-MBV	An-12BP	Angolan Air Force	LAD	20jul12	and LAD 08nov12, in all-white c/s, no titles, ex T-... just visible under the registration; l/n LAD 06jun13
	T-316	An-12BP	Angolan Air Force	LAD	27aug15	in all-white c/s with grey undersides, no titles; l/n LAD 25feb16/26mar23, stored
5 34 32 09	CCCP-11660	An-12BP	Soviet AF/AFL c/s	rgd	26oct78	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
	RA-11660	An-12BP	Russian AF/AFL c/s	Uue	20apr97	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
	EK-11660	An-12BP	Cargo titles only	EVN	29aug00	
	EK-11660	An-12BP	Dvin Air	DLA	apr01	Dvin Air suspended operations nov01
	EK-11660	An-12BP	Aircomp. Veteran	trf	nov01	still in fleet list 12jan04
	EK-11660	An-12BP	Air Gabon	SSG	10feb04	small sticker only
	EK-11660	An-12BP	all-white c/s, n/t	LBV	24nov04	l/n DXB 20dec06
	EK-11660	An-12BP	Aéro-Service	LBV	feb07	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
5 34 33 01	CCCP-11412	An-12BP	Soviet AF/AFL c/s	rgd	05mar79	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

	RA-11412	An-12BP	Russian AF/AFL c/s	Uue	20apr97	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
5 34 33 02	L2171	An-12B	Indian Air Force	ORY	27sep79	coded 'K', wfu 1993, for sale dec93 t/t 7,760 hours; fate unknown according to Indian Air Force
5 34 33 05	CCCP-11667	An-12BP	Soviet AF/AFL c/s	mfd	31aug65	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
	RA-12192	An-12BP	NAPO/Aviatrans	rgd	03feb97	c/n from Russian register feb98; soc and canx 16nov99 as to Cambodia
	XU-169	An-12BP	Yana Airlines	Ovy	18aug99	in white c/s with grey undersides and titles, tail not visible in the photo, see next line
	XU-345	An-12BP	Yana Airlines	BKK	02apr00	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
	XU-345	An-12BP	President Airlines	BKK	25apr00	in white c/s with blue tail and grey undersides, very small titles and logo behind the cockpit; l/n SHJ may00
	D2-FDT	An-12BP	President Airlines	SHJ	09dec00	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
	S9-BOT	An-12BP	Sarit Airlines	SHJ	08dec01	c/n from JP-02
	S9-BOT	An-12BP	no titles	SHJ	28dec01	l/n SHJ 17jan02; in revised white c/s with dark blue tail and grey undersides
	S9-BOT	An-12BP	Air West	SHJ	20mar02	in white c/s with dark blue tail and grey undersides, titles in red
	EX-161	An-12BP	British Gulf Int.	rgd	31jul02	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
	S9-SAP	An-12BP	British Gulf Int.	DXB	29jul07	f/n Afghanistan summer 2007; seen SHJ 25nov08 named 'Fatima'; l/n MVQ 13feb09
	EW-292TI	An-12BP	Trans Avia Export	MSQ	photo	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
	EK-12335	An-12BP	Air Highnesses	rgd	15apr10	f/n PNR 23jan11; in all-white c/s, no titles and without a dash in the registration; canx 30apr11
	3X-GHI	An-12BP	GR Avia	rgd	20dec11	no reports; canx 23may12; info from Guinea CAA; registration painted as such ?, see next line
	EK-12335	An-12BP		KQT	may13	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
5 34 33 06	CCCP-11932	An-12BP	Soviet AF/AFL c/s	mfd	31aug65	l/n IKT 05jul92; a photo exists taken in the 1970/80s in all grey c/s, presumably the same aircraft
	"16" yellow	An-12BP	Russian Air Force	IKT	10may95	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
5 34 33 07	CCCP-11132	An-12BP	Soviet AF/AFL c/s	rgd	15mar79	f/n ADE 05may79; canx but date unknown
	ST-SAD	An-12BP	Sarit Airlines		photo	date unknown, red cheatline with titles and tail emblem; damaged on landing Khartoum 19oct04
	EK-11132	An-12BP	red c/l, no titles	SHJ	13feb05	c/n not checked !; l/n KBL 11mar06; offered for wet lease by Miapet Avia 22jan07; but reg not given
	EK-11112(3)	An-12BP	South Airlines	DXB	13nov07	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 CCCP-11112 with unknown c/n
	EK-12307	An-12BP	Taron Avia, n/t	rgd	29may08	c/n confirmed; f/n SHJ 07aug08; small 'TA' badge behind cockpit; l/n SHJ 12mar09; still registered 01jan09
	EK-12307	An-12BP	Canadian Aw Congo	PNR	jun09	l/n PNR 08sep09; canx 10mar10
5 34 33 10	CCCP-11946	An-12	Soviet Air Force	rgd	19jan73	canx but date unknown
	"34" red	An-12	Russian Air Force	OSF	16may99	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
5 34 34 01	L2172	An-12BP	Indian Air Force	DEL	02dec78	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
5 34 34 02	CCCP-11401	An-12BP	Sov. Navy/AFL tit.	mfd	30sep65	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
	RA-11401	An-12BP	Russ. Navy/AFL tit	KGD	20aug94	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
	EK-11779	An-12BP	South Airlines	SHJ	20jan07	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
	EK-11779	An-12BP	Mani Air Frêt	PNR	26oct08	in white c/s with grey tail and titles; canx before 01jan09; l/n BZV 05jan09; registration without hyphen
	EY-404 (1)	An-12BP	Mani Air Frêt	PNR	07jun09	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
5 34 34 04	CCCP-12105	An-12BP	Sov AF/AFL titles	HEL	08nov73	c/n checked; l/n Yermolino 16apr97, c/n not checked
	RA-12105	An-12BP	Russian AF/AFL c/s	Erm	01sep97	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 Naryan-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
5 34 34 05	CCCP-12388	An-12BP	MAP NovosibirskAPO	mfd	09sep65	rgd 29mar91
	RA-12388	An-12BP	NAPO/Aviatrans	trf	30mar94	f/n OVB 23jun94; in Aeroflot c/s with titles; l/n OVB jun96; soc 22sep99 and canx 23sep99 as to Moldova
	ER-ADM	An-12BP	Tiramavia	rgd	01oct99	canx 18jan00; version as such in Moldovan register
	T-301	An-12BP	Angolan Air Force	LAD	15mar01	reported in Namibian FIR feb02/jun04 using call-sign D2-MAZ; see next line
	D2-MAZ	An-12BP	Angolan Air Force	ODS	30aug01	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
5 34 34 06	CCCP-12115	An-12BP	Soviet AF/AFL c/s	rgd	17jan73	black and white photo exists in Aeroflot c/s, LAD 1985
	RA-12115	An-12BP	Russian AF/AFL c/s	Uue	20apr97	not possible to see if carried titles; c/n not checked but current on Russian register sep98; wfu 1998; canx 16oct01
5 34 34 07	not known	An-12BP	Soviet Air Force	TMJ	1989	photo, in all-grey c/s with Red star, code not visible
	"81" red	An-12BP	Soviet Air Force	KLD	18jun91	in all-grey c/s with Red star
	"81" red	An-12BP	Russian Air Force	Sms	14aug01	l/n Smolensk-Severny oct06, c/n checked; scrapped Smolensk 2013
5 34 34 08	"18"	An-12B	Soviet Air Force	mfd	30sep65	code visible under the paint, see next line
	UN-11001(2)	An-12B	all-grey c/s, n/t	SHJ	19sep99	c/n confirmed; Antonov regard this aircraft as no longer airworthy from 22dec96; l/n SHJ 07dec99; see c/ns 5343702, 6344104 and 8346107
	UN-11001(2)	An-12B	Daallo Airlines	SHJ	17jan00	all-grey c/s; l/n SHJ 14feb00
	UN-11001(2)	An-12B	all-grey c/s, n/t	SHJ	05mar00	l/n RKT 20sep00
	UN-11001(2)	An-12B	Avia Pusk	DXB	14oct00	l/n SHJ 02dec02
	EX-002	An-12B	not reported	rgd	unknown	canx 06feb03
	9L-LEA	An-12B	all-white c/s, n/t	FJR	13oct03	c/n confirmed; with grey undersides; l/n TIP 14aug04
	3C-MIR	An-12B	all-white c/s, n/t	SSG	23mar05	with grey undersides; reportedly opb Equatorial Express Airlines; l/n COO 04nov05
	UN-11009	An-12B	GST Aero	GOM	early06	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
	UP-AN209	An-12B	all-white c/s, n/t	FJR	14sep08	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)
	UP-AN209	An-12B	East Wing	BUD	29oct08	all-white, with titles; seen NDJ 07oct09; l/n NDJ jun11/apr12, possibly inactive; scrapped dec14
5 34 34 09	CCCP-11945	An-12BP	Sov AF/AFL titles	rgd	11jul75	photo exists, in all-grey c/s with 'wavy' soviet flag and small titles behind the nose
	RA-11945	An-12BP	Russian AF/AFL c/s	Uue	20apr97	not possible to see if carried titles !; 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
5 34 34 10	CCCP-11404	An-12BP	Soviet AF/AFL c/s	rgd	14jan74	opb 339 vtap at Vitebsk; f/n LAD 29nov75; l/n ADD mar85; present on Russian register feb98; canx but date unknown
	4K-AZ30	An-12BP	African Aviation	NBO	14mar03	leased from Silk Way; l/n SHJ 20feb04, active
	4K-AZ30	An-12BP	Sarit Airlines	SHJ	23nov04	l/n SHJ 30dec04
	4K-AZ30	An-12BP	red cheatline n/t	SHJ	06mar05	l/n SHJ 05apr05; not on Azerbaijan register 22nov05
	EX-083	An-12BP	not reported	rgd	unknown	canx 15may06; c/n only offered for sale by Styron Trading circa 2006/2007 for $600,000
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	An-12BP	Soviet Air Force	toc	25oct65	delivered to 369 vtap at Dzhankoi
	"42" red	An-12LL	Soviet Air Force		1967	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
	"42" red	An-12LL	Russian Air Force	CKL	15aug96	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 21jun15 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 (N55.564092 E36.817478) and re-assembled; l/n 03sep24
5 34 35 04	RA-12574	An-12BP	Russian AF/AFL c/s	Sms	23aug95	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 05	"72" red	An-12BK	Ukraine Air Force	mfd	31oct66	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 06	CCCP-11995	An-12BP	Soviet AF/AFL c/s	rgd	11jul75	photo exists in Angola 1983, in standard Aeroflot 'blue' c/s, opb 369 vtap at Dzhankoi
	RA-11995	An-12BP	Russian AF/AFL c/s	Sms	25aug97	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
	EK-11007(3)	An-12BP	Phoenix Avia	RWN	04jul07	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@arminco.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
	3X-GEQ (1)	An-12BP	GR Avia	rgd	18jun08	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	all purple c/s n/t	CKY	29jan11	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
5 34 35 07	CCCP-11786	An-12BP	Soviet AF/AFL c/s	rgd	06feb76	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
	RA-11786	An-12BP	Russian AF/AFL c/s	Uue	20apr97	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
	EK-12122(3)	An-12BP	Antey-2	no	reports	opb South Airlines; mentioned in an ICAO/BV document jun08; canx after the CofA expired 10jan08; see c/ns 402002 and 9346203
	3X-GEO	An-12BP	Galex Guinée	rgd	10jun08	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
	9T-TCM	An-12BP	DR Congo Air Force	FKI	09may10	reportedly re-registered 05mar10; l/n FKI 27may10; see rgd next line
	3X-GFE	An-12BP	Brise Air	rgd	06may10	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
5 34 35 10	CCCP-11400	An-12BP	Soviet Air Force	mfd	30nov65	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
	RA-11400	An-12BP	Russian AF/AFL c/s	Uue	20apr97	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
	4K-AZ60	An-12BP	not reported	FJR	29jul06	was already on register 22nov05
	4K-AZ60	An-12BP	Silk Way c/s, n/t	LUX	13aug06	
	4K-AZ60	An-12BP	Silk Way Airlines	LYE	20nov06	full Silk Way c/s with titles, 'SW' on nose and Azeri flag; l/n KBP 27may08
	UR-CGX	An-12BP	Shovkoviy Shlyah	ABZ	28aug08	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
	EW-485TI	An-12BP	Ruby Star	MSQ	21jul17	c/n from operator; flew MSQ-TEQ-MSQ 31aug17/01sep17; blue and white colours, no titles; l/n MSQ 07sep21
5 34 36 03	CCCP-11658(1)	An-12	Soviet Air Force	rgd	18jan73	see c/n 9346608
5 34 36 04	CCCP-11835	An-12BP	Soviet AF/AFL c/s	rgd	14jan74	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
	RA-11835	An-12BP	Russian AF/AFL c/s	Uue	20apr97	not possible to see whether titles were carried; wfu 1998; canx 16oct01
5 34 36 05	CCCP-11676	An-12BP	Sov AF/AFL titles	mfd	1965	f/n KEF 06aug70; l/n ARN 13nov73; rgd only 14jan74
	"38" yellow	An-12BP	Soviet Air Force	OSF	1982	opb 2 otae DA at Ostafyevo; in light grey c/s with blue spinner tips
	"38" yellow	An-12BP	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 07may94 (c/n not checked)
	"38" yellow	An-12BP	Russian Air Force	Tbv	2003	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
5 34 36 06	CCCP-06105	An-12B	MRP Kamensk-Ural.	mfd	03dec65	rgd 12mar87; MRP/Kamenno-Uralski Radiotechnical Plant (a division of NPO "Vzlyot"), in Aeroflot c/s; damaged Tashkent- Vostochny 02apr87 but repaired
	CIS-06105	An-12B	Mathur Avia	DEL	11aug92	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)
	UK-06105	An-12B	Uzbekistan Airways	MST	15jul93	basic Mathur Avia c/s with 'Uzbekistan' titles and small 'Simurg' logo on the lower fin, registration without the hyphen after the prefix
	UK-06105	An-12B	Uzbekistan Airways		jan94	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	An-12B	InterTransAvia	rgd	28aug02	f/n SHJ 20sep02 no titles; confirmed ex UK-06105; l/n SHJ 23nov03
	EX-001	An-12B	Sunlight	DXB	26feb04	c/n not checked; opb Aerovista Airlines; in white/blue c/s with titles on the tail; l/n SHJ 06mar05
	EX-001	An-12B	TCS	KBL	aug05	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	An-12B	AFL/Syktyvkar	mfd	03dec65	toc 13jan66; rgd 02feb66
	CCCP-11000	An-12B	AFL/Komi	trf	15feb66	opb 75 LO of Syktyvkarski 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 Syktyvkar 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)	An-12B	Aeroflot	GDX	08jul94	l/n GDX 12may95; canx 18oct02 as to Kyrgyzstan
	EX-164	An-12B	British Gulf Int.	SHJ	02dec02	in basic ex Aeroflot c/s, named 'Alex'; c/n checked
	EX-164	An-12B	Royal Airlines	SHJ	jan03	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	An-12B	British Gulf Int.	SHJ	26feb04	named 'Alex'; no titles, just BGI tail logo; no name carried since aug05; l/n SHJ 15mar07
	S9-SAH	An-12B	British Gulf Int.		summ'07	no titles, just BGI tail logo; reported in Afghanistan; l/n PNR 14feb10
	3X-GEV	An-12B		PNR	04apr10	no titles, just BGI tail logo, reg previously used on An-26 c/n 14101; l/n PNR 14aug10
	3X-GEV	An-12B	GR Avia	MVQ	24apr11	included in the GR Avia AOC issued by the Guinea CAA on 18nov10; seen MVQ 24apr11; c/n from www.russianplanes.net
	S9-TAC	An-12B		JUB	08jun14	all white c/s, no titles with BGI tail logo
	EY-407	An-12B	Allied Serv. Ltd	rgd	01jul14	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)	An-12B	AFL/Magadan	toc	22jan66	rgd 09feb66; see c/n 4341803 and c/n 5343004
	CCCP-11003(1)	An-12B	MAP Kuibyshev MSZ	trf	01jul70	based on a decree dated 05mar70; f/n VKO 06apr72 in Aeroflot c/s; MOM/Kuibyshev Engine Production Association named after M.V. Frunze
	RA-11003(1)	An-12B	Aeroflot c/s, n/t	SHJ	29oct93	c/n checked, operated for SP Air
	RA-11003(1)	An-12B	SP Air	SHJ	16dec93	l/n FJR 18jan96
	RA-11003(1)	An-12B	SP Air c/s, n/t	ASF	18may96	rgd to Flight Air Company 16aug96; l/n SHJ 30mar98; canx as sold to United Arab Emirates but date unknown
	ST-AWM	An-12B	Air West	SHJ	15dec98	l/n SHJ 22jan99; c/n checked
	ST-AWM	An-12B	no titles	SHJ	04feb99	titles removed this date; canx before jan07
6 34 37 05	"33"	An-12BP	Soviet Air Force	mfd	31jan66	a photo taken at B.A. 112 Reims-Champagne sep71 shows the c/n painted on as 5343705 - the aircraft was probably planned for delivery in 1965, but was subsequently not delivered until early 1966, hence the c/n appears in all documents and the Ukrainian register as 6343705
	not known	An-12BP	Soviet Air Force			saw action in the Afghan War in the 1980s, equipped with ASO-2 flare dispensers
	UR-11302(2)	An-12BP	Atlant	Ksv	15sep02	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
	UR-CBG	An-12BP	Shovkoviy Shlyah	rgd	24jan03	to Resail; Shovkoviy Shlyah is Ukrainian for Silk Way; f/n LUX 23feb03; l/n BUD 05sep03
	UR-CBG	An-12BP	AeroVis Airlines	RTM	27nov03	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
	UR-CBG	An-12BP	Cavok Air	rgd	28aug15	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; ferried KBP-Bila Tserkva 20jan20; re-entered service 24apr20, flying from KBP to Ghardaia; new CofR issued 20dec23; l/n DUB 08dec24
6 34 37 07	not known	An-12B	Soviet Air Force	mfd	30jan66	
	not known	An-12BP	Ukraine Air Force	trf	1992	trf to NII Parashyutostroeniya (Parachute Systems Research Institute) 01mar95
	UR-PWH	An-12BP	Independ. Carrier	OST	02aug98	l/n OSR 27nov98
	ER-ACI	An-12BP	Aeronord Grup	rgd	08apr99	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	An-12BP	Jet Line Internat.	rgd	10dec04	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
	UR-CAK	An-12BP	Meridian	RWN	04jul07	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

	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
6 34 37 08	LZ-BAC	An-12B	Balkan	AMS	30jul80	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
	LZ-CBE	An-12B	Heli Air	SOF	dec03	in basic Balkan c/s with titles; l/n HAJ 05jul05
	LZ-CBE	An-12B	United Nations		late'05	
	LZ-CBE	An-12B	Heli Air	TFS	19feb06	in all-white c/s with just 'CARGO' titles; canx 27mar07; l/n SOF 07sep07
	4L-HUS	An-12B	Air Victory	rgd	29jan08	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	An-12BP	Soviet AF/AFL c/s	CAI	23oct73	c/n not checked; rgd 11jul75; CofA canx 26feb88
6 34 37 10	L2173	An-12B	Indian Air Force			last flight 21aug91; for sale dec93 t/t 4,432 hours
6 34 38 01	"01"	An-12BP	Soviet Air Force	no	reports	was opb 81 vtap at Ivanovo
	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
	UR-CFB	An-12BP	AeroVis Airlines	rgd	06mar06	in white/light bluish grey c/s with '"AeroVis" Airlines LTD' titles; f/n EMA 25oct06; in legal documents 29may12 as under 'arrest', with the AOC suspended 26jun12; l/n operational BUD 22dec12; stored at RWN seen aug14; earmarked for canx 21sep15, but not canx 27oct15; l/n 2017; canx between 01dec18 and 07dec18
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)	An-12BP	Soviet AF/AFL c/s	rgd	26oct78	see c/n 402107
	RA-11265(2)	An-12BP	Russian AF/AFL c/s	KLD	05may94	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
6 34 38 06	L2174	An-12B	Indian Air Force	w/o	08mar88	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 07	CCCP-11287	An-12	Soviet AF/AFL c/s	mfd	1966	c/n from Russian register feb98; rgd 26jul79; f/n LAD jan89
	RA-11287	An-12	Russian AF/AFL c/s	Erm	01sep97	canx but date unknown; offered for sale by Russian privatisation agency dec07, was at the FMZ at Fergana at that time and still seen there engineless sep23
6 34 38 08	CCCP-11755	An-12BP	Soviet AF/AFL c/s	rgd	06dec83	f/n apr84; current on Russian register feb98; canx but date unknown
	RA-11755	An-12BP	Russian AF/AFL c/s	KLD	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	An-12	Soviet AF/AFL c/s	rgd	26jul79	
	RA-11286	An-12	Russian AF/AFL c/s	Iva	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	An-12B	Soviet AF/AFL c/s	mfd	28feb66	rgd 19jan73; f/n HEL 13nov73, c/n not checked; canx but date unknown
	UK-11369(3)	An-12B	Uzbekistan Airways	TAS	05oct97	rgd only 14oct97; l/n DXB 26nov00; still in fleet list jan03; see c/ns 402311 and 00346909
	ER-ACR	An-12B	Tiramavia	rgd	24jan05	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
	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
	3X-GFU	An-12B	GR Avia	rgd	24dec10	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
	3X-GHF	An-12B	Sky Guinée	rgd	16sep11	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 01	"85" red	An-12B	Soviet Air Force	Spr	1990	de-converted An-12PP with ogival tail cone and standard window configuration; in all-grey c/s with Red star; opb 226 osap at Sperenberg
	"85" red	An-12B	Russian Air Force	Dem	15jun93	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 Sperenberg 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	An-12BP	Soviet AF/AFL c/s	mfd	apr66	f/n ASM 1978
	CCCP-11665	An-12BP	MAP Omsk MPO	rgd	04may90	
	RA-11665	An-12BP	Aeroflot	OMS	29aug93	in Aeroflot colours and titles with blue tail; l/n OMS 12jun94
	RA-11665	An-12BP	Antey	trf	14mar95	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	An-12BP	MAP Kom-na-Amu APO	mfd	30apr66	rgd 17oct83; f/n DME 24sep87 in Aeroflot c/s
	LZ-SGE	An-12BP	Sigi Air Cargo	SHJ	jun93	
	LZ-BFB	An-12BP	Bulg. Flying Cargo	SOF	26jun93	no titles
	LZ-BFB	An-12BP	Bulg. Flying Cargo	SHJ	24oct93	l/n ROV 13may96, returned to Russia
	RA-11789	An-12BP	KnAAPO	rgd	19jun97	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
	RA-11789	An-12BP	KnAAPO	ZIA	01apr09	in basic Aeroflot c/s with KnAAPO badge but no titles
	11789	An-12BP	KnAAPO	OVB	13nov09	no prefix, no titles; l/n ZIA 27dec13; for sale on the internet jan15 for € 191,000
	11789	An-12BP	SibNIA	KGP	11nov16	no titles; operator from russianplanes.net; l/n KHV 18dec24
6 34 39 06	CCCP-11004(1)	An-12B	AFL/Ukraine-HRK	mfd	22mar66	toc 10apr66; rgd 20may66; f/n AMS 11may72; soc 27dec77 as life-time expired; was used for trials at the NPP "Polyot" test-site at Vetluzhski (N57.209008 E45.136908), seen nov06/nov14; see c/n 4341705
6 34 39 07	CCCP-11005(1)	An-12B	AFL/Yakutiya	mfd	25mar66	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)
6 34 39 08	CCCP-11006(1)	An-12B	AFL/East Siberia	toc	13apr66	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 09	CCCP-11007(1)	An-12B	AFL/Polar-SVO	mfd	26mar66	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
6 34 39 10	CCCP-11012(1)	An-12B	AFL/East Siberia	toc	13may66	rgd 10jun66; f/n IKT late77; soc 28feb78 as life-time expired; see c/n 401810
6 34 40 01	CCCP-11897	An-12B	Soviet Air Force	rgd	17jan73	canx but date unknown
	LZ-BAD	An-12B	Balkan	ORY	30mar84	c/n confirmed; dbr 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 40 02	CCCP-11013	An-12B	AFL/Polar	mfd	12apr66	toc 07may66; rgd 07jun66; f/n SVO 27mar68; featured in the Soviet movie 'Lyotnoye proisshestviye' 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	l/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	An-12BP	Soviet Air Force	mfd	1966	last digit of the code still visible when seen may13, see below
	CCCP-11792(1)	An-12BP	Russian Air Force	Uve	may13	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
6 34 40 04	CCCP-11014(1)	An-12B	AFL/Polar	mfd	30apr66	with tail turret; toc 07may66; rgd 07jun66; f/n SVO 27mar68; see c/n 6344308
	CCCP-11014(1)	An-12B	AFL/International	trf	01nov70	
	CCCP-11014(1)	An-12B	AFL/Yakutiya	trf	16aug71	l/n YKS 03jul92
	RA-11014(1)	An-12B	Sakha Avia	YKS	08jul94	wfu; still in full Aeroflot c/s; soc 29aug94 as life-time expired; l/n YKS 13may95, derelict, c/n checked
6 34 40 05	"15" blue	An-12BP	Soviet Air Force	Grs	may92	in all-grey c/s with Red Star
	"15" blue	An-12BP	Russian Air Force	Spr	16jul93	in all-grey c/s with Red Star
	"21" blue	An-12BP	Russian Air Force	Tgr	23nov12	at 325 ARZ; in all-grey c/s with Red Star; l/n Taganrog-Tsentralny (325 ARZ) apr19, stored
6 34 40 06	CCCP-11015(1)	An-12B	AFL/Yakutiya-YKS	mfd	20mar66	toc 14may66; rgd 28jun66; dbr 29jan68 in a hard landing at Magan; soc 28...68; also see c/n 2340806
6 34 40 07	CCCP-11016(1)	An-12B	AFL/Yakutiya-YKS	toc	16may66	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
6 34 40 08	CCCP-11017(1)	An-12B	AFL/Urals	toc	26may66	rgd 30jul66; f/n LED 11jul70; version in Russian register given as 'TB'; see c/n 02348207
	RA-11017(1)	An-12B	Aeroflot	SVX	20apr93	c/n checked
	RA-11017(1)	An-12B	Ural Airlines	trf	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
6 34 40 09	CCCP-11819	An-12LL	AFL/GosNII GA ?	mfd	31may66	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
	CCCP-11819	An-12BP	MAP Kharkov APO	rgd	23dec91	de-converted to a standard transport aircraft; in 'blue' Aeroflot c/s with blue fin
	UR-11819	An-12BP	Vitair	RTM	11aug95	in basic 'blue' Aeroflot c/s with blue fin and small 'Heli 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
	UR-11819	An-12BP	ICAR	BUD	12jun00	leased from Vitair; in basic 'blue' Aeroflot c/s with blue fin, no titles; c/n checked SHJ 15jan01
	UR-11819	An-12BP	Motor Sich	ATH	24jun04	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 SID 09oct24
6 34 41 02	"34" red	An-12BP	Russian Air Force	Iva	08jun96	opb 610 TsBPiPLS VTA at Ivanovo-Severny; l/n Ivanovo-Severny 24apr97, c/n checked; broken up at Ivanovo-Severny by 2006
6 34 41 03	CCCP-11025	An-12B	MAP Moscow	mfd	apr66	rgd 21nov66
	CCCP-11025	An-12B	MOM Vnukovo	trf	22apr71	MOM Vnukovo "Energia"; f/n VKO 23apr89, in Aeroflot c/s; l/n VKO 02sep93; version in Russian register given as 'TB'
	RA-11025	An-12B	MOM Vnukovo	VKO	02sep93	with Aeroflot and additional 'Westrac Cargo' titles; l/n MSE 12aug95, see trf next line
	RA-11025	An-12B	Kosmos	trf	20jul95	f/n MST 11sep96, in Aeroflot c/s, no titles; l/n DME 19sep99
	RA-11025	An-12B	Kosmos	OST	02apr00	initially without titles; carried titles since jun03
	RA-11025	An-12BP	Kosmos	rgd	09jun06	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
	RA-11025	An-12BP	Atran	ZIA	12dec23	in basic ex Kosmos c/s with titles; l/n UFA oct24
6 34 41 04	EX-11001(3)	An-12B	Motul	SHJ	29may99	c/n stated as 5344104 in JP-01 but batch suggests 1966 and not 1965 built; see c/ns 5343408 and 8346107
	UN-11016(2)	An-12B	Motul	FJR	08jan08	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
	UP-AN210	An-12B	Aeroflot c/s, n/t	FJR	01jul09	c/n confirmed by CAA as 6344104; l/n FJR 16jul09
	UP-AN210	An-12B	East Wing	FJR	10oct09	seen FJR 12dec09; l/n CIT 17jun11/07jul16
(6 34)41 07	1233/SU-ARC	An-12BP	Egyptian Air Force		dec69	and DRS 12jan71, CAI 19aug74, CAI 28nov81, CAI 26oct91; in white c/s with grey undersides and small black cheatline; reportedly broken up
6 34 41 08	1234/SU-AOR	An-12BP	Egyptian Air Force	SXF	02nov67	in white c/s with grey undersides and small black cheatline; l/n CAI sep68
	1234/SU-APX	An-12BP	Egyptian Air Force	DRS	18oct68	and AMS 19jul74, CAI 14aug75, CAI 28nov81, CAI oct93; in white c/s with grey undersides and small black cheatline; reported broken up by 1994
6 34 41 09	CCCP-11529(2)	An-12B	MAP Ulyanovsk APK	mfd	30jun66	rgd 22nov84; seen DME 22may91 in Aeroflot c/s; see c/n 9900708
	RA-11529(2)	An-12B	MAP Ulyanovsk APK	ULY	11sep93	in Aeroflot c/s, c/n checked
	RA-11529(2)	An-12B	Aviastar	trf	02nov93	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)	An-12B	Aerofreight	DME	28aug02	l/n HEL 17dec02; in basic ex Aviastar c/s
	RA-11529(2)	An-12B	VIM Airlines	Sty	21aug03	l/n SVO 25oct03; in basic ex Aviastar c/s
	RA-11529(2)	An-12B	Avial NV	BUD	15mar04	l/n WAW 16sep04; in basic ex Aviastar c/s; leased from VIM Airlines 09jan04/31dec04
	RA-11529(2)	An-12B	Airstars	BTS	07dec04	l/n HEL 13apr07; in basic ex Aviastar c/s
	11529(2)	An-12B	RSK MiG	LBG	16jun07	in basic ex Aviastar c/s; carried exhibition code '373'
	RA-11529(2)	An-12B	Airstars	BUD	18jul07	l/n ZIA 23aug07; in basic ex Aviastar c/s
	11529(2)	An-12B	RSK MiG	PDV	11oct08	in basic ex Aviastar c/s with MiG logo on forward fuselage; l/n ZIA 04feb22, active
6 34 42 01	CCCP-11018(1)	An-12B	AFL/Polar-SVO	mfd	26jun66	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-Tolmachovo 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
6 34 42 02	CCCP-11019(1)	An-12B	AFL/Urals	mfd	jul66	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
	RA-11019(1)	An-12B	Aeroflot	BKA	01mar93	l/n BKA 08apr93
	RA-11019(1)	An-12B	Ural Airlines	trf	25jul94	f/n SVX 23aug95; l/n BTS 16dec97; c/n checked; soc and canx 26nov98 as to Liberia; not in 1999 fleet list
	D2-FRK	An-12B	Ural c/s, n/t	JNB	10aug99	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
6 34 42 03	CCCP-11020(1)	An-12B	AFL/Urals-SVX	toc	23jul66	rgd 12aug66; soc 27apr72 as involved in an accident in 1973; canx 14aug72; also see UN-11020 c/n 9346508 ?
6 34 42 04	"85" red	An-12BP	Soviet Air Force	mfd	1966	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
	"85" red	An-12BP	Ukraine Air Force	Ksv	14sep02	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)
(6 34)42 05	L645	An-12B	Indian Air Force		26jan68	flypast over Delhi, coded 'H'; l/n ATH 17jun71
	L645	An-12B	Indian Air Force	ORY	15feb79	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
(6 34)42 06	L646	An-12B	Indian Air Force		26jan69	flypast over Delhi
	L646	An-12B	Indian Air Force		sep70	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
	L646	An-12B	Indian Air Force	ORY	26apr79	coded 'W'; in all-grey c/s; l/n Warton jul79
	L646	An-12B	Indian Air Force	LGW	16jan82	coded 'G'; in all-grey c/s; l/n LCA 20sep82, as such; fate unknown according to Indian Air Force records
(6 34)42 07	L647	An-12B	Indian Air Force		26jan68	flypast over Delhi
	L647	An-12B	Indian Air Force	CGN	24jun74	coded 'K'; in all-grey c/s; l/n MLA 20aug74
	L647	An-12B	Indian Air Force		photo	coded 'Q'
	L647	An-12B	Indian Air Force	DEL	27sep83	coded 'X'; in all-grey c/s; l/n DXB 26dec85; scrapped
(6 34)42 08	L648	An-12B	Indian Air Force	DEL	21jan68	
	L648	An-12B	Indian Air Force	BZZ	01jan77	coded 'B'; in all-grey c/s; l/n ORY 15oct81; scrapped
(6 34)42 09	L649	An-12B	Indian Air Force		26jan68	flypast over Delhi, coded 'X'
	L649	An-12B	Indian Air Force	CAI	sep75	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
	L649	An-12B	Indian Air Force	ORY	10feb79	coded 'Q'; in all-grey c/s; l/n ORY 24oct81; scrapped
(6 34)42 10	L650	An-12B	Indian Air Force		26jan68	flypast over Delhi
	L650	An-12B	Indian Air Force	LYE	30sep73	coded 'M', opb 44 squadron; in all-grey c/s; l/n MLA 19aug75; no records available according to the Indian Air Force; crashed approximately two kilometres short of the runway on approach to Leh Airport 19nov78, after a suspected failure of the flaps on the starboard side of the aircraft which caused the aircraft to roll over, giving the crew very little time to react before it struck the ground, all 77 onboard were killed in addition to one civilian on the ground; part of the fin was mounted on a platform in an open field outside the 865 EME Workshop as a memorial to the accident, later a new memorial was established close to the AOC's office
6 34 43 01	"04" red	An-12PS	Ukraine Air Force	Kke	apr95	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 43 02	"11" red	An-12BP	Soviet Air Force	Iva	24apr97	
	"11" red	An-12BP	Russian Air Force	Iva	26may99	c/n not checked; opb 610 TsBPiPLS VTA at Ivanovo-Severny; broken up at Ivanovo-Severny by 2006
6 34 43 03	CCCP-11920	An-12BP	Soviet AF/AFL c/s	rgd	11jul75	f/n ADD feb78; l/n Ivanovo-Severny 24apr97 wfu/derelict, was opb 81 vtap at Ivanovo; canx 16oct01
6 34 43 04	CCCP-98118	An-12BP	MAP Moskovski OAO	mfd	31aug66	rgd 17may84; in Aeroflot c/s; f/n DME 24mar86; l/n DME 22feb92
	RA-98118	An-12BP	Atran	trf	24may94	seen Myachkovo 04jul95 with 'Aviatrans' titles; l/n as such UUS jun99
	RA-98118	An-12BP	Sakhaviatrans	IST	17dec99	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
	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
	UR-CEZ	An-12BP	Cavok Air	rgd	13jul15	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 LEJ 13jul18; rgd 28may19 to Swift Solution FZC of the UAE; ferried KBP-Bila Tserkva 30oct19; re-entered service feb21; l/n TFS 31oct23; new CofR issued 20dec23; l/n FLN 17nov24
6 34 43 05	685	An-12B	Iraqi Air Force	mfd	30sep66	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
	YI-AES	An-12B	IrAF/Iraqi Aw c/s	KHI	18dec74	in white c/s with green cheatline and grey undersides with Iraqi Airways titles; l/n DRS 24nov82
	351	An-12B	Jordanian AF	HKG	jun83	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
	CCCP-11650(2)	An-12B	MAP Arsenyev APO	rgd	16feb90	c/n confirmed; version as such in Russian register; see c/n 9901006
	RA-11650(2)	An-12B	Balkan	rgd	12jul93	in basic ex-Aeroflot 'polar' colours; f/n LUX 05sep93; l/n BRU 19jan96
	LZ-BAG	An-12B	Balkan	MST	18apr96	still in basic ex-Aeroflot 'polar' colours; l/n OST 23jul97
	LZ-BFG	An-12B	Bulg. Flying Cargo	AGP	15aug97	no titles; still in basic ex-Aeroflot 'polar' colours; l/n PDV 01jun99
	RA-11650(2)	An-12B	Gromov Air	rgd	04feb00	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
	11650(2)	An-12B	all white c/s, n/t	ALA	04jan03	c/n confirmed; l/n ALA 08feb03
	UN-11650(2)	An-12B	Almaty Aviation	ALA	25feb03	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
	UN-11650(2)	An-12B	Air Mark	SIN	27oct06	in all-white c/s with small titles; l/n SGN 12jan08
	UP-AN215	An-12B	Air Mark	rgd	2008	f/n SIN 15oct08 sitting on its tail; in all-white c/s with small titles; seen SIN 21dec08, active; l/n PNH 19dec09

	UP-AN215	An-12B	all white c/s n/t	PNH	16feb12	l/n PNH 01mar13, wfu and missing engines; no longer visible on GE 29oct13
(6 34)43 06	686	An-12BP	Iraqi Air Force	AMS	1969	opb 23 Sqn; in white c/s with grey undersides; l/n BRU 17may72
	YI-AGD	An-12BP	IrAF/Iraqi Aw c/s	ABD	08mar76	
	352	An-12BP	Jordanian AF	ph.	30oct84	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
	352	An-12BP	Iraqi Airways			c/n not confirmed; destroyed by bombing raid and dumped at Samarra, f/n may03
6 34 43 07	50	An-12B	Polish Air Force	d/d	29sep66	photo exists, c/n painted as '4307' on tail
	SP-LZA	An-12B	Polish AF/LOT c/s	rgd	08jun67	seen BMA summer 67 wearing both civil and military identities; canx 17jul67; returned to Air Force as 50 ?
	SP-LZA	An-12B	Polish AF/LOT c/s	rgd	27sep72	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
6 34 43 08	51	An-12B	Polish Air Force	d/d	24sep66	photo shows that it carried both SP-LZB and code "51" red
	SP-LZB	An-12B	Polish AF/LOT c/s	rgd	08jun67	seen BMA summer 67 still wearing both identities; canx 17jul67; returned to Air Force as '51' ?
	SP-LZB	An-12B	Polish AF/LOT c/s	rgd	29may68	f/n MAN 30may68; canx 24jul72; returned to Air Force as '51' ?
	SP-LZB	An-12B	Polish AF/LOT c/s	rgd	09oct72	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	LOT	SXF	unknown	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	LHR	20dec77	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
	LZ-SFS	An-12B	Air Sofia	rgd	10feb95	c/n checked as 5344308; f/n, LJU 30mar95
	LZ-SFS	An-12B	Mandala	ATH	1997	with Mandala titles, Air Sofia tail logo and 'Cargo' titles on the tail; l/n RTM feb98
	LZ-SFS	An-12B	Air Sofia	RTM	feb98	no mention of titles; seen OST 17apr98 with just 'Cargo' titles, l/n OST 26jun00
	LZ-SFS	An-12B	Sri Lankan Al		sep00	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	Air Sofia, n/t	CPH	27sep01	repaired; l/n BNE 13nov01
	LZ-SFS	An-12B	DHL	DXB	27dec02	small titles on nose only; l/n BAH 14oct03
	LZ-SFS	An-12B	Air Sofia, n/t	OSM	04dec03	still operating for DHL this date, l/n BAH 22jan04 as such; at OST 26apr05, all-white no titles
	LZ-SFS	An-12B	Sri Lankan Al	CMB	13nov05	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	Air Sofia, n/t	AMS	28nov06	operating Air Sofia flights; l/n MRS 25dec06
	LZ-SFS	An-12B	Dynami Aviation	MRS	16jan07	with 'cargo@dynami-aviation.com' titles; l/n OPO 26jan07
	UN-11014(2)	An-12B	ATMA	LIS	04may07	in all-white c/s, with titles; l/n MRS 03aug07; see c/n 6344004
	YU-UIB	An-12B	United Internat.Al	MRS	20sep07	c/n confirmed by Serbian CAA; l/n MRS 23oct07; canx 01feb08
	EX-155	An-12B	all-white c/s, n/t	FJR	14sep08	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
6 34 43 09	CCCP-11393	An-12BP	Soviet AF/AFL c/s	KAN	27apr68	and LAD 15may75 probably the same aircraft; rgd 02jul75
	RA-11393	An-12BP	Russian AF/AFL c/s	Uue	20apr97	c/n not checked but current on Russian register sep98; not possible to see whether titles were carried !; wfu 1998; canx 16oct01
6 34 43 10	CCCP-11339(2)	An-12B	AFL/Privolzhsk	mfd	31aug66	toc 04oct90; rgd 10dec90; ex Soviet Air Force; f/n SVO 30jun92; l/n SVO 19mar93; see c/n 2400505
	RA-11339(2)	An-12B	Aeroflot	SVO	10aug93	l/n MSE 22sep94
	RA-11339(2)	An-12B	Avial	trf	31dec93	
	RA-11339(2)	An-12B	Southern AirGroupe		may95	seen somewhere in South Africa and LAD aug95
	RA-11339(2)	An-12B	Aeroflot c/s, n/t	RKT	18jan96	l/n ATH 15jun00; was reported for Penza Air
	RA-11339(2)	An-12B	Avial NV	DME	10jul00	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	Eurasia Airlines	SVG	26mar02	l/n VKO 29mar02; l/n IST 08aug02 titles not reported
	RA-11339(2)	An-12B	Pochta Rossii	SVO	29dec03	l/n OST 26nov04; with additional 'Avial NV' titles; soc 16dec04
	ER-AXI	An-12B	Aeriantur-M	rgd	10feb05	f/n Aqaba may05, still in Avial NV/Pochta Rossii colours and titles; l/n JNB 15oct05 with titles; repainted in the same c/s but without titles, f/n GOM 28apr06; reportedly operated by Services Air; 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
	S9-SVN	An-12B	Aerolift	LXR	20feb09	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
6 34 44 02	201	An-12BP	Civ Avn Adm China	rgd	1966	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
	B-201	An-12BP	Civ Avn Adm China	rgd	jul74	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
	B-3151	An-12BP	China General Avn	PEK	03aug87	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
6 34 44 05	CCCP-11902	An-12BP	Soviet AF/AFL c/s	mfd	1966	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
6 34 44 06	CCCP-11740	An-12BP	Soviet AF/AFL c/s	LAD	15nov75	c/n not checked; rgd only 09jul76
	CCCP-11740	An-12BP	Volga-Dnepr	ULY	25aug92	c/n not checked
	RA-11740	An-12BP	Russian AF/AFL c/s	Uue	20apr97	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 07	CCCP-11997	An-12BP	Soviet AF/AFL c/s	HEL	08nov73	c/n checked; rgd only 14jan74; opb mil. unit 95846 at Orenburg-2 (Southwest); offered for sale by Russian privatisation agency 27aug99; sold at auction 18nov99 for € 3,399,000; canx but date unknown
	EK-11997	An-12BP	Sarit Airlines	ph.	nov03	dbr 03nov03 when landed 13 km short of the runway at Geneina (N13.484427 E22.466561); in white c/s with red cheatlines and tail, grey undersides with small 'Cargo' titles on the starboard rear fuselage; photo 13jan05, with the registration and titles overpainted, engines removed; the wreck was l/n 14mar07
6 34 44 08	CCCP-11878	An-12BP	Soviet AF/AFL c/s	mfd	1966	f/n LBG 01jul72; rgd only 06feb76; seen ADD 02nov78 and again FEG 17sep91, c/n not checked either time
	RA-11878	An-12BP	Russian AF/AFL c/s	ph.	28nov09	current on register sep98, but later canx; probably soc around 2008; sat wfu (without engines) at Uvelski-Uprun, l/n nov09 and gone since, so probably scrapped
6 34 44 09	CCCP-11912	An-12	Soviet AF/AFL c/s	rgd	14jan74	f/n SXF 31jul77; wfu 1998; canx 16oct01
6 34 44 10	not known	An-12BP	Soviet Air Force	mfd	31oct66	photo in all-grey c/s with Red star, code not visible
	CCCP-12137(1)	An-12BP	Soviet AF/AFL c/s	rgd	23mar81	see c/n 00347605
	RA-12137(1)	An-12BP	Russian AF/AFL c/s	Uue	20apr97	c/n not checked but current on Russian register sep98
	RA-12137(1)	An-12BP	Russian Air Force	CKL	29may99	c/n checked several times; seen CKL 25aug03, missing propellers, carried a Russian coat-of-arms behind the cockpit; l/n Taganrog Central 23nov12, c/n painted on forward fuselage, possibly awaiting overhaul; see c/n 00347605
6 34 45 01	CCCP-11908	An-12BP	Soviet AF/AFL c/s	rgd	14jan74	f/n ADD dec84; l/n ADE 06oct87
	CCCP-11908	An-12BP	Aeroflot	STN	02nov91	in full c/s; opb Volga-Dnepr; seen HAM 09jan92; l/n DUS jan93
	RA-11908	An-12BP	Aeroflot	AMS	18feb93	in full c/s, c/n checked; still opb Volga-Dnepr; l/n NAL 1997; current on Russian register feb98; canx but date unknown
6 34 45 02	CCCP-11340(2)	An-12B	AFL/Privolzhsk	rgd	10dec90	ex Soviet Air Force; initially in all-grey c/s, no titles; l/n as such spring 1992
	CCCP-11340(2)	An-12B	Aerovolga	trf	unknown	on charge as of 01jul92,operator from MGA document; later repainted in standard Aeroflot c/s; w/o 08feb94 on landing at Anadyr when crashed off the runway in heavy snowfall, the crew and the cargo of vodka did 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 ?
6 34 45 03	CCCP-11911	An-12BP	Sov AF/AFL titles	rgd	17jan73	f/n CAI 21oct73, c/n not checked; canx but date unknown
	CCCP-11530	An-12BPTs	AFL/GosNII GA	toc	09sep75	rgd 17jan78; 'Tsiklon' weather control aircraft; in Aeroflot c/s, with a long probe on the nose and large tail-cone housing the RPSN-3S 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; soc 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	An-12BP	Soviet AF/AFL c/s	mfd	1966	c/n not checked; f/n KEF 27jul70; rgd only 17jan73
	RA-11904	An-12BP	Russian Air Force	ph.	2006	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 TurboArmkom 14sep07; seen in faded colours in 325 ARZ at Taganrog jun11/nov12
	ST-KNT	An-12BP	Kush Aviation	ROV	12sep15	in light grey c/s, no titles; l/n in Sudan oct15, location withheld
	9988	An-12BP	Sudanese Air Force	KRT	25nov15	still also carried the registration ST-KNT; in light grey c/s, initially no titles; l/n without titles KRT 02dec16; f/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	An-12BP	Soviet Air Force	mfd	oct66	
	CCCP-11930	An-12BP	Sov AF/AFL titles	rgd	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	An-12BP	Soviet AF/AFL c/s	rgd	16nov84	with guns; in standard 'blue' (but light blue) Aeroflot c/s; f/n KJA 06sep85

	RA-11736	An-12BP	Russian Air Force	trf	1992	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 GazTekhnoEksport 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 RPSN-3S "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	An-12BP	Loex Air Cargo	HLA	oct93	photo, location not 100 % confirmed; leased from GosNII GA; l/n HLA 29nov93
	RA-11531	An-12BP	Air Nacoia	ph.	04jun94	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
	RA-11924	An-12BP	Russian AF/AFL c/s	YKS	08jul94	current on Russian register feb98; l/n Kubinka aug02/aug03 stored/wfu; c/n checked several times; canx but date unknown
6 34 45 09	CCCP-11931	An-12BP	Sov AF/AFL titles	HEL	08nov73	c/n not checked; rgd 14jan74; in all-grey c/s
	RA-11931	An-12BP	Russian AF/AFL c/s	SVX	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 23may23
6 34 45 10	not known	An-12BK	Soviet Air Force	mfd	dec66	
	CCCP-48974	An-12BK	MAP Kiev MSZ	rgd	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-drogue 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	An-12BK	LII Zhukovski	rgd	20dec91	
	13331	An-12BK	grey c/s, n/t	DME	26feb92	l/n ZIA 15aug92
	RA-13331	An-12BK	grey c/s, n/t	ZIA	15may93	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)	An-12BP	Sov AF/AFL titles	LHR	26jul70	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
	CCCP-11719(1)	An-12BP	Russian AF/AFL c/s	Kub	01sep93	c/n checked
	RA-11719(1)	An-12BP	Russian AF/AFL c/s	Kub	21aug95	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 02	"14" yellow	An-12PS	Russian Navy	mfd	10dec66	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
6 34 46 03	"89" red	An-12BK	Soviet Air Force	mfd	30nov66	last overhaul completed 04dec89; in all-grey c/s
	"89" blue	An-12BK	Ukraine Air Force	LWO	04may97	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 04	CCCP-11725	An-12BP	Soviet AF/AFL c/s	CAI	19oct73	and DRS 22aug74, in full Aeroflot c/s; c/n not checked; wass rgd 09jul75
6 34 46 05	"73" blue	An-12BK	Ukraine Air Force	mfd	24dec66	f/n LWO 17aug97
	UR-LMI	An-12BK	Volare	OST	25mar01	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
6 34 46 07	"86" red	An-12BK	Ukraine Air Force	mfd	25dec66	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 BZV 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 'Dynami' and 'cargo@dynami-aviation.com' titles; l/n GVA 18may09
	UP-	An-12	Asia Continental	SCO	10sep13	in ex Gomelavia/Dynami Aviation colours; not taken up
6 34 46 09	"93" red	An-12BK	Kazakh Air Force	mfd	1967	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; was opb 679 oitap at Kambala; 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; stored Zhetigen since oct20, valuated 09oct20 as 'unsatisfactory'; put up for auction 16mar21, but could not be sold, t/t 1,413 hours, the logbook gives a date of 14jan67, probably the date of acceptance ?; l/n 07may22, with code overpainted
	ST-KVS	An-12BK		ALA	17dec23	de-converted An-12BK-PP(S), retains ogival tail cone, small chin radar and standard window configuration; in dark grey c/s with Kazakhstan roundel overpainted on the fin; l/n ALA 11feb24 when it departed
6 34 46 10	CCCP-93920	An-12B	MAP Tashkent APO	mfd	30dec66	rgd 14feb67; in Aeroflot c/s; f/n VKO 03jun71; l/n BAK 10dec92; canx but date unknown
	UK-93920	An-12B	Aeroflot c/s, n/t	DME	06may94	reported for Uzbekistan Airways (but certainly owned by the Tashkent Aircraft Production Association)
	UK-93920	An-12B	bare metal	ROV	11aug99	reported for the Tashkent Aircraft Production Association
	LZ-VEC	An-12BP	Vega	rgd	23mar00	version confirmed in official Bulgarian documents; named 'Tsar Simeon Veliki' after a 9th/10th century Bulgarian ruler; f/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	An-12BP	Ruby Star	PDV	10jan08	c/n confirmed; in dark blue c/s with red cheatline; l/n AMS 16feb08; canx but date unknown
	UR-CGV	An-12BP	Meridian	STN	10apr08	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 HHN 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 Bila Tserkva by 04oct19; rgd 25feb20 to DS Air Inc. of Cyprus; back in service by the end of apr20; l/n LCK 12jun24
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 flew 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
	S9-PSA	An-12BP	Africa West Cargo	FNA	14jul09	l/n TMS 29may11, at least one engine missing; No longer visible at GE image dated 15apr14
7 34 47 02	"16" yellow	An-12PS	Soviet Navy	mfd	31jan67	photo; opb 24 osplap at Severomorsk-1; in grey c/s with red 'lightning-bolt' cheatline
	"16" yellow	An-12PS	Russian Navy	ph.	aug99	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	An-12BK	Soviet Air Force	mfd	31jan67	

	CCCP-11418(2)	An-12BP	MRP Tashkent RaZav	rgd	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	An-12PS	Soviet Navy	mfd	jan67	f/n VVO aug91; in all-grey c/s with blue 'lightning-bolt' cheatline and Red Stars
	"02" blue	An-12PS	Russian Navy	VVO	07oct09	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 2024
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	An-12BK	Soviet Air Force	mfd	28feb67	
	CCCP-98119(2)	An-12B	MOM Voronezh MSZ	rgd	07dec87	version from handwritten Soviet register; last overhaul completed 20apr92; see c/n 0901301
	RA-98119(2)	An-12BP	Aeroflot c/s, n/t	SHJ	31mar98	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 Pevek 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	An-12B	AFL/Urals-SVX	mfd	apr67	toc 18apr67; rgd 28apr67; reported Lensk 23jul88 in an incident report; f/n SVO 26sep91; l/n SVX 25sep92
	RA-11036	An-12B	Aeroflot	SHJ	feb93	l/n SVX 20apr93
	RA-11036	An-12B	Ural Airlines	trf	25jul94	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	An-12B	AFL/Polar	toc	20apr67	rgd 28apr67; f/n SVO 27mar68; black and white photo exists Lake Taymyr with 'Polyarnaya Aviatsiya' titles on the forward fuselage, 'Aeroflot' titles on the fin and emblem on the rudder
	CCCP-11026	An-12B	AFL/International	trf	01nov70	
	CCCP-11026	An-12B	AFL/Moscow	trf	14jul72	
	CCCP-11026	An-12B	AFL/East Siberia	trf	13aug75	dbr at Irkutsk, exact date unknown after the cockpit was hit by An-12B CCCP-11122 in a ground incident whilst engine testing; soc 30apr87
7 34 49 04	"04" yellow	An-12BP	Russian Air Force	Tgr	jun11	photo with tail removed, in all grey c/s; based Kluychi-Kamchatskiye
	"04" black	An-12BP	Russian Air Force	Tgr	22nov12	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	An-12BP	Soviet Air Force	IKT	05jul92	in all-grey c/s with Red star
	"17" yellow	An-12BP	Russian Air Force	ph.	mar04	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
	RF-94248	An-12BP	Russian Air Force	no	reports	serial reported by 2012 for this c/n, see previous line
7 34 49 06	CCCP-12129(1)	An-12BP	Soviet AF/AFL c/s	rgd	25dec73	f/n Sperenberg 29sep77, c/n not checked; present on Russian register feb98; l/n CKL 09apr91
	RA-12129(1)	An-12BP	Russ. Navy/AFL c/s	OSF	16may99	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	An-12B	AFL/Privolzhsk	toc	02jun67	rgd 15jun67; f/n VKO 03aug90; l/n IKT 06jul92
	RA-11029	An-12B	Aeroflot	KUF	26apr93	l/n EVN 15may96/21jun97 with damaged tail; soc 23mar96; canx 05dec96
	EK-11029	An-12B	Dvin Air	PRG	23jul98	l/n DLA apr01 with additional 'Afrique Chart'Air' titles; Dvin Air suspended operations nov01
	EK-11029	An-12B	Aircomp. Veteran	trf	nov01	f/n Yerevan-Erubuni 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)	An-12B	AFL/East Siberia	toc	11jul67	mfd given as 29jul67; rgd 26sep67
	CCCP-11030(1)	An-12B	AFL/Krasnoyar.-KJA	trf	01jul73	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
7 34 50 04	CCCP-11032	An-12B	AFL/Polar	mfd	10jul67	toc 31jul67; rgd 17aug67; f/n SVO 06apr70
	CCCP-11032	An-12B	AFL/International	trf	01nov70	
	CCCP-11032	An-12B	AFL/Moscow	trf	20jul71	opb 200 LO of Vnukovski OAO
	CCCP-11032	An-12B	AFL/East Siberia	trf	12jan77	opb 134 LO of Irkutski OAO
	RA-11032	An-12B	Baikalavia	trf	30jun92	still in full Aeroflot c/s including titles; f/n IKT 06jul92; l/n IKT sep99
	RA-11032	An-12B	Aerocom	IKT	13jul01	in basic Aeroflot c/s, no titles; leased to Aviaobshchemash from 27jun01; f/n IKT 13jul01, stored; leased to Novosibirskoye APO from 27jun03; l/n DME 22aug09
	11032	An-12B	no titles	DME	05nov09	in basic Aeroflot c/s
	EK-11032	An-12B	Tenir Airlines	rgd	06nov09	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
	UR-BXK	An-12B	Aero Charter	LUX	13feb11	c/n from operator; in white/dark blue c/s, no titles; l/n OST 12feb12
	UR-BXK	An-12B	Cavok Air	rgd	26apr12	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 Bila Tserkva 19jun13; version painted on as 'An-12B' and also as such in register; l/n ABZ 16oct13; canx 04dec13
	EW-394TI	An-12B	Ruby Star	rgd	03dec13	in orange/dark blue c/s, no titles; f/n MSQ 10dec13; l/n PRG 06nov14

	UR-CNN	An-12B	Cavok Air	rgd	26dec14	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; new CofR issued 20dec23; l/n IST 06dec24
7 34 50 05	CCCP-11922	An-12BP	Sov AF/AFL titles	SKD	23aug75	opb 110 vtap at Novgorod-Krechevitsy, exact date unknown; photo in full Aeroflot 'blue' c/s at Huambo late 1970s, was based at Dzhankoi at the time; rgd 05mar79; also
	CCCP-11922	An-12BP	Aeroflot	rgd	15nov91	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
	RA-11922	An-12BP	Aeroflot	STN	08dec92	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
7 34 50 06	CCCP-11875	An-12BP	Soviet AF/AFL c/s	rgd	26oct78	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
7 34 50 07	CCCP-11746	An-12BP	Sov AF/AFL titles	rgd	25sep78	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
	CCCP-11746	An-12BP	Volga-Dnepr	MUC	oct91	and CGN 29jan92, c/n confirmed; in full c/s; l/n DUS 12jun92
	RA-11746	An-12BP	Volga-Dnepr	DUS	jan93	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
7 34 50 08	CCCP-11814	An-12BP	Sov AF/AFL titles	rgd	25sep78	f/n ADD 17nov88; opb 194 vtap at Fergana; photo exists, in full Aeroflot c/s and titles
	CCCP-11814	An-12BP	Volga-Dnepr	rgd	15nov91	f/n DUS 20feb92; in full Aeroflot c/s and titles; l/n DUS 22apr92; canx but date unknow
7 34 50 09	CCCP-11033	An-12B	AFL/Polar	toc	04jul67	rgd 26jul67; f/n SVO 27mar68
	CCCP-11033	An-12B	AFL/International	trf	01nov70	
	CCCP-11033	An-12B	AFL/Yakutiya	trf	12aug71	soc 27oct77 as life-time expired
7 34 50 10	CCCP-11034	An-12B	AFL/Urals-SVX	toc	13jul67	rgd 23sep67; f/n Targovlya 06aug68
	CCCP-11034	An-12B	AFL/East Sib.-IKT	trf	02feb79	l/n VKO aug89
	CCCP-11034	An-12B	Baikalavia	trf	30jun92	in Aeroflot c/s and titles; l/n IKT 06jul92
	RA-11034	An-12B	Kampuchea Airlines	BKK	03aug93	l/n PEK 05nov93; in basic Aeroflot c/s, with additional large 'CARGO' titles; photo proof at PNH as such, with tail turret
	RA-11034	An-12B	Baikalavia	IKT	06jul94	in Aeroflot c/s, no titles
	RA-11034	An-12B	United Nations	NBO	25nov94	
	RA-11034	An-12B	Baikalavia	SHJ	04mar95	in Aeroflot c/s, no titles; l/n IKT 11may95; seen CAN 27dec96 and CAN 05oct97, leased to China Southern Al, 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	dbr 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
7 34 51 02	CCCP-11780(2)	An-12BP	Soviet AF/AFL c/s	rgd	26oct78	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
	RA-11780(2)	An-12BP	Russian AF/AFL c/s	Iva	26aug95	opb 610 TsBPiPLS VTA at Ivanovo-Severny; canx but date unknown; l/n Ivanovo-Severny 06aug99, derelict, c/n not checked; broken up at Ivanovo-Severny by 2006
7 34 51 03	CCCP-11877	An-12BP	Soviet AF/AFL c/s	rgd	26oct78	photo exists in standard Aeroflot 'blue' c/s
	RA-11877	An-12BP	Russian AF/AFL c/s	Uue	20apr97	c/n not checked but current on Russian register sep98 and not possible to see whether titles were carried; wfu 1998; canx 16oct01
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	An-12BK	Uzbek Air Force	mfd	31aug67	
	ER-AXE	An-12BK	Air Bridge Group	rgd	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
	EK-12201	An-12BK	Air Armenia ?	FJR	03dec06	c/n checked; in all-white c/s, no titles; l/n DXB 04may07; flew BEN-ORN 03sep07
	EK-12221	An-12BK	Vertir Airlines	SHJ	14nov07	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
	4L-VAS	An-12BK	all-white c/s, n/t	FJR	14sep08	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
7 34 52 02	not known	An-12BK	Soviet Air Force			
	CCCP-12330	An-12BK	Sov AF/AFL titles		photo	in all-grey c/s with previous code overpainted, unable to see if titles were worn
	RA-12330	An-12BK	Russian Air Force	Khb	12may95	not on Russian register; opb 257 osap at Khabarovsk-Tsentralny; in all-grey c/s
	"15" red	An-12BK	Russian Air Force	CKL	oct06	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
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 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
	UR-CGU	An-12BK	AeroVis Airlines	RWN	25jan09	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
	4K-AZ93	An-12BK	Silk Way n/t	TAT	17dec11	in basic ex AeroVis c/s; l/n ASF feb15
	EW-483TI	An-12BK	Ruby Star	d/d	01sep16	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
	UR-CGU	An-12B	Cavok Air	TEQ	08jan22	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 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"
	RF-12031	An-12BK	Russian Navy	OSF	19may12	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 Rossii' titles; seen PKC 19aug18, with code changed to "22" blue; l/n OVB feb22
7 34 52 06	not known	An-12BK	Soviet Air Force	mfd	1967	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
	RA-11356(2)	An-12BK	SP Air	SXF	07dec94	with titles and logo beneath the cockpit and on the fin; l/n STN 05aug96; see c/n 402801
	RA-11356(2)	An-12BK	Yermolino Airlines	rgd	28nov96	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
7 34 52 08	"84"	An-12BK	Soviet Air Force	mfd	30sep67	
	"21" yellow	An-12BK	Soviet Air Force	KBP	08sep92	in all-grey c/s; c/n not confirmed
	"21" blue	An-12BK	Ukraine Air Force	LYE	27sep93	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
	UR-11348(2)	An-12BK	Busol Airline	AMS	24nov94	l/n KBP 07jul99; see c/n 401804
	UR-SMA	An-12BK	Volare	OST	01sep00	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
7 34 52 09	ER-AXC	An-12BK	AZZA	mfd	30sep67	rgd 12feb02; canx 12jun02; f/n SHJ aug02 !
	ST-DAS	An-12BK	AZZA	SHJ	09nov02	c/n from Sudanese CAA; canx before jan07
7 34 52 10	"10" yellow	An-12BP	Belarus Air Force	Mma	09sep94	in old Soviet grey c/s with red star; l/n Minsk-Machulishchi 18aug97; based at Minsk-Machulishchi
	D2-FRI	An-12BP	all-white n/t	LAD	22mar01	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	An-12BP	Civ Avn Adm China	rgd	1968	
	B-203	An-12BP	Civ Avn Adm China	rgd	jul74	f/n SHA 06may80
	B-3152	An-12BP	China General Avn	trf	oct84	f/n PEK may87; l/n PEK 02oct88; operated in full CAAC c/s
	B-3152	An-12BP	Air China Cargo	trf	apr94	f/n TSN may94 in full c/s after overhaul in Russia; wfu in Tianjin Technical School (N39.111356 E117.34953) oct98/11oct24
7 34 53 04	not known	An-12BK	Soviet Air Force	mfd	1957	
	"10" red	An-12BK	Russian Air Force	KXK	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
7 34 53 05	"27" blue	An-12BK	Soviet Air Force	mfd	1967	opb 257 osap at Khabarovsk-Tsentralny; last overhaul completed 22mar89; photo 17oct90 at Kurilsk-Burevestnik
	"27" blue	An-12BK	Russian Air Force			offered for sale by Russian privatisation agency sep/nov06 with t/t 6,763 hours and 5,642 cycles
	EX-130	An-12BK	no titles	FRU	23feb08	still in full Russian Air Force c/s with code "27" blue; seen RKT 19aug08, with tail repainted white; l/n RKT 15sep08 as such

	4L-GLT	An-12BK	Skylink Arabia	BSR	apr09	carries SKA motif on tail, otherwise appears all-white with small chin radar; c/n from Georgian CAA; according Georgian CAA opb Sakaviaservice dec09, reportedly cancelled between 13aug10 and 23mar11
	3X-GFX	An-12BK	all-white c/s, n/t	MYP	29mar12	blue props with yellow tips; reportedly operated by UKAS
	EY-404 (2)	An-12BK	all-white c/s, n/t	rgd	06jun12	canx 22nov12; f/n OSS 03aug15 with grey undersides; prefix not painted on the aircraft, just '-404'; Factory No. 84 aircraft; ex reg 3X-G.. visible on the rear fuselage under the paint; l/n 12nov22; see c/n 5343402
	ST-BWT	An-12BK	all-white c/s, n/t	OSS	25nov23	being worked upon; seen OSS 10dec23 active
	ST-BWT	An-12BK	Elthuraya Avn	LCA	24feb24	white and grey fuselage, no titles; active as FIB322 and due to depart to Port Sudan and grey fuselage, no titles
7 34 53 07	1059	An-12BP	Chinese Air Force		1988	
	B-1059	An-12BP	Civ Avn Adm China	ROV	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		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 commencemnent of the Y8 development programme; preserved at the China Aviation Museum at Shahezhen AFB, (N40.183154 E116.36077) Changping; seen oct98/07may24
7 34 53 09	not known	An-12BK	Soviet Air Force	mfd	20oct67	last overhaul completed 08jun89
	not known	An-12BK	Russian Air Force	trf	1992	opb 117 ovtap 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
	RA-11377(3)	An-12BK	Vladimir Panchenko	rgd	03dec07	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
7 34 53 10	"29"	An-12BKS	Soviet Air Force	mfd	25dec67	f/n SQQ 1990 on overhaul; c/n in documents as 5310 and version given as such, only Factory No. 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
	EK-11028(2)	An-12BP	Dvin Air	DLA	apr01	c/n confirmed; retains the An-12BK radome housing; seen apr01 with additional 'Afrique Chart'Air' titles; Dvin Air suspended operations nov01
	EK-11028(2)	An-12BP	Aircomp. Veteran	trf	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
	ST-ARV	An-12BP	AZZA	KRT	01jan08	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
	ST-ARV	An-12BP	Green Flag	KRT	05nov11	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
	ST-ARV	An-12BP	Kush Aviation	w/o	07oct12	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	An-12BK	Soviet Air Force	mfd	1967	
	"14" red	An-12BK	Russian Air Force	Tbv	26may07	in all grey c/s with Red Star on tail; seen KXK 02aug11; l/n Taganrog-Tsentralny 20nov12 at 325 ARZ, fuselage only, no wings or tail
	RF-95404	An-12BK	Russian Air Force	ph.	28mar14	coded "14" red; active after overhaul; in all-grey c/s with 'VVS Rossii' 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
7 34 54 03	CCCP-93922	An-12BK	MAP Kazan APO	mfd	23nov67	in Aeroflot c/s; rgd 29oct85; f/n SVO 11sep92
	RA-93922	An-12BK	MAP Kazan APO	Kzp	21may97	titles not reported; soc 06mar00 as to Moldova, but canx 31mar00 as sold to Ukraine in a non-airworthy condition
	ER-ACZ	An-12BK	Tiramavia, n/t	rgd	11may00	f/n LOS 21apr01; canx 07jun01
	TN-AGZ	An-12BK	Aéro-Frêt Business	rgd	28oct02	c/n and operator from register
	TN-AGZ	An-12BK	Trans Air Congo	PNR	10oct04	
	TN-AGZ	An-12BK	Aéro-Frêt Business	BZV	dec05	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
	EX-124 (2)	An-12BK	Aéro-Frêt Business	Dzh	31jul06	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
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	An-12BK	MOM Kirov APO	rgd	14apr87	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'
	RA-46741	An-12BK	Aviatek	trf	12apr94	soc and canx 16jun98 as to Armenia
	EK-46741	An-12BK	Armenian Airlines	DXB	aug98	
	EK-46741	An-12BK	all-white	SHJ	19sep00	c/n checked; named 'White Bird'; l/n ROV 13aug01
	EK-46741	An-12BK	Phoenix Avia	SHJ	15aug01	c/n checked; named 'White Bird'; l/n NBO 21oct01
	EK-46741	An-12BK	not readable	NBO	29mar02	c/n not checked; l/n NBO 13mar03
	EK-46741	An-12BK	Astral	SHJ	11may03	c/n checked; with 'Phoenix' titles on port side; l/n SHJ 12dec03
	EK-46741	An-12BK	Phoenix Avia	NBO	07oct03	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
8 34 54 10	"11" yellow	An-12BK	Belarus Air Force	Mma	09sep94	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
	9Q-CEN	An-12BK	Adala Airways	rgd	22oct01	c/n quoted as '83454100' in register; f/n KND 28dec03; canx 18nov05
	T-311	An-12BK	Angolan Air Force	LAD	02jun05	in dark grey c/s with light grey undersides; l/n LAD 02may06
	D2-MBI	An-12BK	Angolan Air Force	no	reports	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
	T-311	An-12BK	Angolan Air Force		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 55 01	CCCP-12950	An-12B	AFL/Krasnoyar.-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
8 34 55 02	CCCP-12951	An-12B	AFL/Magadan	toc	unknown	on charge as of 01apr68; rgd 06may68; f/n SIP aug88
	RA-12951	An-12B	North-East Cargo	rgd	04oct94	f/n GDX 08jul94, in full Aeroflot c/s and titles; l/n SHJ 15oct98
	RA-12951	An-12B	Savanair	trf	29jun99	soc and canx 29jun99 as to Congo
	TN-AFR	An-12B	Aeroflot c/s, n/t	SHJ	may99	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	AFL/International	mfd	01mar68	toc 21mar68; 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 Al 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 BZV 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 Shimkent-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/Krasnoyar.-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; f/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 23may08; 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 Trands 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	f/n SHJ 13nov00; canx 02nov01; l/n SHJ 19mar02
	LZ-BRC	An-12B	Bright Avn Service	rgd	09jun02	f/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
8 34 56 01	CCCP-13357	An-12	MAP Kaluga MPO	rgd	22oct91	photo SVO jul92 in full Aeroflot c/s and titles; l/n OST 15oct92; trf 18mar93 to Impulse
	RA-13357	An-12	Aeroflot	CGN	19aug94	c/n checked in error as 9345604; ex Soviet Air Force c/s; the sighting at CGN needs confirming
	RA-13357	An-12	Sky Cabs		oct95	seen at Aircraft and Aerospace Exhibition, where ?; CofR renewal 08jul96 to Impulse; canx 27nov96 as leased to Zaïre
	D2-FAZ	An-12	Alada	LAD	15apr98	c/n confirmed from official source; l/n LAD 29apr98; dbr on landing Saurimo, 11aug98
8 34 56 02	"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 osae 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	An-12BK	Soviet Air Force	mfd	15may68	opb military unit 21822 25may68/01jul85 and by military unit 61776 from 03jul85
	"87"	An-12BK	Ukraine Air Force	trf	1992	opb military unit 61776 until 29mar95 and by military unit 45076 03apr95/02jun95
	UR-11314	An-12BK	Avialini. 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	Avialini. 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-Aeroalyans 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	An-12BK	Soviet AF/AFL c/s	mfd	apr68	rgd 25apr89; already seen BHK 24apr89
	RA-11715	An-12BK	Russian AF/AFL c/s	no	reports	opb 224 LO; canx but date unknown

	4K-AZ23	An-12BK	Silk Way Airlines	SHJ	14sep02	seen GYD 24apr12; initially painted as 4KAZ-23; l/n GYD oct15/apr18 stored engineless
8 34 56 06	"12" red	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
	RF-93585	An-12BK	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
8 34 56 07	RA-11367(3)	An-12BP	Antey	mfd	30apr68	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
	RA-11367(3)	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
	XU-395 (1)	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
	RDPL-34142	An-12BP		no	reports	c/n confirmed; reg visible under EK-12555 SHJ 20apr04
	EK-12555	An-12BP	United Nations/WFP	SHJ	15may03	l/n SHJ 18may03
	EK-12555	An-12BP	all-white c/s, n/t	SHJ	19nov03	l/n DXB 04mar04, opb Daallo Airlines
	EK-12555	An-12BP	Daallo Airlines	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, overran 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	An-12BK	Soviet Air Force	mfd	31may68	photo 1985 in grey c/s; see c/n 2340708
	"54" red	An-12BK	Ukraine Air Force	LWO	27jun95	trf to Lviv Airlines 31may95
	UR-11346(2)	An-12BK	Avialini. Ukrayiny	AMS	28dec96	owned by Lviv Airlines; l/n LWO 11jun01; sold to Asterias Commercial S.A. 29jun06; see c/n 401802
	ER-ADP	An-12BK	no titles	rgd	19oct07	with filled-in tail turret; in basic 'polar' Aeroflot c/s; canx 01apr09 but f/n BZY 04apr09
	ST-ZNN	An-12BK	all-white c/s, n/t	KRT	31mar10	with grey undersides; Factory No. 84 aircraft, c/n confirmed by Antonov; l/n KRT 14oct10
	9933	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	An-12BK	Soviet Air Force	rgd	25apr89	
	RA-11781	An-12BK	Russian Air Force		photo	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
8 34 57 07	not known	An-12PP(S)	Soviet Air Force	mfd	31aug68	An-12BK-PP(S) with ogival tail cone
	"07" yellow	An-12BK	Russian MVD	CKL	25apr06	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	Russian MVD	Erm	06may10	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
	RF-12042	An-12BK	Rosgvardiya	trf	05apr16	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 KHV 07sep24
8 34 57 08	CCCP-12504	An-12BK	Sov AF/AFL titles	Khb	1991	opb 257 osap at Khabarovsk-Tsentralny
	"21" red	An-12BK	Russian Air Force	Khb	13aug06	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 09	"07" red	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 Domna 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
8 34 57 10	not known	An-12BK	Soviet Air Force	mfd	18jul68	
	not known	An-12BK	Ukraine Air Force	Ksv	15sep02	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 Airtrack, but they ceased operations before the work was undertaken
	UR-CBH	An-12BK	grey c/s, n/t	rgd	18jun03	to Aviaoptim; f/n Kiev-Svyatoshino 02aug03, with thin turquoise cheatline, c/n checked
	UR-CBH	An-12BK	AeroVis Airlines	BUD	01nov03	seen BUD 07mar05 with additional 'elf' and 'MOTO 2' stickers; l/n AMS 12jul05
	LZ-MNP (2)	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
	UR-DWG	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
8 34 58 01	"51" red	An-12BK	Russian Air Force	CKL	13oct05	initially based at Chita, based at SVX since 2010; with coat-of- arms on nose, 'VVS Rossii' 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
	RF-90918	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
8 34 58 02	not known	An-12BK	Soviet Air Force	mfd	14jul68	
	"53" red	An-12BK	Ukraine Air Force	Ksv	15sep02	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
	LZ-MNK	An-12BK	Scorpion Air	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"	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
	CCCP-12153	An-12BK	Soviet Air Force	rgd	26apr89	
	RA-12153	An-12BK	Russian Air Force	trf	1992	opb 224 LO at CKL; stored from 2000; canx but date unknown
	ER-AXQ	An-12BK	no titles	rgd	04nov03	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	SHJ	20sep04	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)	An-12BK	Africa West Cargo	SHJ	01may05	in all-white c/s with small titles on the tail only; l/n SHJ 14jun05
	UN-11376(2)	An-12BK	Fab Air	SHJ	22oct05	in all-white c/s with titles; l/n KBL 22feb06
	UN-11376(2)	An-12BK	all-white c/s, n/t	KBL	07apr06	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)	An-12BK	Africa West Cargo	OUA	05sep07	in all-white c/s; titles not visible on photo 05sep07
	UN-11376(2)	An-12BK	all-white c/s, n/t	RWN	25jan09	on overhaul; l/n RWN 01sep09
	3X-GFO	An-12BK	GR Avia	rgd	20sep10	in all-white c/s, no titles; f/n TBS 30nov10; l/n operational GYD 15may11; canx 08aug12; stored at OSS, seen mar12/sep17
	4L-GLU (2)	An-12BK	all white c/s, n/t	OSS	12jul19	l/n stored OSS 12nov22/10dec23; see c/n 9346803
8 34 58 06	CCCP-11803	An-12BK	Soviet Air Force	mfd	31jul68	rgd 25apr89; opb 30 vtap at Zavitinsk; in light grey c/s; f/n UUD 11jun93 and OMS 11jun93 (same date)
	RA-11803	An-12BK	Russian Air Force	Iva	26may99	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
	RF-94291	An-12BK	Russian Air Force	CKL	may14	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	CCCP-11846	An-12BK	Soviet Air Force	mfd	jul68	rgd 25apr89 to 224 LO; canx but date unknown
	4K-AZ36	An-12BK	ex Aeroflot c/s	BUD	01may04	no titles; opf Silk Way Airlines; already reported on the Azerbaijan register by 20nov03; canx from Azerbaijan register 07mar05
	EX-084	An-12BK	no titles	SHJ	22nov05	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
	S9-PSK	An-12BK	no titles	GOM	25oct06	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	Mango Airlines	GOM	03nov06	in white c/s with red cheatline and grey undersides, with small titles; l/n FJR 23jan09, see rgd next line
	S9-PSK	An-12BK	Styron Trading	rgd	18apr08	c/n, owner and reg from UN report nov09; reported owned by Anatoliy Lyovin and lsd to DR Congo Air Force; aircraft arrived Simisimi 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
	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
8 34 58 08	"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 Rossii' 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	An-12PP(S)	Soviet Air Force	mfd	30jun69	An-12BK-PP(S) with ogival tail cone; late mfd; later converted to standard freighter, see next line
	3X-GDM (1)	An-12BP	Galex Guinée	rgd	30jul02	no reports; canx 21mar03; details and version from 2013 Guinea register; see c/n 401912
	ER-AXL	An-12BP	TepAviaTrans, n/t	rgd	09jun04	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
	4L-ROM	An-12BP	Air Victory, n/t		17may08	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	"37" red	An-12BKT	Russian Air Force	Akc	29jul97	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 Il-114 tail-cone; l/n ZIA 27aug95, as such; used again as an ejection seat trials aircraft during MAKS-97 (19/24aug97); l/n ZIA (N55.570905 E38.142543) 2020
8 34 59 04	RA-11666	An-12BK	Russian Air Force	FEG	29apr98	in basic Aeroflot c/s, no titles; the same aircraft as below ? (as the c/s differs); l/n ZIA aug19
	RA-11666	An-12BK	Russian Air Force	Iva	18aug01	equipped with chaff/flare dispensers; possibly initially based at Kirovoabad; 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-Severny, seen aug01; preserved in the VTA museum at Ivanovo-Severny (N57.04453 E40.99500), c/n confirmed, aug03/11aug18
8 34 59 05	"05" red	An-12BK	Russian Air Force	Sty	06aug96	l/n CKL 04may09
	"29" blue	An-12BK	Russian Air Force	Chh	29apr10	l/n Rostov-na-Donu Tsentralny 27jun11
	RF-95425	An-12BK	Russian Air Force	Roc	01jun11	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-Severny 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	An-12BP	Iraqi Air Force	LYE	13apr69	opb 23 Sqn; in white c/s with grey undersides and small black cheatline; l/n MLA 03may69
	YI-AEP	An-12BP	IrAF/Iraqi Aw c/s		1970	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
	ST-ALV	An-12BP	Sudanese Air Force		1992	still on Sudanese register April 1995; registration was later worn by a Y8, c/n unknown
8 34 59 10	806	An-12BP	Iraqi Air Force	MLA	21sep69	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 'Suweria')
8 34 60 01	LZ-BAA	An-12B	Bulair	mfd	1968	f/n LHR 23jan69; l/n ORY 03jun71
	LZ-BAA	An-12B	Balkan	trf	early72	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	An-12B	Bulair	rgd	nov68	f/n FCO 22dec68; l/n BMA 15jun70
	LZ-BAB	An-12B	Balkan	LBG	jul71	withdrawn from service jul86; seen BOJ 06jun89, wfu; preserved in the Burgas Airport Aviation Exposition museum (since closed); seen oct98/jul06; repainted all-white, no markings; moved to the new Burgas Air museum, which officially opened 30jun17 (N42.5652926 E27.5194753); l/n 16aug24
8 34 60 03	CCCP-11260 ?	An-12BK	Soviet Air Force	mfd	30sep68	An-12BK-PSS; opb 930 vtap at Zavitinsk from 1984
	RA-11260	An-12BK	Russian Air Force	CKL	29sep05	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	An-12B	Soviet Air Force	mfd	21dec68	
	RA-11302(1)	An-12B	Antey	rgd	26jun96	f/n FJR 02jul97; canx 21oct99; operator's certificate canx 20mar00; see c/n 5343705
	RA-11302(1)	An-12B	Elbrus-Avia	rgd	22oct99	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	dbr 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)	An-12BK	Soviet AF/AFL c/s	mfd	30oct68	f/n Sperenberg 25dec76, c/n not checked this date; see c/n 4342101
	"75" red	An-12BK	ex Soviet AF	EVN	mar93	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 the sighting the line above ?
	RA-11368(3)	An-12BP	Georgian Express			c/n from JP-98; see c/n 4342010 and 402310
	RA-11368(3)	An-12BP	Antey c/s, n/t	rgd	24jan97	f/n FJR 10oct97; l/n FJR 07apr99 c/n checked; exact version not mentioned on Russian register; with small chin radar; 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	An-12BP	Bright Avn Service	BUD	11dec01	version confirmed from plate inside the aircraft mar02; l/n OST 17aug03
	EK-12333	An-12BP	Bright Avn c/s n/t	SHJ	17feb04	opb Phoenix Aviation; l/n SHJ 15may04; c/n checked
	EX-031	An-12BP	Bright Avn c/s n/t	SHJ	21sep04	opb Phoenix Aviation; l/n SHJ 05jan06; c/n checked
	EX-031	An-12BP	Click Airways	KBL	11mar06	c/n checked again; l/n SHJ 31jan07
	EY-402	An-12BP	Click Airways		summ'07	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
	EY-402	An-12BP	Asia Airways	SHJ	19jun09	l/n DAC 15sep15
8 34 60 08	not known	An-12BK	Soviet Air Force	mfd	31oct68	also given as 21jun67
	"45" blue	An-12BK	Russian Air Force	SVX	10apr09	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
	"28" blue	An-12BK	Russian Air Force	Roc	10mar10	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
	RF-95430	An-12BK	Russian Air Force	Roc	12apr11	also carried code "28" blue; based at Rostov-na-Donu-Tsentralny; in basic Aeroflot c/s with Russian flag and 'VVS Rossii' 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 10	RA-11329	An-12BK	Special Cargo Al	mfd	30nov68	rgd 22sep92; ex Soviet Air Force; f/n late92; l/n AMS nov96

	EL-AKY	An-12BK	Flying Dolphin	rgd	22feb96	no sightings reported, probably not used as c/n was current in Russia throughout this time
	RA-11329	An-12BK	Special Cargo c/s	IST	21sep97	no titles; l/n IST may98; soc and canx 11nov98 as to Angola
	EL-ALF	An-12BK	Santa Cruz Imp.	rgd	09apr99	f/n SHJ 27mar99; l/n SHJ 05apr99; ex Special Cargo Airlines colours
	D2-FBZ	An-12BK	Special Cargo c/s	SHJ	19sep99	no titles; l/n SHJ 15sep01; leased to Hellier Inter
	3C-QRD	An-12BK	Special Cargo c/s	SHJ	03nov01	no titles; repainted into white/blue colours, no titles late 2002; l/n SHJ 27jan03; checked ex D2-FBZ
	EK-11011(2)	An-12BK	Uratru Air	MLA	01jan04	c/n confirmed in CofA; opb Afriqyah Cargo; in all-white c/s, no titles; see c/n 2400406 and 4342505
	ST-ARN	An-12BK	all-white c/s, n/t	FJR	30sep04	
	ST-ARN	An-12BK	Trans Attico	SHJ	26oct04	l/n SHJ 09nov04; c/n confirmed by Sudanese CAA
	ST-ARN	An-12BK	Juba Air Cargo	SHJ	15may05	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	An-12BK	Soviet Air Force	mfd	03nov68	
	RA-11420(2)	An-12BK	Russian Air Force	OSF	16apr97	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 'plough 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
	RF-94211	An-12BK	Russian Air Force	OVB	apr14	in all-grey c/s, with 'VVS Rossii' titles and Russian stars and still carries 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; seen Chelyabinsk Shagol feb15; seen CKL 07may15 now also carrying code 11" red; l/n Ryazan-Dyagilevo 03sep21
8 34 61 02	"90" blue	An-12BK	Soviet Air Force	mfd	30nov68	
	CCCP-11504	An-12BK	Soviet AF/AFL c/s	Spr	25jan72	opb 930 vtap at Zavitinsk from 1985; rgd only 25apr89; canx but date unknown
	not known	An-12BK	Russian Air Force	trf	1992	opb 930 vtap at Zavitinsk until 1998
	"22" red	An-12BK	Russian Air Force	Khb	15aug04	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
	RF-95416	An-12BK	Russian Air Force	OVB	17jun18	also carried code "09" red; opb 35 otsap at Khabarovsk-Tsentralny; in grey c/s with red spinner tips, with 'VKS Rossii' 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
8 34 61 03	CCCP-12134	An-12BK	Sov AF/AFL titles	MZR	1980	c/n not confirmed, see next line
	"72" red	An-12BK	Russian Air Force	Bls	21aug06	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
8 34 61 04	CCCP-12110	An-12BK	Soviet AF/AFL c/s	mfd	30nov68	f/n KBL 13feb89 c/n not checked; rgd 26apr89, opb 224 LO; canx but date unknown
	EX-334	An-12BK	Sunlight Airlines	SHJ	10nov06	all-white c/s with additional www.suncargo.aero and 'charter us' titles; c/n 99% certain
	EK-12104(2)	An-12BK	all-white c/s	SHJ	15dec06	with www.suncargo.aero and 'charter us' titles, see also CCCP-12104 with unknown c/n
	EK-12104(2)	An-12BK	all-white n/t	SHJ	27dec06	l/n DXB 16feb07
	EK-12104(2)	An-12BK	Air Armenia Cargo	DXB	26mar07	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
	EY-415	An-12BK	Air Armenia Cargo	rgd	25dec14	f/n TBS 14apr15, in basic Air Armenia Cargo c/s, no titles or tail emblem; l/n TBS 15aug15
	EY-415	An-12BK	Air Asia	TBS	08sep15	ferried TBS-ADJ 08sep15; l/n in Jordan 08feb16
	EW-469TI	An-12BK	Grodno	ph.	2017	in blue, 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
	ST-KVM	An-12BK		GNA	08aug23	departed on delivery to Sudan this date
8 34 61 05	UR-11347(2)	An-12BK	Busol Airline	mfd	31dec68	f/n KBP 22sep94; l/n KBP 15may98; c/n checked KBP 19mar97; see c/n 401803
	"77" blue	An-12BK	Ukraine Air Force	ODS	25may02	c/n not confirmed; stored, all grey c/s, partial large Ukraine flag on tail and Busol 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
	ER-ADO	An-12BK		rgd	10nov04	canx 15sep05 as to Sudan
8 34 61 06	"03" red	An-12BK	Soviet Air Force	mfd	31dec68	opb 243 osap at Lvov-Sknilov; in grey c/s
	"03" red	An-12BK	Ukraine Air Force	trf	1992	opb 243 osap at Lviv-Skniliv; in grey c/s; black and white photo at LWO aug93
	"03" blue	An-12BK	Ukraine Air Force	LWO	04jul94	opb 243 osap at Lviv-Skniliv; in grey c/s; colour photos exist; l/n SJJ 30dec6
	ER-AXZ	An-12BK	Aeronord Grup	rgd	08aug03	
	ER-AXZ	An-12BK	Airline Transport	HEL	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
	UR-CAJ	An-12BK	Meridian	RWN	04jul07	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
	UR-CAJ	An-12BK	Ukr. Air Alliance	rgd	29feb12	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
	UR-CAJ	An-12BK	Meridian	rgd	07jul20	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
	UR-CAJ	An-12BK	Ukr. Air Alliance	rgd	18apr23	to DS Air Inc. of Cyprus; f/n EWR 23oct23 no titles; l/n MAO 12nov24
8 34 61 07	CCCP-11244	An-12BK	Soviet Air Force	mfd	dec68	rgd 25apr89; opb 224 LO; canx but date unknown
	EK-11001(4)	An-12BK	Air Armenia Cargo	SHJ	28dec03	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/ns 5343408, 5343702 and 6344104
	EY-411	An-12BK	Asia Airways	ph.	apr15	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
	EW-518TI	An-12BK	Grodno	ph.	21jan19	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 Keperveyem 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
8 34 61 09	CCCP-11049	An-12B	Soviet AF/AFL c/s	Spr	02oct71	rgd 25dec73; l/n IKT 06jul92, c/n not checked; version given as 'TB' in Russian register
	RA-11049	An-12B	Yermolino Airlines	trf	09aug95	see next line
	RA-11049	An-12B	SP Air	SVX	23aug95	c/n checked 1995; with titles and logo beneath the cockpit and on the fin; l/n FRA 27sep96
	RA-11049	An-12B	Yermolino Airlines	SVO	20aug97	in basic ex SP Air c/s and still with logos, no titles; CofR renewal 21feb00; l/n IST 13feb02
	RA-11049	An-12B	Minenta Labell	OST	20mar02	faded 'Minenta Labell Guin|©e' 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
8 34 61 10	CCCP-12968	An-12B	Soviet AF/AFL c/s	rgd	25dec73	possibly Strategic Rocket Forces; in Aeroflot c/s; f/n Sperenberg 06sep75; l/n Ronneby (Sweden) 10aug81
	12968	An-12B	Strat.Rocket Force	OMS	12jun94	version given on Russian register feb98 as 'TB'; in basic Aeroflot c/s, no titles; reportedly operated for Krechet at some time; l/n Staraya Russa 24aug02; seen Yermolino 17aug03 immaculate after overhaul, c/n checked, but unable to see the registration
	RA-12968	An-12B	Strat.Rocket Force	Khb	aug07	opb 329 osae at Kluychi-Kamchatskiye; in Aeroflot c/s including titles, Strategic Rocket Forces badge behind the cockpit; l/n Khabarovsk-Tsentralny 23mar10
	RA-12968	An-12B	Russian AF/AFL c/s	trf	01jun10	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
8 34 62 01	CCCP-11267	An-12BK	Soviet Air Force	mfd	04feb69	mfd dec68 according to Russian register; rgd 25apr89, opb 224 LO; canx but date unknown
	4K-AZ33	An-12BP	Aeroflot c/s, n/t	rgd	05aug03	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
	4L-12003	An-12BP	Aeroflot c/s, n/t	DXB	28apr05	opb Global Georgian Airways and returned to Stryon 03jan06; l/n KBL jan06
	S9-DBP	An-12BP	Aeroflot c/s, n/t	rgd	11jan06	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 62 02	CCCP-12147	An-12BK	Soviet Air Force	mfd	feb69	rgd 26apr89
	RA-12191	An-12BK	Special Cargo Al	rgd	26apr94	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	An-12BK	Pamir Air	SHJ	27jul96	l/n SHJ 16mar97, ex Special Cargo Airlines c/s, no titles; see rgd next line
	EL-ALJ	An-12BK	Santa Cruz Imp.	rgd	14feb96	f/n SHJ 03apr97, ex Special Cargo Airlines c/s, no titles
	EL-ALJ	An-12BK	Santa Cruz Imp.	SHJ	08nov97	in white c/s with green cheatline, titles and tail logo; l/n SHJ 09may01; version given as such in Liberian register 13jul01
	EL-ALJ	An-12BK	ex Santa Cruz c/s	SHJ	19may01	l/n SHJ 14jan06 wfu, derelict by nov07/mar08; no titles but with tail logo
8 34 62 03	not known	An-12BK	Soviet Air Force	mfd	28feb69	last overhaul completed 14jan94
	RA-12122(2)	An-12BK	Russian AF/AFL c/s	Kln	20aug01	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	An-12BK	Soviet Air Force		photo	of the rear fuselage/tail, in all-grey c/s
	"10" red	An-12BK	Uzbek Air Force	HRK	14feb12	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; believed scrapped between 29may22 and when seen on GE and 06jul22 when only small pieces remained

9 34 62 05	UR-11306	An-12BK	Veteran	NCL	05mar97	in basic Aeroflot c/s; l/n Dzhankoi 29apr99; not in 2000 fleet list
	"77" blue	An-12BK	Ukraine Air Force	ph.	aug00	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		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 LAD 03jan23/aug24 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	An-12BK	Soviet Air Force	no	reports	code seen under the paint mar97
	"22" yellow	An-12BK	Soviet Air Force	KBP	07sep92	in all-grey c/s; c/n not confirmed
	"22" blue	An-12BK	Ukraine Air Force	KBP	18mar97	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
	UR-UCM	An-12BK	Ukrainian Cargo Aw	rgd	20dec91	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 62 09	"98"	An-12BK	Soviet Air Force	i/s	19mar69	was on overhaul at èiauliai during 1990 with the given code; version given as 'TBK'
	"95" red	An-12BK	Russian Air Force	KLD	22aug02	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-IS; l/n KLD 12aug12, stored
9 34 63 01	"34" red	An-12BK	Russian Air Force	Akc	nov10	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 Gorliza
	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	An-12BK	Veteran, n/t	SHJ	07jul07	l/n RKT 23dec08, all-white c/s, no titles with 'UN' marks visible under the paint
	S9-KHE	An-12BK	Transliz Aviation	FJR	02mar09	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	An-12BK	no titles	VIN	27sep12	in c/s similar to AeroVis; possibly AeroVis ntu, as AOC suspended 26jun12 ?
	ST-KNS	An-12BK	Kush Aviation	no	reports	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 aerials 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"	An-12PP	Soviet Air Force	mfd	03dec69	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 èiauliai during 1990 with the given code; in documents as an An-12TBK-I, later converted to a standard transport aircraft
	"19" red	An-12BK	Russian Air Force	ph.	04jan03	in unit document as an An-12BK, retains the ogival tail cone; opb opb 24 otae (renamed 199 AB in 2009) at Tiksi; in all-grey c/s with Red star; 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; in all-grey c/s with Russian flag; 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
9 34 63 05	"76"	An-12PP	Soviet Air Force	mfd	26dec69	was on overhaul at èiauliai 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
	"26" red	An-12BK	Russian Air Force	OSF	17aug01	c/n checked; in unit document as an An-12BK, retains the ogival tail cone; opb 24 otae (renamed 199 AB in 2009) 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 as such YKS 22sep09; l/n Kubinka 13sep16
	RF-94209	An-12BK	Russian Air Force	CKL	jun18	in all-grey c/s with Russian stars and 'VVS Rossii' titles on the fin, also carrying code "26" red and a woolly mammoth with the 'plough constellation' (7 yellow stars) on the nose plus the 'Northern Star' behind the cockpit windows, retains the ogival tail cone; l/n CKL 12jun20
9 34 63 06	"46" red	An-12PP	Soviet Air Force	i/s	23jan70	was on overhaul at èiauliai 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
	"46" red	An-12BK	Russian Air Force	Iva	26may99	l/n Ivanovo-Severny jul02, c/n checked, retains the ogival tail cone
	"04" ?	An-12BK	Russ. Space Forces	no	reports	code visible under serial, reported based at Plesetsk; see next line
	RF-12554	An-12BK	Russian Air Force	Gmv	aug14	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 OVB 06oct21
9 34 63 07	"16"	An-12PP	Soviet Air Force	i/s	26mar69	was on overhaul at èiauliai 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
	"26" blue	An-12BK	Russian Air Force	Roc	15aug09	seen Rostov-na-Donu Tsentralny may11; with ogival tail cone and standard window configuration; l/n CKL mar11
	RF-95682	An-12BK	Russian Air Force	Roc	11apr11	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"	An-12BK	Soviet Air Force	mfd	may69	see comment below for EW-484TI
	CCCP-12108(2)	An-12BK	MAP Arsenyev APO	rgd	13jan88	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
	RA-12108(2)	An-12BK	Balkan	MST	30jan93	leased from Progress; in basic Aeroflot 'polar' c/s with 'Chartered by Balkan' titles; CofA checked this date; l/n AMS 12dec93
	RA-12108(2)	An-12BK	Air Sofia	SHJ	08may94	leased from Progress; in basic Aeroflot 'polar' c/s with 'Chartered by Air Sofia titles'
	RA-12108(2)	An-12BK	Progress	VKO	30aug95	in basic Aeroflot 'polar' c/s, no titles; CofR renewal 05sep95
	LZ-BFE	An-12BK	Bulg. Flying Cargo	SOF	may99	with small chin radar; seen OST 17jan00; in all-white c/s with 'BF' Cargo titles; was operated by Balkan; l/n PMI jun00
	RA-12108(2)	An-12BK	Gromov Air	rgd	19jun00	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
	4K-AZ18	An-12BK	Azerbaijan Al	DXB	09sep01	in all-white c/s with titles and additional 'Cargo' titles; l/n BUD 30aug02; current on register 02dec02
	4K-AZ18	An-12BK	Silk Way Airlines	SHJ	09feb03	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	An-12BK	all-white c/s, n/t	LUX	14dec03	c/n checked
	UR-CBU	An-12BK	Shovkoviy Shlyah	LUX	02feb04	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	An-12BP	Ruby Star	KBP	10sep19	in dark blue/white c/s with titles; version painted as such, presumably in error, see next line; l/n HAJ 05dec19
	EW-484TI	An-12BK	Ruby Star	MSQ	10nov20	in dark blue/white c/s with titles; version painted as such, l/n MSQ 20aug21; arrived TEQ 17nov21
	UR-CBU	An-12BK	Cavok Air	TEQ	08jan22	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 CCCP-12113 still visible; c/n checked this date; was reported to be made operational for Antonov Airtrack, but they ceased operations before the work was undertaken; seen derelict at Kiev-Svyatoshino (N50.471284 E30.386412) oct08/jul18
	LZ-MNP (1)	An-12BK	Scorpion Air	no	reports	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	CCCP-11868	An-12BK	Soviet AF/AFL c/s	mfd	31may69	version given in Soviet register as 'An-12TBK'; f/n ADD apr85; l/n DME 13nov89, probably no longer Air Force by then
	CCCP-11868	An-12BK	MAP Moscow	rgd	05mar90	opb Moskovski OAO
	CCCP-11868	An-12BK	Peruana	LIM	01feb91	still in basic Aeroflot c/s
	OB-1448	An-12BK	C de A Peruana	rgd	01jul91	Compañía de Aviación Peruana S.A.; f/n LIM 24aug91; CofA expired 30dec91; canx 13aug92
	CCCP-11868	An-12BK	Aeroflot	DME	15aug92	opb Aviatrans
	RA-11868	An-12BK	Aeroflot	ATH	nov92	opb Aviatrans; seen SVO 16may93 and AMS 04dec93 without c/n painted on
	RA-11868	An-12BK	Aviatrans	LUX	08feb94	new CofR issued 14jun94; Aviatrans was renamed Atran 01jan97
	RA-11868	An-12BK	Atran	DME	16aug97	in full c/s; new CofR issued 30nov06; t/t 16,849 hours and 7,157 cycles by 01jan10; l/n DME 16aug14

	RA-11868	An-12BK	Kosmos	IAA	13nov14	in basic Atran c/s, no titles; l/n KGP 11jun15; canx before mar16
	11868	An-12BK	SibNIA	rgd	2015/16	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; overran the runway on take-off from Magadan-Sokol 11sep22 after an engine had failed; l/n IWA nov24, active
9 34 64 03	"11" red	An-12BK	Russian Air Force	KHV	02apr08	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
9 34 64 04	"26" red	An-12PPS	Russian Air Force	Akc	14aug96	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 05	not known	An-12BK	Soviet Air Force	mfd	1969	
	"24" blue	An-12BK	Ukraine Air Force	KBP	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	An-12BK	Volare	KBP	02may98	named 'Spirit of Cornwall'; l/n SHJ 26oct99
	UR-LIP	An-12BK	East Line	IST	22jan00	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/Krasnoyar.-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/Krasnoyar.-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	An-12B	AFL/N.Kavkaz-ROV	mfd	30jun69	toc 10jul69; rgd 12jul69; f/n in (former) East Germany 16may74; leased to Air Malta 19may/19jun92
	RA-12965	An-12B	Aeroflot	DUS	21dec92	
	RA-12965	An-12B	Donavia	trf	25nov93	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-
	5N-BCN	An-12B	Fresh Air Cargo	MLA	06may01	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	An-12B	Brise Air	SHJ	20jun04	operator from Russianplanes.net; in basic Donavia c/s with just 'Cargo' titles; l/n DXB 14oct04
	3X-GDR	An-12B	Don Avia	SHJ	20dec04	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	An-12BK	MAP Kom-na-Amu APO	mfd	dec69	rgd 12jul82; de-converted An-12BK-PP with ogival tail fairing and non-standard window configuration
	RA-48978	An-12BK	MAP Kom-na-Amu APO	SVO	14may93	in basic Aeroflot c/s
	RA-48978	An-12BK	KnAAPO	trf	20jul93	photos exist with a large 'Initsiativa' 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
	48978	An-12BK	KnAAPO	Kxy	jun13	no prefix; wfu, without propellers; visible on GE image at (N50.596164 E137.087931)
9 34 65 01	CCCP-12966	An-12B	AFL/N.Kavkaz-ROV	toc	10jul69	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	An-12B	AFL/Komi	mfd	30jun69	toc 07jul69; rgd 15aug69; photo NSK 1970, carried additional 'Komi Upravleniye' titles and a reindeer on the fin; l/n SVO 08apr91
	12972	An-12B	United Nations	LAD	28may93	with 'PAM UN-World Food' titles
	RA-12972	An-12B	United Nations	ASM	29aug93	with 'PAM UN-World Food' titles
	RA-12972	An-12B	Aeroflot	SVO	07sep93	ex United Nations c/s; l/n SCW 10jun94
	RA-12972	An-12B	Komiavia	trf	24apr95	f/n HEL oct97; all-white c/s n/t; l/n KLF 17aug99
	RA-12972	An-12B	Special Cargo Al	rgd	24sep99	soc and canx 10dec99 as to Angola
	D2-FCT	An-12B	no titles	SHJ	12may00	c/n from JP-01 and not checked as hard to read
	TN-AGK (1)	An-12B	white/blue c/s n/t	SHJ	19aug00	c/n from JP-01; confirmed ex D2-FCT; l/n SHJ 19sep00/25sep00 with registration only under the wings; see c/n 402006
	D2-FCT	An-12B	white/blue c/s n/t	SHJ	11jan01	l/n SHJ 18may01
	ER-ACG	An-12B	white/blue c/s n/t	rgd	27apr01	f/n SHJ 25may01; canx 30oct01; l/n SHJ 03nov01; D2-FCT under the wings and 12972 on covers
	ST-AQQ	An-12B	Forner Airlines	SHJ	mar02	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	An-12B	AFL/Tyumen-TJM	toc	09jul69	rgd 12aug69; opb 2-i Tyumenski OAO; f/n in (former) East Germany 15may74
	RA-12973	An-12B	Tyumen Airlines	trf	21may93	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	An-12B	AFL/Belarus	mfd	30jun69	toc 07jul69; rgd 25aug69; f/n in East Germany 07may74
	CCCP-12974	An-12B	AFL/N.Kavkaz-ROV	trf	15jan77	l/n VIE 02oct92
	RA-12974	An-12B	Aeroflot	FRA	20nov92	
	RA-12974	An-12B	Donavia	trf	26jan95	f/n DUS 16mar95; with additional 'Cargo' titles; l/n SHJ 18mar00
	RA-12974	An-12B	Aeroflot-Don	rgd	27apr00	l/n DME 16aug01 still with Donavia titles; see rgd below
	RA-12974	An-12B	Aerofreight	rgd	03jul01	f/n OST 14nov01; l/n ROV 13nov04
	RA-12974	An-12B	Avial NV	DME	17nov05	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
9 34 65 07	RA-11414	An-12BK	Russian Air Force	mfd	11jun69	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
	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	An-12BK	Soviet Air Force	mfd	30jun69	
	"31" blue	An-12BK	Russian Air Force	trf	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	An-12BK	not known	no	reports	quoted by the Moldovan CAA as the former registration for ER-ADZ
	ER-ADZ	An-12BK	not known	rgd	15may07	canx 27jul07 as to Belarus; f/n RKT aug07, being repainted
	UN-11020(2)	An-12BK	Eastern Express	SHJ	08dec07	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	An-12BK	Skylink Arabia	DXB	30jul08	c/n from the CAA; with a small chin-mounted radar; in white c/s with grey belly, with titles; l/n SHJ 02nov08
	3X-GGW	An-12BK	Sky Guinée	rgd	02apr12	details from the Guinean CAA; in white c/s with grey belly, no titles; f/n OSS 15apr12; canx 02may12
	EY-405	An-12BK	no titles	rgd	06jun12	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	An-12B	AFL/Magadan	mfd	31jul69	rgd 29aug69; on charge as of 01sep69; f/n TAS 20aug75
	CCCP-12975	An-12B	AFL/Urals-SVX	trf	03oct79	
	CCCP-12975	An-12B	AFL/Privolzhsk	trf	21may80	
	CCCP-12975	An-12B	AFL/Urals-SVX	trf	10sep80	
	CCCP-12975	An-12B	Aeroflot c/s, n/t	AMS	02may91	operated for Metro Cargo; l/n OST 22jun91
	12975	An-12B	Balkan	FRA	23jun92	in basic Aeroflot c/s with 'operated by Balkan' and 'Cargo' titles; l/n STR 24jun92
	RA-12975	An-12B	Ural Airlines	trf	25jul94	CofR renewal 16dec94; f/n FJR 27mar95; l/n SVX 19aug99; soc 10apr00 and canx 12apr00 as to the United Arab Emirates
	3C-OOZ	An-12B	Ural Al c/s, n/t	SHJ	26apr00	l/n SHJ 14aug02; repainted in white c/s, grey belly by mar01; c/n checked
	UN-11007(2)	An-12B	white/grey c/s n/t	DXB	20sep02	reportedly operated by Mani Air Freight at SHJ 11jan04; l/n SHJ 16mar05; see c/n 6343909; c/n from Coincat
	UN-11007(2)	An-12B	RPS Air Freight Co			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	An-12B	AFL/Tyumen-TJM	mfd	19jul69	toc 20aug69; rgd 27aug69; f/n TBS 1980
	RA-12976	An-12B	United Nations	LAD	28may93	with 'PAM UN-World Food' titles
	RA-12976	An-12B	all-white c/s, n/t	SHJ	26oct93	ex UN lease
	RA-12976	An-12B	Tyumen Airlines	trf	31aug94	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	An-12B	ex Aeroflot c/s	SHJ	12oct03	no titles; soc and canx 09dec03 as sold to Moldova; l/n SHJ 21apr04
	RA-12976	An-12B	Air Victory	SHJ	03may04	l/n SHJ 15may04; still in basic ex Aeroflot c/s
	EX-025	An-12B	Air Victory	DXB	27may04	l/n SHJ 12feb05, still in basic ex Aeroflot c/s
	4L-IRA	An-12B	Air Victory	SHJ	06mar05	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
	S9-TUT	An-12B	all-white c/s, n/t	BBO	08aug14	c/n not confirmed, but very likely; with red spinners, cheatline overpainted, no turret
	EY-412	An-12B	all-white c/s, n/t	JUB	28aug14	with overpainted cheatline; rgd 04jun15; l/n JUB 29sep15; canx 11dec15; seen parked JIB end 2016/nov18
9 34 66 01	CCCP-12977	An-12B	AFL/Yakutiya-YKS	mfd	17jul69	toc 17aug69; rgd 02oct69; f/n 1976; photo exists, in 'polar' c/s; mentioned in an incident report at Neryungri 23dec87
	RA-12977	An-12B	Aeroflot	SVO	31may93	in 'polar' c/s; l/n YKS 08jul94
	RA-12977	An-12B	Sakha Avia	trf	20jul95	soc 20sep95 as life-time expired; canx 21feb96
9 34 66 02	CCCP-12960	An-12B	AFL/North Kavkaz	mfd	16jul69	toc 17aug69; rgd 03oct69
	CCCP-12960	An-12B	AFL/Belarus	trf	19sep69	
	CCCP-12960	An-12B	AFL/North Kavkaz	trf	11jan72	f/n VIE 24jun91
	RA-12960	An-12B	Aeroflot	FRA	22nov92	
	RA-12960	An-12B	Donavia	trf	25nov93	f/n ROV 14jul94; l/n ROV 10aug99; canx 12mar01 as to Kazakhstan; soc 19mar01
	UN-11006(2)	An-12B	Varty Pacific Al	ROV	21jul01	l/n ROV 13aug01; c/n checked; see c/n 6343908 and UN-11006(3) c/n 01347909
	EX-12960	An-12B	Intertransavia	SHJ	03nov01	l/n SHJ 27jan03; c/n checked
	ER-AXD	An-12B	Intertransavia	rgd	19dec02	f/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
9 34 66 04	"21" red	An-12BK	Russian Navy	mfd	jul69	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
	RF-12025	An-12BK	Russian Navy	VVO	12aug13	also carrying code "21" red, in all-grey c/s with Russian stars on tail and 'MA VMF Rossii' titles; l/n as such end 2018; seen OSF 14feb19 now coded "21" blue; l/n OVB jul24
9 34 66 05	"90" red	An-12PPS	Russian Air Force	Sty	nov96	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
	not known	An-12PPS	Strat.Rocket Force	no	reports	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
9 34 66 06 ?	"23" red	An-12	Russian Navy	PKC	08jul94	white c/s; c/n read off from taxiing aircraft in error as 9341606
9 34 66 07	CCCP-11398(2)	An-12BK	Sov AF/AFL titles	mfd	aug69	rgd 25apr89; see CCCP-11398 with unknown c/n; canx but date unknown
9 34 66 08	RA-11658(2)	An-12BK	Aviakompania Pilot	mfd	aug69	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
	7P-ANC	An-12BK	Aeroflot c/s, n/t	HLA	nov97	l/n LAD 15apr98; reported for Anton Air
	TN-AGG	An-12BK	Trans Air Congo	rgd	12oct99	c/n given in register as 2346608; no sightings; canx only 26apr15
	T-307	An-12BK	Angolan Air Force	LAD	02may03	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
9 34 66 09	not known	An-12BK	Soviet Air Force	mfd	1969	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
9 34 66 10	"86" ?	An-12PP(S)	Soviet Air Force	mfd	24dec69	An-12BK-PP(S)
	"08" yellow	An-12BK	Russian MVD	Erm	25aug04	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
	RF-12043	An-12BK	Russian MVD	GOJ	aug08	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
	RF-12043	An-12BK	Rosgvardiya	trf	05apr16	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
9 34 67 01	not known	An-12BK	Soviet Air Force	mfd	29aug69	
	"06" red	An-12BK	Russian Air Force	Khb	06feb08	opb 6 AvGr 6983 AvB at Khabarovsk-Tsentralny; in grey c/s with Red Stars; l/n 24may13, location withheld
	RF-95411	An-12BK	Russian Air Force	OVB	20mar15	also carried code "06" red; based at Khabarovsk-Tsentralny; in medium grey c/s with 'VVS Rossii' titles and Russian stars; l/n as such Khabarovsk-Tsentralny 15aug18; titles changed to 'VKS Rossii'; f/n as such Stepnoye 24aug18; l/n SVX 27aug20
9 34 67 02	not known	An-12BK	Soviet Air Force	mfd	13aug69	d/d 20aug69 to 16 vtap 7 vtad at Kryvy Rih; possibly was CCCP-12162 (1) but more likely had military markings when was damaged 26jan81, circumstances unknown; repaired and returned to service 18apr82
	CCCP-12162(1)	An-12BK	MAP Kom-na-Amu APO	trf	12jan83	rgd 03mar83; w/o 19oct87 on a cargo flight from Komsomolsk-na-Amure-Dzyomgi (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
9 34 67 03	"09" red	An-12BK	Uzbek Air Force	KIV	09oct09	in all-grey c/s with Uzbekistan flag on tail; l/n stored Tashkent-Tuzel 11may15/19aug21, c/n not checked these dates believed scrapped between 29may22 and when seen on GE and 06jul22 when only small pieces remained
9 34 67 04	"28" blue	An-12BK	Soviet Air Force	mfd	1969	opb 201 osae at Tököl in the 1980s
	"28" blue	An-12BK	Russian Air Force	OVB	01jul92	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
	EX-131	An-12BK	no titles	Khb	12aug07	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
	4L-GLN	An-12BK	Sakaviaservice	KWI	jun08	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
	3X-GFY	An-12BK	Sky Guinée	rgd	02apr12 ?	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; see next line
	not known	An-12BK	Global Services			Global Services SARLU (Bangui, Central African Republic); acquired from Airline Transport Inc. mid jul23
9 34 67 05	CCCP-11787	An-12BK	Soviet Air Force	rgd	25apr89	canx but date unknown; photo taken apr88 at Bagram, Afghanistan but c/n not visible on photo
(9 34)67 06	1240/SU-APY	An-12BP	Egyptian Air Force	DRS	11dec73	and HAM 23apr74, AMS 18jul74, CAI 19aug74; in white c/s with grey undersides and small black cheatline; reportedly broken up
(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
	RF-95683	An-12BK	Russian Air Force	Roc	20aug11	carried also code "23" blue; in all-grey c/s, with 'VVS Rossii' titles and Russian stars; l/n Kubinka aug21
(9 34)67 09	1242/SU-ARE	An-12BP	Egyptian Air Force		dec69	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/AFL 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
	RA-11321	An-12BK	Special Cargo Al	rgd	19oct92	reported on Russian register feb98 as current; f/n late92; l/n 09nov93, ex Soviet Air Force
	RA-11321	An-12BK	Avimi Air	SHJ	16dec93	titles correct ?, see next line

	RA-11321	An-12BK	Special Cargo Al	DXB	09may94	soc 14dec95; l/n SHJ 18jan96, registration removed 25jan96
	EL-AKR	An-12BK	Air Cess, n/t	rgd	18dec95	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
	YA-PAA	An-12BK	Pamir Air	SHJ	aug96	ex Special Cargo Airlines c/s; c/n not confirmed
	00406	An-12BK	Special Cargo c/s	KBL	11mar02	c/n not confirmed; seen KBL 04nov04 wearing YA-PAA as well; l/n KBL 20aug14, stored
9 34 68 02	CCCP-11425(2)	An-12BK	Sov AF/AFL titles	mfd	31oct69	c/n not confirmed, but an 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
	RA-11425(2)	An-12BK	Russian Air Force	Sms	14aug01	c/n checked; in all-grey c/s with Russian flag; c/n checked again Smolensk-Severny 19aug03; opb 199 AB at Tiksi by 2010; l/n Tambov 27may17
	RF-94294	An-12BK	Russian Air Force	Tbv	25may19	also carried code "77" red; in all-grey c/s, with 'VKS Rossii' titles and Russian stars; seen Ryazan Dyagilevo 24jul19; l/n OVB jan22
9 34 68 03	not known	An-12BK	Russian Air Force	mfd	29nov69	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
	ER-ACN	An-12BK		rgd	03jan07	canx 19apr07 as to Angola
	EX-129	An-12BK		FRU	21may07	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
	EX-129	An-12BP	all-white c/s, n/t		photo	at Tarin Kowt, date unknown with type designation painted as such; f/n SHJ 10feb08; l/n SHJ 02nov08
	4L-GLU (1)	An-12BP	Skyway	BGW	15sep09	c/n confirmed by Georgian CAA; reportedly opb Sakhaviaservice; 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 01oct20/14dec23; see 4L-GLU (2) with c/n 8345805
9 34 68 04	CCCP-11800	An-12BK	Soviet Air Force	rgd	25apr89	canx but date unknown
9 34 68 05	"04"	An-12BK	Soviet Air Force	mfd	31oct69	was based at Melitopol 1979
	not known	An-12BK	Soviet Air Force			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)
	RA-12193	An-12BK	NAPO/Aviatrans	rgd	18jun98	in Russian register feb98/mar03; f/n Novosibirsk-Yeltsovka 2004, in basic Aeroflot c/s with blue/white/blue fin, 'NAPO im. V.P. Chkalova' titles; l/n BKA 08nov08
	RA-12193	An-12BK	Moskoviya	BKA	dec08	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 06	"17" red	An-12BK	Russian Air Force	Tgr	30jun11	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
	"17"	An-12BK	Russian Air Force	Tgr	01sep12	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
	"17" red	An-12BK	Russian Air Force	Tgr	21nov12	seen Taganrog-Tsentralny 21nov12 in grey c/s with blue flash under cockpit and blue spinners, 'VVS Rossii' 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 07	RA-11317	An-12BK	Aeroflot	mfd	22aug69	ex Soviet Air Force; rgd 12jan93; f/n ROV 14jul94
	RA-11317	An-12BK	Aeroflot c/s, n/t	ROV	13may96	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
	LZ-BAH	An-12BK	Balkan	rgd	19jan00	f/n RTM 17feb00; named 'River of Iskar'; l/n BTS 29sep02; sold nov03
	LZ-CBH	An-12BK	Heli Air Cargo	OST	27nov03	named 'Melnik'; l/n EMA 14jul05; repainted all-white at ROV 03sep05
	LZ-CBH	An-12BK	United Nations	KRT	25oct05	opb Heli Air Cargo; l/n SOF 19dec05 after lease to UN, titles being removed this date
	LZ-CBH	An-12BK	Heli Air n/t	LUX	06jan06	in all-white c/s; named 'Melnik'; l/n EMA 01dec06
	4L-VAL	An-12BK	Air Victory, n/t	KHI	may08	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 68 08	not known	An-12BK	Ukraine Air Force	LWO	09sep96	last digit of c/n not confirmed this date, reported as 93468012
	UR-CFC	An-12BK	AeroVis Airlines	LWO	21oct06	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
	--	An-12BK	all-white c/s, n/t	Ksv	22jan09	in "Aviant" factory; had a Sudanese flag behind the cockpit
	ST-AZN	An-12BK	AZZA	Ksv	03feb09	in all-white c/s with just 'Cargo' titles; flew to KRT 01apr09 l/n KRT 28apr09
	956	An-12BK	Sudanese Air Force		21dec10	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
	955	An-12BK	Sudanese Air Force	KRT	12jun11	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
	9955	An-12BK	Sudanese Air Force	KRT	15sep15	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
9 34 68 09	"87" red	An-12BK	Ukraine Air Force	mfd	29nov69	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'
	D2-MBN	An-12BK	Angolan Air Force	KLD	14oct08	in dark grey c/s with light grey undersides, painted as just 'An-12'; reportedly flew Minsk (MSQ)-Sebha 16oct08 as AGO9302
	T-314	An-12BK	Angolan Air Force	LAD	28mar09	c/n and version not confirmed, however a photo of D2-MBN shows an overpainted registration ending '14'
	D2-MBN	An-12BK	Angolan Air Force		24sep09	reportedly flew from Luanda-Tiberias this date; seen KLD 18apr11 in dark grey c/s with light grey undersides, painted as just 'An-12'
	T-314	An-12BK	Angolan Air Force	LAD	12may12	c/n not confirmed; in dark grey c/s with light grey undersides, version confirmed and painted as just 'An-12'
	D2-MBN	An-12BK	Angolan Air Force	LAD	07nov12	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
9 34 68 10	RA-11316	An-12BK	not known	mfd	29nov69	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
	UR-11316	An-12BK	Motor Sich	rgd	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 OTP 17nov24
9 34 69 01	not known	An-12BK	Soviet Air Force	mfd	1969	
	"67" red	An-12BK	Russian Air Force	OVB	02jul03	based at Chita
	"17"	An-12BK	Russian Air Force	Tgr	30jun11	overhauled by 325 ARZ at Taganrog in 2010/oct11
	"15" red	An-12BK	Russian Air Force	ph.	oct11	based at SVX; in dark grey c/s with 'VVS Rossii' titles and Russian flag on fin; l/n SVX aug15
	RF-95407(1)	An-12BK	Russian Air Force	OVB	07sep15	also carries code "15" red with 'VVS Rossii' 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
9 34 69 02	"63" red	An-12BK	Russian Air Force	Pne	sep93	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
9 34 69 04	not known	An-12BK	Soviet Air Force	mfd	25dec69	
	CCCP-13341	An-12BK	MAP Kom-na-Amu APO	rgd	11oct90	entered into the MGA listing 01jan91
	RA-13341	An-12BK	Amuraviatrans	trf	17may93	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
	RA-13341	An-12BK	United Nations	EBB	30jul94	in basic 'polar' Aeroflot c/s with large 'UNHCR' titles
	RA-13341	An-12BK	Amuraviatrans	DME	10mar01	in white c/s with dark blue cheatline and light blue belly; soc 08may01 and canx 14may01 as leased to Bulgaria
	LZ-SAA	An-12BK	Solis Aviation	OST	04jul01	in white c/s with dark blue cheatline and light blue belly; l/n with titles CWL 22jul01; f/n without titles PDV 19sep01
	LZ-SFT	An-12BK	Air Sofia	LGG	14feb02	in white c/s with dark blue cheatline and light blue belly, no titles; l/n BTS 16feb02
	LZ-SFT	An-12BK	Air Mark	SHJ	26may02	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
	LZ-SFT	An-12BK	Air Sofia	DME	19aug03	in white c/s with dark blue cheatline and light blue belly, no titles; l/n DXB 26apr04
	ER-AXY	An-12BK	Aeronord Grup	rgd	12may04	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
	UR-CAG	An-12BK	Meridian	RWN	04jul07	in white c/s with red cheatline and grey belly, no titles; l/n BHX 29feb12, operating with a 'MEM' call-sign
	UR-CAG	An-12BK	Ukr Air Alliance	rgd	02apr12	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 to the cargo compartment and the aircraft burnt out, all 7 crew escaped unhurt but 48,960 chicken perished in the fire; canx 15nov17
9 34 69 05	not known	An-12BK	Soviet Air Force	mfd	1969	
	11304(1)	An-12BK	Veteran	trf	1993	f/n Dzhankoi 22aug97; see c/n 0901304
	UR-UCK	An-12BK	Ukrainian Cargo Aw	rgd	03apr96	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
00 34 69 06	CCCP-11804(2)	An-12BK	Soviet Air Force	mfd	jan70	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
	RA-11804(2)	An-12BK	Russian Air Force	Sms	14aug01	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 07	"05" red	An-12BK	Ukraine Air Force	Mtp	06may98	

	ST-AZM	An-12BK	Kata Air Transport	SHJ	18dec03	c/n from Sudanese CAA; l/n SHJ 20dec04
	ST-AZM	An-12BK	Kata Air Transport	KRT	25oct06	in freshly painted white/blue/green c/s; not on register jan07 but l/n EBD 21mar07 so possibly restored
	ST-AZM	An-12BK	Kata Air Transport	KRT	21nov07	titles confirmed; l/n Wadi Seidna 05sep17
00 34 69 08	not known	An-12BK	Soviet Air Force	mfd	31jan70	last overhaul completed 11jul94
	"42" red	An-12BK	Russian Air Force	Iva	25may99	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
	EX-165	An-12BK	British Gulf Int.	DXB	19aug06	c/n confirmed by operator in nov06 fleet list; named 'Liudmila'; l/n DXB 05may07
	S9-SAO	An-12BK	British Gulf Int.	AQJ	13nov07	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
00 34 69 09	RA-11369(2)	An-12BP	Antey	mfd	31jan70	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
	LZ-ITC	An-12BP	PT.Camar Nuansa As	SHJ	19jul00	leased from Inter Trans Air; crashed on landing Kisangani, Congo, 15aug00, all seven crew survived
00 34 69 10	CCCP-11807	An-12BK	MAP Fergana MSZ	mfd	30jan70	rgd 07jun89; f/n DME 16aug92 in Aeroflot c/s, with rounded 'civil' tail cone
	UK-11807	An-12BK	TAS a/c Prod Corp	rgd	03feb95	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
	UK-11807	An-12B	TAPC Aviatrans	BOM	03may08	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
	ST-BWC	An-12BK	not known	Tac	31aug24	no titles; ex TAPC colours, An-12 on forward fuselage; departed Tashkent-Tuzel for Osh 25sep24
00 34 70 01	not known	An-12BK	Russian Air Force	mfd	31jan70	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
00 34 70 02	CCCP-12135	An-12B	Soviet AF/AFL c/s	ADD	16dec78	rgd only 10apr79; c/n checked; without tail turret; l/n Kubinka may94
	RA-12135	An-12B	Russian AF/AFL c/s	Kub	22apr97	c/n checked 22apr97; opb 226 osap at Kubinka; l/n Kubinka 17may99; w/o 22may01 on a flight from Rzhev 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
00 34 70 03	CCCP-98103	An-12BK	MOM Voronezh MeZ	mfd	05feb70	or 25feb70; ex Soviet Air Force; version in Soviet register given as 'TBK'; rgd 05jul85; in Aeroflot c/s; f/n DME 24sep87
	RA-98103	An-12BK	MOM Voronezh MeZ	VOZ	18sep94	in Aeroflot c/s, n/t; last overhaul completed 01mar93; canx 17jun94 as to KNG Transavia; l/n SHJ 15mar00
	3C-AAL	An-12BK	KNG Transavia	SHJ	19aug00	in basic Aeroflot c/s, no titles; c/n checked SHJ 21nov03; current in oct04 fleet list
	3C-AAL	An-12BK	Trans Air Congo	PNR	10oct04	leased from KNG Transavia; l/n PNR 13nov04, c/n not checked
	3C-AAL	An-12BK	Groupe Rubuye, n/t	GOM	early06	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
	9Q-CZB	An-12BK	KNG Transavia	FKI	19jul07	c/n confirmed; no titles; owned by Aviakrylo-SKh of Voronezh and lst 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
00 34 70 04	"20" yellow	An-12BK	Soviet Air Force	mfd	26feb70	opb 255 osae at KBP; f/n KBP 07sep92, c/n not checked
	"20" blue	An-12BK	Ukraine Air Force	KBP	29aug93	opb 255 osae at KBP; c/n checked 18mar97
	UR-BWM	An-12BK	Volare	rgd	unknown	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
	UR-BWM	An-12BK	East Line	DME	10jul00	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
	UR-BWM	An-12BK	Volare	JNB	13sep02	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
00 34 70 05	ER-AXK	An-12BK	Aeronord Grup, n/t	mfd	27feb70	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
	3X-GEM	An-12BK	Exim Trading	KIV	04jun08	2013 register lists owner as Eagle Air; no rgd given; ferried KIV-OTP 04jun08; canx 13jul09
00 34 70 06	"57" red	An-12BK	Ukraine Air Force	VIN	19aug97	l/n VIN 10may98
	UR-CFD	An-12BK	Tekhaviaeksim	no	reports	based at Kiev; canx 01oct08
	ST-AZH	An-12BK	AZZA			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
00 34 70 07	"18" red	An-12BK	Soviet Air Force	mfd	17mar70	last overhaul completed 14may87
	"18" red	An-12BK	Russian Air Force	CKL	15aug99	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
	RA-11379(2)	An-12BK	Vladimir Panchenko	Tgr	jun12	test-flying after overhaul; in bare metal, no markings apart from registration and Russian flag; not on register by aug10; see c/n 402609
	ST-KNR	An-12BK	Kush Aviation	ph.	01aug12	in all-white c/s, no titles; reportedly delivered ROV-LXR 07aug12; l/n ELF 08aug12
	9966	An-12BK	Sudanese Air Force	UYL	22jun13	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
00 34 70 08	"17" red	An-12BK	Russian Air Force	KLD	24jun02	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
00 34 70 09	"15" red	An-12BK	Russian Air Force	PKV	oct04	opb 196 vtap at Tver-Migalovo; in all-grey c/s with Russian flag on fin; l/n KLD 30may15
00 34 70 10	"65"	An-12BK	Soviet Air Force	i/s	31mar70	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
	"65" red	An-12BK	Russian Air Force	Ors	27aug03	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
00 34 71 02	"85"	An-12BK	Soviet Air Force	mfd	31aug71	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
	ER-ACA	An-12BK	Tiramavia	rgd	21jul00	no sightings; canx 12aug03
	4K-AZ35	An-12BK	no titles	Ksv	03aug03	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 'Applex AAC Leasing Company'
	4L-AIR	An-12BK	Tbilaviamsheni	BUD	18dec04	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
	EX-086 (2)	An-12BK	no titles	GOM	11apr06	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
	S9-DBQ	An-12BK	Styron Trading	NBO	10may07	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
00 34 71 03	CCCP-12980	An-12B	AFL/Polar	toc	30apr70	rgd 28may70
	CCCP-12980	An-12B	AFL/International	trf	01nov70	f/n SVO 28jan71
	CCCP-12980	An-12B	AFL/Tyumen	trf	31mar72	l/n SVO 21may91
	RA-12980	An-12B	Aeroflot	rgd	15feb94	
	RA-12980	An-12B	Tyumen Airlines	trf	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
	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
00 34 71 04	CCCP-12981	An-12B	AFL/Krasnoyarsk	mfd	19mar70	toc 11may70; rgd 09jun70; f/n SVP sep75
	CCCP-12981	An-12B	Transair Mali	MLA	13oct92	
	RA-12981	An-12B	Aeroflot	SVO	31may93	still in full Aeroflot c/s; l/n NSK 13may95, in 'polar' colours
	RA-12981	An-12B	Norilsk Avn Ent.	trf	22dec95	no reports
	RA-12981	An-12B	Zapolyarye			leased 15jun02/31dec07; seriously damaged 11apr03 on a supply mission (VKO-SLY-Sredni island on the Severnaya zemlya archipelago) for the drifting polar station "Severny 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
00 34 71 05	CCCP-12982	An-12B	AFL/Polar	toc	06may70	rgd 28may70
	CCCP-12982	An-12B	AFL/International	trf	01nov70	
	CCCP-12982	An-12B	AFL/UShVLP	trf	13jan71	Ulyanovsk Advanced Flying Training College
	CCCP-12982	An-12B	AFL/Yakutiya	trf	24feb78	soc 22sep78 as life-time expired
00 34 71 06	CCCP-12983	An-12B	AFL/Northern	toc	27may70	rgd 15jun70; f/n SVO 09jul70; l/n LED 05sep92, in 'polar' colours
	RA-12983	An-12B	Aeroflot	SHJ	dec92	with additional 'Oriental Air' titles; l/n MST 13sep93 with just Aeroflot titles
	RA-12983	An-12B	Pulkovo Avia	trf	22nov94	in full Aeroflot c/s with titles; l/n LED 08jan99; soc 25dec97 as life-time expired; canx 16jan98; broken up
00 34 71 07	not known	An-12PP	Soviet Air Force	mfd	23apr70	with ogival tail cone
	"71" red	An-12BK	Ukraine Air Force	LWO	1993	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
	RA-11301	An-12BK	Antey	rgd	26jun96	f/n RKT aug96; l/n FJR 10feb98, c/n and version from Russian register feb98; retains the ogival tail cone
	RA-11301	An-12BK	TASCO	BKK	16oct98	l/n FJR 16sep99; basic Antey c/s; c/n not checked
	RA-11301	An-12BK	President Airlines	BKK	09oct99	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
	LZ-ITD	An-12BK	Inter Trans Air	SHJ	11may00	in Antey c/s, no titles; l/n OST 26jul00; c/n not checked, but with RA-11301 under wings
	XU-355	An-12BK	President Airlines	SHJ	19sep00	registration applied this date, ex LZ-ITD still visible; left SHJ 21sep00
	XU-355	An-12BK	white/red c/s	SHJ	23nov00	seen PNH 01mar01 with very small (President Airlines ?) titles; l/n SHJ 27jan02, no titles
	4R-AIA	An-12BK	white/red c/s	SHJ	19mar02	l/n SHJ 05aug02; confirmed ex XU-355; damaged on landing KHI 16aug02 with the nose gear retracted
	EX-042	An-12BK	Click Airways	SHJ	08jul06	l/n SHJ 03may07 all-white c/s
	EY-403	An-12BK	Click Airways		summ'07	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
	EY-403	An-12BK	Asia Airways	SHJ	23dec08	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
00 34 71 08	"14"	An-12PP	Soviet Air Force	mfd	22apr70	with ogival tail cone and standard window configuration; in-service date reported as 07apr70; was on overhaul at èiauliai during 1990 with the given code; in documents as an An-12TBK-I; later converted to standard freighter, see next line
	"14" red	An-12BK	Russian Air Force	Tbv	27may07	opb 1449 AB at Tambov; photo at Tambov-Military 2003, but code not visible, with standard window configuration and ogival tail cone; l/n Tambov-Military 24may08; tender for repair published 28aug08 with version given as An-12BK, won by 325 ARZ; seen Taganrog-Tsentralny 30jun11, fuselage only; photo dec11, probably at Taganrog-Tsentralny, flying and carrying "14" black after overhaul and prior to repainting
	RF-93950	An-12BK	Russian Air Force	ph.	25jan12	c/n confirmed; in all-grey c/s, also carrying code "14" red; location withheld but probably Taganrog-Tsentralny; seen Kubinka 26aug17, also carried a badge of a 'fictitious leaping beast' (cross between a big cat/bull) below the cockpit; l/n Tambov 25may19
00 34 71 09	CCCP-12984	An-12B	AFL/Magadan-GDX	mfd	23may70	on charge as of 01jul70; rgd 06jul70; f/n OVB 01jul92
	RA-12984	An-12B	Magadan Cargo	trf	20may93	f/n SHJ 27jan94, in full Aeroflot c/s with titles
	RA-12984	An-12B	The Atlantic Al	OST	06jun95	l/n OST 27jul95; in all-white c/s
	RA-12984	An-12B	all-white c/s	DXB	30nov95	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 Magadanaerogruz, alias Magadan Cargo Airlines); rgd to Magadanavialeasing 03dec98; seen ZIA 16may99; l/n ZIA 23aug03; soc 10aug04 as to Moldova
	ER-ADG	An-12B	Grixona	rgd	08jun05	f/n Yermolino 15aug05 all-white c/s, no titles
	ER-ADG	An-12B	Kallat Elsaker Air	TIP	19sep05	l/n MLA 19dec05; Arabic titles on port side and English titles on starboard side
	ER-ADG	An-12B	Airline Transport	DXB	29may06	in all-white c/s
	ER-ADG	An-12BP	Grixona	TSE	23jun06	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
	ER-ADG	An-12BP	Transliz Aviation	SHJ	13oct07	with blue cheatline/white top and grey undersides
	S9-KHF	An-12BP	Transliz Aviation	RKT	14nov07	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
00 34 71 10	CCCP-12985	An-12B	AFL/East Sib.-IKT	mfd	27may70	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
00 34 72 01	CCCP-12986	An-12B	AFL/Polar	mfd	06may70	rgd 24jun70; toc 06aug70; f/n LED 08jul70
	CCCP-12986	An-12B	AFL/International	trf	01nov70	
	CCCP-12986	An-12B	AFL/Privolzhsk-KUF	trf	04nov72	opb 368 LO 1-go Kuibyshevskogo OAO; damaged at Kharkiv-Osnovnoi 06dec84 in a hard landing with tail strike; repaired
	RA-12986	An-12B	Aeroflot	SVO	19mar93	l/n KUF 25apr93
	RA-12986	An-12B	Aero Trans Guinée	CKY	jun93	
	RA-12986	An-12B	Aeroflot c/s, n/t	SXF	01dec94	see trf date, next line
	RA-12986	An-12B	Samara	trf	24nov94	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 PMI oct00 as such; seen TFS 13jan01 with Volare tail logo; mentioned in legal documents 12mar09 as a seized asset, due to substantial debts owed by the company; l/n NDJ 14aug09; canx 08oct10; seen NDJ jan13/apr20 (N12.12632, E15.01929) in poor condition with flat tyres on the dump
00 34 72 02	CCCP-12987	An-12B	AFL/N.Kavkaz-ROV	rgd	11may70	toc 10jun70; f/n LED 08jul70
	CCCP-12987	An-12B	AFL/Yakutiya	trf	13jan79	l/n YKS 03jul92, in 'polar' colours
	RA-12987	An-12B	Aeroflot	MST	16oct93	l/n YKS 13may95
	RA-12987	An-12B	Chelyabinsk Avia	trf	20jul95	f/n DXB 26nov97; l/n SHJ 04feb98; soc 23jul98 as to Angola; canx 27jul98
	D2-FRG	An-12B	Alada	LAD	22mar01	c/n from JP-00; still with 'polar' tail; not in fleet list jan02; l/n PNR 19oct03, wfu; broken up by summer 2004
00 34 72 03	not known	An-12BK	Soviet Air Force	mfd	23may70	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)
	RA-12194	An-12BK	NAPO/Aviatrans	trf	25apr95	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
	RA-12194	An-12BK	Moskoviya	BKA	08nov08	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
	RA-12194	An-12BK	NAPO/Aviatrans	trf	25apr95	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
	RA-12194	An-12BK	Moskoviya	BKA	08nov08	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
00 34 72 04	not known	An-12PPS	Soviet Air Force	mfd	1970	An-12BK-PPS with ogival tail cone
	"23" blue	An-12BK	Russian Air Force	ph.	sep05	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, blue spinners; 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
	RF-95427	An-12BK	Russian Air Force	OVB	15jul24	in all-grey c/s with Russian flag and 'VKS Rossii' titles on the fin, blue spinners; still wearing code "23" blue; l/n OVB 06aug24
00 34 72 05	"28"	An-12PPS	Soviet Air Force	i/s	26may70	An-12BK-PPS with ogival tail cone; was on overhaul at èiauliai during 1990 with the given code; photo exists with full mission equipment
	"28" red	An-12BK	Russian Air Force	Htc	29may09	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
	RF-95409	An-12BK	Russian Air Force	CKL	sep14	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 Rossii' titles and now carrying "18" red; l/n OVB apr24
00 34 72 06	CCCP-12988	An-12B	AFL/Privolzhsk	mfd	24jun70	toc 07jul70; rgd 23jul70
	CCCP-12988	An-12B	AFL/East Sib.-IKT	trf	08jan79	f/n IKT apr82; last overhaul completed 24apr92
	CCCP-12988	An-12B	Baikalavia	trf	30jun92	f/n IKT 05jul92; in Aeroflot c/s with titles
	RA-12988	An-12B	Kampuchea Al Cargo	PNH	jan93	with titles, in basic Aeroflot c/s; l/n BKK 12apr93
	RA-12988	An-12B	Baikalavia	ULY	11sep93	still in full Aeroflot c/s with titles
	RA-12988	An-12B	Baikalavia	IKT	01jul94	still in full Aeroflot c/s, no titles
	RA-12988	An-12B	El Magal Aviation			in fleet list oct99, see next line
	RA-12988	An-12B	Bismillah Airlines	BKK	20jan99	small titles only; l/n SHJ 31mar00, as such
	RA-12988	An-12B	Gazpromavia, n/t	SHJ	26apr00	opb Flayt; l/n DME 22jul00
	RA-12988	An-12B	Aviafrakht KF	rgd	13jun01	opb Flayt; mentioned in an incident report at ROV 27jun02; mentioned in legal documents 2002/3 between Flayt and Astrakhangazprom 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
	RA-12988	An-12B	Aviast	UUS	15apr06	leased to SakhalinAviaTrans and opf DHL; in white c/s with blue cheatline, no titles
	RA-12988	An-12B	SAT Airlines	UUS	24aug07	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
	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 KXK 08jun12
	RA-12988	An-12BP	Kosmos c/s, n/t	IAR	06oct12	titles and logo painted out, probably stored; canx before apr16; l/n IAR 29may16; reported scrapped by apr17
00 34 72 07	CCCP-12989	An-12B	AFL/International	toc	11jul70	rgd 30jul70; f/n ORY 29aug70
	CCCP-12989	An-12B	AFL/Privolzhsk	trf	24jul72	soc 21sep85 as dbr, details unknown
00 34 72 08	CCCP-11387	An-12BK	Sov. Navy/AFL c/s	mfd	jun70	rgd only 17apr73; f/n CAI sep75
	RA-11387	An-12BK	Russ. Navy/AFL c/s	OSF	07may94	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

00 34 72 10	"61" red	An-12BK	Soviet Air Force	mfd	30jun70	f/n MPW mar86, in all-grey c/s with Red star on the fin, with severe damage to the nose after a ground collision with An-12B "69" red c/n 3341403; photos exist, took four months to repair and return to service
	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; ferried TEQ-KBP 11feb22; current on register 24jan24
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 èiauliai 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
	RF-90921	An-12BK	Russian Air Force	OVB	dec16	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
00 34 73 03	"80"	An-12PPS	Soviet Air Force	i/s	31aug70	An-12BK-PPS with ogival tail cone; was on overhaul at èiauliai during 1990 with the given code
	"80" red	An-12PPS	Russian Air Force	Ors	21apr97	An-12BK-PPS with ogival tail cone; l/n Orenburg-2 (Southwest) 27aug03, c/n not checked
00 34 73 04	CCCP-12990	An-12B	AFL/Polar	mfd	31jul70	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/International	trf	01nov70	
	CCCP-12990	An-12B	AFL/Urals	trf	06jul72	
	CCCP-12990	An-12B	MOM Moskovski OAO	trf	12may75	CofR renewal 15nov77
	OB-1449	An-12B	C de A Peruana	rgd	01jul91	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 Kaliningrad-Chkalovsk 06nov13
	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
00 34 73 05	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 Al	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 Al	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 !; 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 Rossii' 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 èiauliai 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 èiauliai; was on overhaul at èiauliai 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 Rossii' 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 Yermolino 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 runs, bounced, ground looped and burst into flames, crew OK but aircraft destroyed, t/t 24,967 hours 36 minutes and 10,249 cycles; canx 06apr89
00 34 74 05	not known	An-12BK	Soviet Air Force	mfd	1970	
	"12" red	An-12BK	Russian Air Force	Kub	aug09	seen CKL 05may10; tender was issued 29jun09 asking for the repair of engines and electronic equipment; seen OVB 14may11, active; l/n SVX 16jul15
	RF-95408	An-12BK	Russian Air Force	ph.	aug15	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 èiauliai 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
	RA-11371(3)	An-12BP	KnAAPO	rgd	05mar03	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
	11371(3)	An-12BP	KnAAPO	rgd	unknown	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
	RA-11371(3)	An-12BP	KnAAPO	rgd	2011 ?	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	Kosmos	rgd	20nov19	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
	RA-11371(3)	An-12BP	Atran	ZIA	14sep23	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 24jul24
00 34 74 07	not known	An-12BK	Soviet Air Force	mfd	15aug70	
	"12" yellow	An-12BK	Belarus Air Force	Mma	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	An-12BK	Tiramavia	rgd	29apr03	f/n KIV 26jul03; l/n BAH 14oct03
	ER-AXG	An-12BK	DHL	BAH	25nov03	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	An-12BK	Pecotox Air	SDA	27jun04	l/n TLL 02nov04
	ER-AXG	An-12BK	Tiramavia			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	An-12BK	not reported	SHJ	06sep06	c/n confirmed in Moldovan register; l/n SHJ 16nov06
	ER-ACV	An-12BK	Tiramavia	rgd	28nov06	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
	UN-11021(2)	An-12BK	Eastern Express	SHJ	15nov07	see c/n 7344806; in all-white c/s with titles; l/n FJR 08jan08
	UN-11021(2)	An-12BK	Skylink Arabia	DXB	09feb08	in all-white c/s with titles as such and operating 'LIS' Eastern Express flights; l/n DXB 13mar08
	UP-AN204	An-12BK	Skylink Arabia	SHJ	14sep08	l/n RKT mar10/mar18, all-white c/s, no titles, stored; c/n from CAA; canx by Kazakh CAA, date unknown; l/n RKT dec23see 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)	An-12BK	Volga-Dnepr	DUS	16nov92	leased from Russian Air Force; in all-grey c/s
	RA-11344(2)	An-12BK	Russian Air Force	CKL	28may09	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 Borispol; 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
	RA-12195	An-12BK	NAPO/Aviatrans	KRR	22may05	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	Moskoviya	rgd	12nov08	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
	12195	An-12BK	SibNIA	rgd	2017	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 IWA 23jun24
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 èiauliai 1975 as such and another photo shows without the braces installed below the tail; was on overhaul at èiauliai 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)	An-12BK	Russian Air Force	KLD	jun02	c/n and version checked KLD 13aug06; in grey c/s with Russian flag on fin; photo landing at IAR 23aug16
	RF-94396	An-12BK	Russian Air Force	ph.	mar19	in grey c/s with Russian stars and 'VKS Rossii' titles; l/n KLD 2021
00 34 75 04	CCCP-11149	An-12	Soviet AF/AFL c/s	mfd	1970	opb 368 osae at Nalchik; 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	An-12	MAP Kom-na-Amu APO	rgd	10feb92	in 'polar' Aeroflot c/s
	RA-13340	An-12	Amuraviatrans	trf	17may93	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 damaged, caught fire and burnt out, all 6 crew and 4 passengers escaped unhurt
00 34 75 05	CCCP-11363(2)	An-12BK	Soviet AF/AFL c/s	mfd	31oct70	rgd only 17apr73; probably based at Kalinin-Migalovo; opb Norilsk Avia in 1993; last overhaul completed 04dec95
	RA-11363(2)	An-12BK	Transaero-Samara	trf	16jan96 ?	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)	An-12BK	Norilsk Avn Ent.	IKT	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 NUE 27aug19; ferried from LPL to Chernivtsi 04oct19 for storage; rgd 25feb20 to DS Air Inc. of Cyprus; current on the register 13aug22; l/n SID 14dec24
00 34 75 06	CCCP-11938	An-12BK	Soviet AF/AFL c/s	mfd	oct70	rgd 25apr89, opb 224 LO; f/n CKL 04jun92 c/n not checked; canx but date unknown
	4K-AZ37	An-12BK	Aeroflot	SCO	17jun04	with Aeroflot titles and Azerbaijan flag behind the cockpit
	4K-AZ37	An-12BK	no titles	NBO	29sep04	l/n NBO 23mar05; not on Azerbaijan register 22nov05; c/n only offered for sale by Styron Trading circa 2006/2007 for $650,000
00 34 75 07	"36"	An-12PPS	Soviet Air Force	i/s	09dec70	An-12BK-PPS with ogival tail cone; black and white photo exists with full mission equipment; was on overhaul at èiauliai during 1990 with the given code
	RA-12124(2)	An-12BK	Russian Air Force	CKL	05aug00	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
00 34 75 08	"45"	An-12PPS	Soviet Air Force	i/s	01dec70	An-12BK-PPS with ogival tail cone; was on overhaul at èiauliai 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	An-12BK	Sov AF/AFL titles	VKO	mar92	c/n not checked this date; in all-grey c/s with 'wavy' Soviet flag and small Aeroflot titles by the nose
	RA-11245	An-12BK	Russian Air Force	SVX	23jun06	opb 930 vtap at Zavitinsk probably until 1998; in basic Aeroflot c/s, no titles, carried 'dragon' nose-art; l/n SVX 20aug12
	RF-95429	An-12BK	Russian Air Force	SVX	11sep15	c/n confirmed; in all-grey c/s with 'VVS Rossii' titles, also carrying code "14" red; l/n SVX 2020
00 34 75 10	RA-11309	An-12BP	Irkutsk APO	mfd	31oct70	trf 26apr95; f/n overflying IKT 11may95 into Irkutsk-2 (Vostochny), in Aeroflot c/s, no titles

	RA-11309	An-12BP	Irkut	IKT	04jun01	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-Tolmachovo where the fire was extinguished; there were no casualties to the 10 crew members onboard; l/n OVB 21may24
00 34 76 01	CCCP-11364	An-12BK	Sov. Navy/AFL c/s	Spr	19may73	rgd only 25jul73; seen OSF 06sep93
	RA-11364	An-12BK	Russ. Navy/AFL c/s	OSF	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
	RA-11364	An-12BK	Aerodaks	rgd	25apr02	leased to Aviaobshchemash from 02aug01 and to Novosobirsk APO from 27jun03; in basic Aeroflot c/s, no titles; l/n DME 29nov06
	RA-11364	An-12BK	Sakhal. AviaTrassy	UUS	25nov07	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	An-12BK	Soviet Air Force	mfd	1970	
	"02" red	An-12BK	Russian Air Force	Khb	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; l/n PNR 23sep07; 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
00 34 76 04	not known	An-12BK	Soviet Air Force	mfd	09nov70	toc 16nov70; last overhaul completed 11nov86
	not known	An-12BK	Ukraine Air Force	trf	1992	
	UR-11303	An-12BK	not known	Dzh	22aug97	
	UR-11303	An-12BK	Veteran	Mtp	06may98	
	UR-UCN	An-12BK	Veteran	OST	18mar99	still in fleet list 21nov01, but not in fleet list 24oct02
	UR-UCN	An-12BK	Ukrainian Cargo Aw	FIH	jan07	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	An-12BK	Soviet Air Force	mfd	28nov70	
	"27" red	An-12BK	Russian Air Force	trf	1992	c/n checked several times; f/n Staraya Russa 06aug96; l/n Staraya Russa 24aug02
	RA-12137(2)	An-12BK	Russian Air Force	CKL	22aug05	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
00 34 76 06	not known	An-12BK	Soviet Air Force	no	reports	opb 930 vtap at Zavitinsk
	CCCP-11341(2)	An-12BK	Volga-Dnepr	rgd	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 that time
	no reg	An-12BK	white/blue c/s n/t	Ksv	14sep02	c/n not confirmed, but in identical c/s to, see next line; l/n Kiev-Svyatoshino 18sep02
	EK-12222	An-12BK	white/blue c/s n/t	SHJ	09feb03	c/n confirmed; version painted on as such
	EK-12222	An-12BK	UN Humanitar. AS	AMM	28apr03	UN Humanitarian Air Service; in full all-white UN c/s (large 'UN' on tail); l/n DXB 12oct03
	EK-12222	An-12BK	all-white c/s n/t	DXB	30nov03	opb South Airlines; l/n DXB 28feb04
	ST-SAF	An-12BK	Sarit Airlines	SHJ	20apr04	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
00 34 76 07	CCCP-11342(2)	An-12BK	Volga-Dnepr	mfd	26dec70	ex Soviet Air Force; rgd 25jul91; f/n DUS 04jun92; w/o 23jul92 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 08	CCCP-11362(2)	An-12	Soviet Air Force	rgd	12mar73	see CCCP-11362(1) with unknown c/n; present on Russian register feb98; canx but date unknown
00 34 76 09	"27" red	An-12BK	Russian Air Force	mfd	20dec70	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
	"27" yellow	An-12BK	Russian Air Force	Bly	21aug11	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
	RF-93951	An-12BK	Russian Air Force	no	reports	serial reported by 2012 for this c/n, see previous line
01 34 76 10	CCCP-12998	An-12B	AFL/Tyumen	toc	18feb71	rgd 18mar71
	RA-12998	An-12B	Tyumen Airlines	trf	31aug94	f/n TJM 14may95, in full Aeroflot c/s with titles; canx 25jun97; soc 03jul97 as life-time expired
01 34 77 01	CCCP-12999	An-12B	AFL/International	mfd	29jan71	toc 15feb71; rgd 18mar71; f/n SVO 05may71
	CCCP-12999	An-12B	AFL/Privolzhsk-KUF	trf	01oct72	
	CCCP-12999	An-12B	AFL/International	trf	14nov72	photo HND 21mar73, with red cheatline and 'wavy' Soviet flag, small Aeroflot titles under the cockpit; seen DRS 26jul78
	CCCP-12999	An-12B	AFL/Urals	trf	19apr85	
	12999	An-12B	Aeroflot/Balkan	AMS	13oct90	carried both titles
	CCCP-12999	An-12B	Aeroflot/Balkan	LHR	03nov90	'CCCP-' prefix freshly applied, photo proof; l/n SVX 25sep92
	RA-12999	An-12B	Aeroflot	SHJ	24mar93	last overhaul completed 09aug93; trf to Xlines 25jul94
	4K-12999	An-12B	Ural Airlines	RKT	03dec95	l/n BAK 17may96
	RA-12999	An-12B	Ural Airlines	MST	13sep96	l/n SVX 19aug99; soc 23sep99 and canx 24sep99 as to Bulgaria
	LZ-VEB	An-12B	Vega	rgd	30sep99	f/n SNN 13nov99; l/n STR 22mar02
	LZ-VEB	An-12B	Scorpion Air	BGY	25may02	named 'Tsar Boris'; carried additional 'operated by DHL' titles aug02
	LZ-VEB	An-12B	Vega	PRG	13mar03	named 'Tsar Boris'; l/n SOF 14apr07; offered for sale jul07 with t/t 40,269 hours and 13,274 cycles
	UN-11019(2)	An-12B	ATMA	DXB	21sep07	all-white c/s with blue cheatline and titles; l/n SHJ 04mar08
	UP-AN212	An-12B	ATMA	DXB	21jul08	l/n SVO 06sep14, all-white c/s with blue cheatline and titles
	EW-435TI	An-12BP	Grodno	rgd	12dec14 ?	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
	UR-CIC	An-12B	Meridian	rgd	26jan22	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 BHX 09jul22; crashed 16jul22 near Kavala, Greece, had departed Nis, Serbia carrying 11.5 tons of ammunition to Dhaka in Bangladesh
01 34 77 02	CCCP-11100	An-12B	AFL/Krasnoyar.-NSK	mfd	25jan71	on charge as of 01apr71; rgd 15apr71; opb 434 LO; in 'polar' c/s; f/n AMS 15sep92
	RA-11100	An-12B	Aeroflot	SVO	26apr93	in 'polar' c/s; l/n AMS 18may94
	RA-11100	An-12B	Norilsk Avn Ent.	trf	22dec95	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
01 34 77 03	CCCP-11101	An-12B	AFL/International	toc	15feb71	f/n AMS 18feb71; rgd 18mar71
	CCCP-11101	An-12B	AFL/GosNII GA	trf	08aug72	l/n SVO 30jun92
	RA-11101	An-12B	GosNII GA	trf	25dec92	f/n SVO 15may93; in full Aeroflot c/s with titles
	RA-11101	An-12B	ATO		11dec93	leased from GosNII GA
	RA-11101	An-12B	GosNII GA	SVO	17jun94	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
01 34 77 04	CCCP-11102(2)	An-12B	AFL/Magadan-GDX	mfd	26feb71	on charge as of 01apr71; rgd 09apr71; first reported Anadyr 10apr87 in an incident report; f/n SVO 22may91; see CCCP-11002(1) with unknown c/n
	RA-11102(2)	An-12B	Magadan Cargo Al	trf	20may93	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
	RA-11102(2)	An-12B	MagadanAviaLeas.	trf	1998	MagadanAviaLeasing; soc 20sep00; canx 30nov00 as to São Tomé
	S9-BOS	An-12B	British Gulf Int.	SHJ	17dec00	named 'Julia'; l/n SHJ 24sep02
	EX-163	An-12B	British Gulf Int.	rgd	15oct02	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
	EK-11102(2)	An-12B	South Airlines	KDH	27sep07	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
	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 Paloich 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"	An-12PPS	Soviet Air Force	i/s	28mar71	An-12BK-PPS with ogival tail cone; was on overhaul at èiauliai during 1990 with the given code

	"82" red	An-12PPS	Russian Air Force	Ors	27aug03	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"	An-12PPS	Soviet Air Force	i/s	29mar71	An-12BK-PPS with ogival tail cone; was on overhaul at èiauliai during 1990 with the given code
	"16" red	An-12BK	Russian Air Force		2000	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"	An-12PPS	Soviet Air Force	i/s	28mar71	An-12BK-PPS with ogival tail cone; was on overhaul at èiauliai during 1990 with the given code
	"70" red	An-12PPS	Russian Air Force	no	reports	An-12BK-PPS with ogival tail cone; opb 117 oap REB at Orenburg-2 (Southwest)
	"25" blue	An-12BK	Russian Air Force	Roc	25may07	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
	RF-95685	An-12BK	Russian Air Force	Roc	jul11	in all-grey c/s with 'VVS Rossii' titles and Russian Stars, also carries "25" blue; l/n Kubinka 20aug18
01 34 77 09	"70"	An-12PPS	Soviet Air Force	i/s	01jun71	An-12BK-PPS with ogival tail cone; f/n Byelaya-Tserkov 1980s; was on overhaul at èiauliai during 1990 with the given code
	RA-12709	An-12BK	Russian Air Force	Lev	22may01	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 19aug03
	"19" red	An-12BK	Russian Air Force	Siv	16may07	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
	RF-90787	An-12BK	Russian Air Force	Gmv	09oct14	in all-grey c/s, also coded "19" red, with 'VVS Rossii' titles and Russian flag on the tail; retains the ogival tail cone; l/n Levashovo nov19
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
01 34 78 01	CCCP-11105(2)	An-12B	AFL/International	mfd	30apr71	toc 20may71; rgd 28jun71; f/n SVO 27may71; see CCCP-11105(1) with unknown c/n
	CCCP-11105(2)	An-12B	AFL/Leningrad-LED	trf	17dec81	damaged when overran Khmelnytsky 09jun92 but repaired; in 'polar' colours
	RA-11105(2)	An-12B	Aeroflot	LED	17jan93	in 'polar' colours; l/n LTN 28apr94
	RA-11105(2)	An-12B	Pulkovo Avia	trf	22nov94	seen PRG 05sep95, in Aeroflot 'polar' c/s and titles; l/n LED 09jul98; soc 25dec97 as life-time expired; canx 16jan98; broken up
01 34 78 02	CCCP-11106	An-12B	AFL/Magadan-GDX	mfd	30apr71	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
	RA-11106	An-12B	Magadan Cargo Al	trf	20may93	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
	EL-ALD	An-12B	Santa Cruz Imp.	rgd	29may96	f/n CMB 07aug96; l/n SHJ 03apr97; canx date unknown; reg used on an Il-18 185008601 by jun98, see below
	YA-DAA	An-12B	Ariana	SHJ	28apr98	c/n not confirmed; l/n KDH 17oct00 in service; reported destroyed late 2001 by US bombing raid
01 34 78 03	"01" red	An-12BK	Soviet Air Force	mfd	25may71	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
	UR-11305	An-12BK	Veteran	Dzh	06may98	l/n VIN 28jun99; not in 2000 fleet list
	XU-395 (2)	An-12BK	Imtrec Aviation	BKK	20oct05	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
	XU-395 (2)	An-12BK	South Asian Al	lsd	20jan08	until 19jan09; f/n PNH 03apr08; canx by Cambodian CAA 24jul08, in documents as An-12TBK
	EK-12803	An-12BK	Air Highnesses	rgd	25jul08	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
	EK-12835	An-12BK	Ridge Airways	rgd	23sep11	opb by Taron Avia; f/n LHE 09mar12, all-white, blue cheatline, no titles; l/n MZR 21jan13; canx 07dec13
	EY-410	An-12BK	no titles	rgd	20oct14	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
01 34 78 04	"33" blue	An-12BK	Russian Air Force		25apr03	at Kazan-Borisoglebskoye and OMS 19nov03; in all-grey c/s with shark's teeth motif and eyes; photo Akhtubinsk 2006; underwent overhaul at Taganrog in 2009
	"33" red	An-12BK	Russian Air Force	CKL	jul10	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
01 34 78 05	"18"	An-12PPS	Soviet Air Force	i/s	19aug71	An-12BK-PPS with ogival tail cone; was on overhaul at èiauliai during 1990 with the given code; later converted to a standard transport aircraft
	"14" red	An-12BK	Russian Air Force	Lev	22may01	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
	RF-93586	An-12BK	Russian Air Force	Lev	16aug14	in all-grey c/s with Russian flag and 'VVS Rossii' titles, also carrying code "14" red; l/n 16oct18, location withheld
01 34 78 06	"72"	An-12PPS	Soviet Air Force	i/s	29jun71	An-12BK-PPS with ogival tail cone; black and white photo exists without full mission equipment; was on overhaul at èiauliai during 1990 with the given code
	"72" red	An-12PPS	Russian Air Force	Ors	21apr97	An-12BK-PPS with ogival tail cone; in all-grey c/s; photo exists with c/n painted as such; seen again 27aug03, c/n not checked but probably the same aircraft; based at Orenburg-2 (Southwest), with 'Bear breaking Antenna' badge behind the cockpit and still with mission equipment; l/n Orenburg-2 (Southwest) 11aug12 as such
01 34 78 07	"38"	An-12PPS	Soviet Air Force	i/s	mid1971	An-12BK-PPS with ogival tail cone; was on overhaul at èiauliai during 1990 with the given code
	"38" red	An-12PPS	Russian Air Force	Ors	27aug03	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
01 34 78 08	"42"	An-12PPS	Soviet Air Force	i/s	12aug71	An-12BK-PPS with tail turret; was on overhaul at èiauliai during 1990 with the given code; converted to a standard transport aircraft
	RF-12560	An-12BK	Russian Air Force	Gmv	03mar08	in basic Aeroflot c/s, no titles with non-standard window configuration; seen Vorkuta-Sovyetsky 22sep11; seen Levashovo 27jun15 also carrying code "11" red and 'VVS Rossii' titles; l/n GOJ aug21
01 34 78 09	CCCP-11107	An-12B	AFL/International	mfd	25may71	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
01 34 78 10	CCCP-11108(2)	An-12B	AFL/International	mfd	20jun71	toc 07aug71; rgd 23aug71; f/n SVO oct71; see CCCP-11108 with unknown c/n
	CCCP-11108(2)	An-12B	AFL/Leningrad-LED	trf	25mar78	
	CCCP-11108(2)	An-12B	Aerocomplex	AMS	jun90	seen LHR 20oct90; in basic Aeroflot c/s; l/n OST 03jan92
	CCCP-11108(2)	An-12B	Aeroflot	LED	13mar92	
	LZ-PVK	An-12B	Global Air, n/t	LED	06sep92	in basic ex-Aeroflot colours
	RA-11108(2)	An-12B	Aeroflot	LED	15jun93	
	RA-11108(2)	An-12B	Pulkovo Avia	trf	22nov94	soc 29oct96 as life-time expired; canx 11feb97; broken up
01 34 79 01	CCCP-11109(2)	An-12B	AFL/Northern-LED	toc	13aug71	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;
	11109(2)	An-12B	United Nations	ZAG	oct92	all-white c/s with United nations and UN titles
	RA-11109(2)	An-12B	Aeroflot	STN	29apr93	in Aeroflot c/s with white undersides and titles; l/n LED 11sep93
	RA-11109(2)	An-12B	Pulkovo Avia n/t	trf	22nov94	in Aeroflot c/s with white undersides and titles; l/n MST 29sep95; soc 18nov96 as life-time expired; canx 11feb97; broken up
01 34 79 02	CCCP-11110(2)	An-12B	AFL/Tyumen-TJM	mfd	06jul71	toc 14aug71; rgd 23aug71; damaged Kuibyshev-Kurumoch 26aug80, but repaired; see CCCP-11110(1) with unknown c/n
	CCCP-11110(2)	An-12B	MAP Kuibyshev APO	trf	05jun81	rgd 28jul81
	CCCP-11110(2)	An-12B	Aviakor	HRK	1991	photo; in blue/white c/s with large 'Aviacor' titles
	RA-11110(2)	An-12B	Aviakor c/s, n/t	SHJ	09jun93	crashed near to Al Fasher, Sudan 07aug93 whilst diverting due to bad weather and force landed after running low on fuel; operated by Aviakor
01 34 79 03	"54"	An-12PPS	Soviet Air Force	i/s	mid1971	An-12BK-PPS with tail turret; was on overhaul at èiauliai during 1990 with the given code; black and white photo exists; fate ?
01 34 79 04	"06" red	An-12PPS	Soviet Air Force	i/s	30sep71	An-12BK-PPS with tail turret; was on overhaul at èiauliai during 1990 with the given code
	"06" red	An-12PPS	Russian Air Force	Iva	24apr97	An-12BK-PPS with tail turret; in all-grey c/s, c/n checked; preserved in the VTA museum at Ivanovo-Severny (N57.043793 E40.994918) c/n again checked, seen jul02/19aug17
01 34 79 06	CCCP-11111(2)	An-12B	AFL/Magadan-GDX	mfd	01sep71	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
01 34 79 07	CCCP-11112(2)	An-12B	AFL/Tyumen	mfd	31aug71	toc 27sep71; rgd 19oct71; see c/n 5343307 and CCCP-11112(1) with unknown c/n; version given as 'TB' in Russian register
	RA-11112(2)	An-12B	United Nations	LAD	28may93	and ASM 29aug93 with 'PAM UN-World Food' titles
	RA-11112(2)	An-12B	Tyumen Airlines	trf	31aug94	f/n TJM 14may95, in all-white c/s, no titles; rgd to Translease Aero 23sep98; l/n DME 17jun99
	RA-11112(2)	An-12B	East Line	DME	10jul00	l/n VKO 29jul00; soc 27feb01; canx 12mar01 as to Bulgaria
	ER-AXA	An-12B	Air Bridge Group	rgd	24apr01	f/n BNE 02apr02; Aerocom Logo; canx 27oct05 as for sale; l/n BNE may06/25may07 stored
	RDPL-34153	An-12B	Air Bridge Group	BNE	09jun07	departed this day on delivery to Imtrec
	RDPL-34153	An-12B	South Asian Al		photo	taken at KMG late 2007; leased from Imtrec Aviation 20oct07/14nov08 lessor reported as Lao Capricorn Air; l/n FJR 12dec09
	EK-12112(2)	An-12B	Air Armenia	rgd	06apr10	f/n SIN 19jun10; l/n SIN 05oct10 all-white c/s, no titles; registration painted without dash; see c/n 402110

	EK-12112(2)	An-12B	Air Mark	SIN	07dec10	in all-white c/s, with small 'Air Mark Aviation' titles and logo, registration painted without dash; l/n SIN 11sep11
	EK-12112(2)	An-12B	Air Armenia	PNH	16feb12	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
01 34 79 08	CCCP-11113(2)	An-12B	AFL/Magadan-GDX	mfd	27sep71	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
	RA-11113(2)	An-12B	Magadan Cargo Al	trf	20may93	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
	RA-11113(2)	An-12B	MagadanAviaLeas.	SVO	06jul98	MagadanAviaLeasing; CofR renewal 18feb99; in Aeroflot c/s, no titles; seen in VARZ-400 aug01/jun03 in poor condition
	RA-11113(2)	An-12B	Avial NV	OST	25sep05	in basic Aeroflot c/s with flag on white fin; soc 19jun06 as to Moldova, but l/n DME 25jun06
	ER-ACQ	An-12BP	Grixona	rgd	07jul06	f/n MJI 07dec06 in basic Aeroflot c/s, Grixona titles on port side only; l/n SHJ 29jul07; version from Moldovan register
	S9-KHD	An-12BP	Transliz Aviation	DXB	02nov07	in basic Aeroflot c/s; l/n FRU 16oct14 wfu, starboard propellers missing; gone by 2017 and presumably broken up
01 34 79 09	CCCP-11114(2)	An-12B	AFL/Komi	mfd	25oct71	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
	CCCP-11114(2)	An-12B	Harco Air	KAD	06aug92	
	CCCP-11114(2)	An-12B	Nigeria Mails	LOS	01aug92	in white c/s with red cheatline, grey undersides and bird emblem in black on tail; l/n MLA 01dec92
	RA-11114(2)	An-12B	Aeroflot	SVO	22dec93	l/n SCW 13jul94
	RA-11114(2)	An-12B	Skylink	SHJ	09dec94	
	RA-11114(2)	An-12B	Komiinteravia	trf	25apr95	f/n IST 21mar96, in full Aeroflot c/s with titles; l/n KLF 17aug99
	RA-11114(2)	An-12B	Special Cargo Al	rgd	24sep99	f/n DXB 31oct99, in Aeroflot c/s, no titles; l/n SHJ 07dec99; soc 20jan00 as to Angola; canx 28jan00
	D2-FDC	An-12B	Aeroflot c/s, n/t	SHJ	04oct00	l/n SHJ 18may01; ex 'Skylink' titles visible; later repainted, white fuselage, blue tail with no titles
	ER-ACJ	An-12B	no titles	rgd	27apr01	f/n SHJ 25may01; checked ex D2-FDC; canx 10dec01; l/n SHJ 20feb02, see next line
	3C-QRI	An-12B	Space Cargo	SHJ	2001	reported in Air Britain, confirmation welcome
	UN-11006(3)	An-12B	blue cheatline	DXB	21aug02	white/grey fuselage; see c/ns 6343908 and 9346602
	UN-11006(3)	An-12B	GST Aero	FRA	14nov01	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
	UN-11007(4)	An-12B	Aviakom	rgd	11dec06	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
	UN-11010(2)	An-12B	not reported	FIH	17jul07	c/n not confirmed; l/n FJR 08jan08; see also c/n 3341110
	no reg	An-12B	East Wing	FJR	10feb08	l/n FJR 14feb08; all-white c/s with version as such on nose, reg from ATC
	UN-11010(2)	An-12B	East Wing	GOM	05mar08	c/n not confirmed; l/n FJR 19aug08, see reported arrival date next line
	UP-AN207	An-12B	all-white c/s, n/t	FJR	14sep08	c/n from CAA; reported arrived FJR 30jul08, opb East Wing; l/n FJR 31jan09
	UP-AN207	An-12B	East Wing	NDJ	14aug09	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
01 34 79 10	"44"	An-12PPS	Soviet Air Force	i/s	01nov71	An-12BK-PPS with tail turret; was on overhaul at èiauliai during 1990 with the given code
	not known	An-12BK	Russ. Space Forces	no	reports	reported based at Plesetsk
01 34 80 01	not known	An-12PPS	Soviet Air Force	mfd	1971	An-12BK-PPS with tail turret; was based at èiauliai; in all grey c/s
	"14" red	An-12PPS	MRP NPO "Vzlyot"	trf	1976	a test-bed with an aperture behind the cargo doors, took part in the development of electronic warfare for the OKA-U and Iskander missile systems; opb YeLIIP (Yermolino Flight Test Research Enterprise); still in full Soviet/Russian Air Force c/s; trf to OOO "YeLIIP-Avia" aka Yermolinskiye avialinii in the 1990s; trf to the Russian MVD, but was damaged in 1993 when a bus collided with the parked aircraft and a repair was deemed economically not viable; f/n Yermolino 16apr97; was cannibalised and sat wfu in bushes at Yermolino, seen aug12/jun16
	"14" red	An-12BK	Russian MVD	ph.	13aug19	repaired externally, repainted in grey c/s with Red Stars and preserved as a gate guard at Yermolino officially from 17aug19
	"14" red	An-12BK	Rosgvardiya	ph.	06may20	in grey c/s with titles and Red Stars; preserved as a gate guard at Yermolino, seen may20/05jul23
01 34 80 02	CCCP-11118(2)	An-12B	AFL/International	toc	06nov71	rgd 30nov71; f/n AMS 16dec71; seen AMS 15apr76; see CCCP-11118(1) with unknown c/n
	CCCP-11118(2)	An-12B	AFL/Leningrad-LED	trf	20dec81	according to MGA document, 04jan82 according to register; in 'polar' colours
	CCCP-11118(2)	An-12B	Aerocomplex	lsd	jul90	in basic ex-Aeroflot 'polar' colours; l/n MUC 19aug91
	CCCP-11118(2)	An-12B	Aeroflot	LED	13mar92	in 'polar' colours; l/n MLA 19mar92
	RA-11118(2)	An-12B	Aeroflot	BRU	19mar93	opb Pulkovo; w/o 24feb94 when crashed on approach to Nalchik due to icing; soc 18jul94; canx 27jul94
01 34 80 03	CCCP-11115(2)	An-12B	AFL/N.Kavkaz-ROV	mfd	23oct71	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
	RA-11115(2)	An-12B	Aeroflot	SIN	16oct92	in Aeroflot c/s with blue tail
	RA-11115(2)	An-12B	Donavia	trf	25nov93	f/n TLV mid95; l/n ROV 29jul00; also had additional 'Tech Avia' titles; see rgd next line
	RA-11115(2)	An-12B	Aeroflot-Don	rgd	11apr00	
	RA-11115(2)	An-12B	Aerofreight	lsd	31nov00	f/n SVO 25feb01; leased from Aeroflot-Don until 30jun03; l/n ROV 13nov00/10jan05
	RA-11115(2)	An-12B	Avial NV	DME	19feb06	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
01 34 80 04	"08" red	An-12PPS	Soviet Air Force	i/s	1971/72	An-12BK-PPS with tail turret; was on overhaul at èiauliai during 1990 with the given code
	"08" red	An-12PPS	Russian Air Force	Tgr	04jun11	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-Severny 19aug17
01 34 80 05	"10"	An-12PPS	Soviet Air Force	mfd	29dec71	An-12BK-PPS with tail turret; was on overhaul at èiauliai during 1990 with the given code; a black and white photo exists
	UK-11109(3)	An-12BK	Uzbekistan Airways	SHJ	08nov94	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
	XU-365 (1)	An-12BP	Imtrec Aviation	BKK	26aug01	c/n confirmed by the operator; now with a small chin radar; in basic Uzbekistan Airways c/s, initially no titles; seen as such BKK 26aug01; received titles and the name 'Cinderella'; f/n as such BKK 01sep01; l/n BKK 26jan04; see c/n 402601
	XU-365 (1)	An-12BP	no titles	SHJ	21mar04	in basic Uzbekistan Airways c/s; l/n SHJ 09apr04
	EX-034	An-12BP	not known	SHJ	20dec04	in the same c/s as XU-365 (1)
	EX-034	An-12BP	Sasco Air Lines	SHJ	30dec04	named 'Cinderella'; l/n with titles SHJ 20feb05; seen SHJ 23mar05 without titles on the right side
	EX-034	An-12BP	TCS	DXB	12jun05	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
	EX-169	An-12BP	Click Airways	SHJ	28dec06	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
	UR-CKL	An-12BK	Cavok Air	rgd	30oct12	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; seen TFS 30sep23; new CofR issued 20dec23; l/n MSP 12jul24
01 34 80 06	CCCP-11116	An-12B	AFL/Belarus	mfd	30nov71	version given as An-12TB in Russian register; toc 10dec71; rgd 21dec71; f/n CCU 06may75
	CCCP-11116	An-12B	AFL/East Siberia	trf	16dec76	opb Irkutski OAO
	RA-11116	An-12B	Aeroflot	IKT	06jul94	
	RA-11116	An-12B	Baikalavia	trf	07feb95	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 at IKT around 1995; l/n as such at 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
	RA-11116	An-12B	Aerofreight	no	reports	reported in an incident report at Irkutsk 04may02
	RA-11116	An-12B	Tesis	rgd	05feb03	no titles; f/n DME 07apr03; l/n DME 28jun03; still rgd to Tesis 11feb04
	RA-11116	An-12B	Sakhaviatrans			leased from Tesis 20jan03/20jan04; soc and canx 13may04 as to Bulgaria
	LZ-BRV	An-12B	Sakhaviatrans	rgd	06jun04	with titles; f/n DME 08jun04
	LZ-BRV	An-12B	Bright Aviation	CGN	30jul04	l/n SOF 18apr07
	UR-CGR	An-12B	not known	no	reports	registration from the Armenian CAA as being the former registration of EK-12006, but UR-CGR was probably ot taken up by this An-12 as it was allocated to a Saab 340
	EK-12006	An-12B	Air Highnesses	rgd	13may08	c/n confirmed; current on register 01jan09
	EK-12006	An-12B	Congo Airways	PNR	apr09	in white/grey c/s with thin blue cheatline, with titles; l/n NLV 30jun10
	EK-12006	An-12B	Air Highnesses	XCR	10sep10	in white/grey c/s with thin blue cheatline, with titles; l/n AMS 16apr11; canx 30apr11
	UR-CJN	An-12B	Aero Charter	rgd	07jul11	to Viktor Pankratyev of Moscow; in white/grey c/s with thin blue cheatline, no titles; f/n PDV 23jul11; l/n BTS 14mar12
	UR-CJN	An-12B	Cavok Air	rgd	26apr12	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 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 PRG 23nov21; new CofR issued 20dec23
01 34 80 07	73311/YU-AIC	An-12BP	Yugoslav Air Force	mfd	28nov71	f/n ARN 04may72; l/n LHR 23nov89
	73311/YU-AIC	An-12BP	Aeron. Museum	BEG	22nov90	
	LZ-SGA	An-12BP	Sigi Air Cargo	rgd	08may91	f/n LGW 13may91; l/n BNE 11sep91
	LZ-SFA	An-12BP	Air Sofia	lsd	16mar92	from Belgrade Aeron. Museum; f/n LHR jun92; still in basic Sigi Air Cargo c/s with titles; l/n LUX 27aug93; no titles 04oct93

	LZ-SFA	An-12BP	Air Sofia, n/t	ORY	21sep94	white tail c/s with blue cheatline
	LZ-SFA	An-12BP	Air Sofia	SHJ	06nov95	all-white with titles and logo; l/n OST 03aug97
	LZ-SFA	An-12BP	Mandala	SIN	oct97	l/n RTM 23dec97; leased from and returned to Air Sofia
	LZ-SFA	An-12BP	Air Sofia, n/t	SHJ	14oct98	all-white; bought by Air Sofia 23feb98; l/n SHJ 01sep00
	LZ-SFA	An-12BP	Mandala	SIN	31aug01	l/n JHB 11feb04
	LZ-SFA	An-12BP	Air Mark	HKG	14mar04	with additional 'TRI-MG' titles JHB 10aug04; l/n JHB 06mar05
	LZ-SFA	An-12BP	Air Sofia, n/t	BTS	01sep05	small 'Sri Lankan' titles by nose, having returned from lease mid 2005; l/n OST 03nov05
	LZ-SFA	An-12BP	Air Sofia, n/t	SOF	13jan06	all-white without any titles; l/n ZRH 28jul06
	LZ-SFA	An-12BP	Dynami Aviation	ZRH	11aug06	all-white with small Dynami badge on tail and forward fuselage, dynami-aviation.com email address by tail ramp and large (French) telephone number on forward fuselage; l/n OST 05dec06
	YU-UIA	An-12BP	United Internat.Al	OST	05aug07	in all-white c/s with 'UIA' badge and small titles; l/n OST 13nov07
	UP-AN201	An-12BP	all-white	SOF	02mar08	small "operated for Miras Air" titles; l/n FJR 25nov08
	UP-AN201	An-12BP	Mach Cargo	FJR	12mar09	blue c/s, large titles; l/n FJR 13mar10/28nov14, stored on a remote ramp at far side of the airfield
02 34 80 08	3X-GBA	An-12BP	Guinea Air Force	CKY	oct72	in Air Guinée c/s with titles; l/n DUS 30jul76, with only '8008' on the tail
.. 80 09	3X-GBB	An-12BP	Guinea Air Force	CKY	oct72	in Air Guinée c/s
01 34 80 10	73312/YU-AID	An-12B	Yugoslav Air Force	mfd	19dec71	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
02 34 81 01 ?	CCCP-11119(1)	An-12B	Aeroflot	SVO	18may76	see c/n 402810; seen Kirovskoye 09may97/07may98 c/n not checked; registration and c/n not on Soviet or Russian Federation register
02 34 81 02	CCCP-11120	An-12B	AFL/International	mfd	17jan72	toc 17feb72; rgd 17mar72; f/n AMS 31mar72; seen CAI aug75
	CCCP-11120	An-12B	AFL/Yakutiya	trf	27dec78	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 81 03	CCCP-11121(2)	An-12B	AFL/Komi	toc	10feb72	rgd 09mar72; f/n DYU 25aug75; l/n SXF 22apr92; canx 12feb93 and soc 12jul93 as to Angola; shot down by Stinger SAM and dbr on landing in Angola 26apr93, but actual registration carried this date is unknown; see CCCP-11121(1) with unknown c/n
02 34 81 04	CCCP-11122	An-12B	AFL/Far East	rgd	03apr72	toc 22mar72; f/n HND 01feb73; version also reported as An-12BK
	CCCP-11122	An-12B	AFL/East Sib.-IKT	trf	unknown	on charge as of 01oct78; opb 1-y Irkutski OAO; trf to Avia 30jun92
	RA-11122	An-12B	Aeroflot	IKT	06jul94	opb Avia, but still in full Aeroflot c/s; dbr 13apr97 on a flight from Novosibirsk to Verkhnevilyuisk with the MTOW exceeded by 12,580 kg, on landing at Verkhnevilyuisk the aircraft touched down late on the unpaved runway, bounced twice, overran the runway and collided with obstacles (at N63.4593 E120.2483), all 5 crew escaped unhurt while 1 out of 7 passengers was injured; canx 26jan98; wreck still present at the accident site by aug12
02 34 81 05	CCCP-11123	An-12B	AFL/Northern-LED	mfd	12feb72	toc 17mar72; rgd 17apr72; f/n SXF nov77; l/n LED 06sep92
	RA-11123	An-12B	Aeroflot	BRU	13jan93	
	RA-11123	An-12B	Pulkovo Avia	trf	22nov94	soc 14sep05 as life-time expired; canx 04oct95; broken up
02 34 81 06	CCCP-11124	An-12B	AFL/East Siberia	mfd	24feb72	toc 18mar72; rgd 29may72; f/n IKT 23sep86; l/n IKT 06jul92
	RA-11124	An-12B	Baikalavia	trf	30jun94	f/n IKT 06jul94, in full Aeroflot c/s with titles; l/n IKT 10may95 as such
	RA-11124	An-12B	Tesis	rgd	11apr01	no titles; f/n DME 01jun01; l/n DME 19aug02, see next line
	RA-11124	An-12B	Aerofreight	DME	09sep02	leased from Tesis 29mar01/29sep03; l/n DME 24aug03; soc 22dec03 as to Ukraine
	UR-CCY	An-12B	Veteran	SHJ	20jan04	arrived this date, in all-white c/s, no titles
	UR-CCY	An-12B	United Nations/WFP	SHJ	21jan04	in full all-white UN c/s with additional 'operated by WFP' titles; markings applied this date; l/n JUB 16may06 with additional small 'operated by Veteran' titles
	UR-CCY	An-12B	Aero Service	FJR	14sep08	owned by Aviation Communication of the UK, opb Veteran; in all-white c/s with 'Aero Service' titles; in Veteran fleet list by 27jun06; involved in contraband at Dzhankoi 11jun07, resulting in temporary confiscation (officially returned to owner by a court order dated 19jul10); f/n SHJ 10feb08, titles not reported; sat wfu at FJR, seen may10/mar18; canx 08oct10; offered for sale as scrap jun15
02 34 81 07	"50" red	An-12PPS	Soviet Air Force	mfd	18apr72	An-12BK-PPS with a tail turret; toc 19apr72; overhaul completed 01jun90 (at èiauliai)
	"50" red	An-12PPS	Russian Air Force	Iva	24apr97	An-12BK-PPS with a tail turret; c/n not checked 24apr97, but checked at Ivanovo-Severny jul02; stripped of mission equipment and converted into a freighter; opb 610 TsBPiPLS VTA at Ivanovo-Severny; earmarked for sale by the Russian privatisation agency 01jul04, auctioned 28oct05 and sold to Bilmer
	EX-124 (1)	An-12BK	Kyrgyz Air Force	OSF	jun06	mentioned in Ukrainian legal documents sep08, with regards to a signed contract for maintenance 15nov05, with the plaintiff given as Veteran LLC and the owner as non-resident AMC (Aircraft Maintenance Center); in grey c/s, no titles or markings apart from the registration and another overpainted registration (just visible on the side of the fuselage, possibly RA- ?); sold in non-airworthy condition by Bilmer before 2010, with t/t 3,817 hours and 2,360 cycles; see c/n 7345403
	TN-AHU	An-12BK	Aéro-Frêt Business	rgd	18oct07	in white/blue c/s with full titles; f/n BZV 17mar09; reportedly ferried from BEN to NLV 03may10; seen parked at PNR 20jan12/10jun12 as the type was no longer allowed to be operated; l/n Bila Tserkva 04jun13; canx 26apr15
	UR-KDM	An-12BK	Meridian	rgd	27feb14	to Groveside Solutions LP of Edinburgh, UK; in white/lime green c/s, no titles; f/n Marculesti 30apr14; l/n BZV 11aug14
	UR-KDM	An-12BK	Cavok Air	rgd	19jun15	to Groveside Solutions LP of Edinburgh, UK; rgd 15jan16 to Balt-Solution Group OU of Estonia; in white/lime green c/s, no titles; f/n DCS 05jan18; slightly damaged 30mar18 on a flight from Bamako to Gao (Mali) when the nose gear collapsed on landing and the aircraft continued for some 70 metres, sustaining damage to the undercarriage and forward fuselage; seen undergoing maintenance at Bila Tserkva in 2019; new CofR issued 11feb20; l/n CLE 13dec21; new CofR issued 20dec23, again to Balt-Solution Group OU of Estonia
02 34 81 08	CCCP-11125(1)	An-12BP	AFL/Yakutiya	toc	23apr72	rgd 26may72; probably based at YKS; suffered internal damage when a vessel with acid broke during loading; wfu by TAPO because of severe corrosion; soc 25oct78; see c/n 3341006
02 34 81 09	"52" red	An-12PPS	Soviet Air Force	i/s	19apr72	An-12BK-PPS with tail turret; was on overhaul at èiauliai with that code during 1990
	"52" red	An-12PPS	Russ. Space Forces	KLD	aug96	An-12BK-PPS with tail turret; opb 17 osae at Plesetsk; c/n checked Ivanovo-Severny 24apr97 and again aug02; still had the full mission equipment and carried 'crane' nose-art below the cockpit in 1996; the mission equipment was removed by aug02; tender for overhaul and conversion to a standard freighter published 23sep08, won by 325 ARZ
	RF-12556	An-12BK	Russian Air Force	trf	2010	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
	"22" black	An-12BK	Russian Air Force	ph.	sep20	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
	RF-12556	An-12BK	Russian Air Force	ph.	09dec20	all grey c/s with Russian Stars, no titles; also wearing code "17" red; l/n GOJ 2022
02 34 81 10	"48" red	An-12PPS	Soviet Air Force	i/s	1972	An-12BK-PPS with tail turret; was on overhaul at èiauliai during 1990 with the given code; converted to a standard transport aircraft
	"48" red	An-12BK	Russian Air Force	ZIA	15aug92	in all-grey c/s
	RA-11719(2)	An-12BK	Russian Air Force	CKL	26aug02	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
02 34 82 01	CCCP-11126	An-12B	AFL/East Siberia	toc	15may72	rgd 30may72; f/n Sperenburg 15nov72, already operated be the military this date ?, as handed over to military unit 52526 18may73 (on the basis of a decree issued 21feb73)
02 34 82 02	CCCP-11127	An-12B	AFL/International	toc	22may72	rgd 30may72; f/n AMS 06jul72
	CCCP-11127	An-12B	AFL/Leningrad	trf	unknown	on charge as of 01jan83; seen LED 07apr91 in 'polar' c/s; in standard c/s LED 17apr92; l/n SVO 02jun92
	LZ-PVL	An-12B	Global Air, n/t	LED	06sep92	in basic ex-Aeroflot colours
	RA-11127	An-12B	Aeroflot	LGG	07jul93	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
02 34 82 03	CCCP-11128(2)	An-12B	AFL/Tyumen-TJM	mfd	31may72	toc 15jun72; rgd 20jun72; opb 2-i Tyumenski OAO; f/n HEL 29sep91; c/n painted on as 02318203; see CCCP-11128(1) with unknown c/n
	RA-11128(2)	An-12B	Aeroflot	ZRH	30jun93	
	RA-11128(2)	An-12B	all-white c/s n/t	SHJ	01feb94	
	RA-11128(2)	An-12B	Tyumen Airlines	trf	31aug94	f/n TJM 14may95; in all-white c/s, no titles; l/n MST 27sep97
	RA-11128(2)	An-12B	Avial NV	BTS	02sep99	leased from Tyumen Airlines 15aug01/31dec03; in white/light grey c/s with blue fin and short titles; l/n SVO 29aug03
	RA-11128(2)	An-12B	Pochta Rossii	DME	21sep03	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
	UR-CEN	An-12B	United Nations/WFP	SHJ	03nov04	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
02 34 82 04	CCCP-11129	An-12B	AFL/International	mfd	25may72	toc 20jun72; f/n AMS 20jul72; rgd only 01aug72; l/n LBG 02feb76
	CCCP-11129	An-12B	AFL/Yakutiya-YKS	trf	23mar78	photo jul89, in Aeroflot 'polar' c/s and titles
	CCCP-11129	An-12B	Sigi Air Cargo	SOF	14dec90	l/n LTN 20apr91; dbr 08nov91 when overran runway at Geneina (Sudan); soc and canx 05sep94
02 34 82 05	CCCP-11130	An-12B	AFL/International	mfd	29may72	also given as 30jun72; toc 18jul72; f/n HND 27jul72; rgd only 08aug72
	CCCP-11130	An-12B	AFL/Yakutiya	trf	05jan79	was based at Batagai for a short time; damaged 29jun90 whilst taxiing at Rostov-na-Donu when struck parked An-12A CCCP-11976; repaired
	CCCP-11130	An-12B	Penas Air Cargo	SIN	16may92	in basic Aeroflot c/s; l/n SVO 16aug92
	RA-11130	An-12B	Aeroflot	SIN	sep93	l/n YKS 08jul94
	RA-11130	An-12B	Sakha Avia	trf	20jul95	
	RA-11130	An-12B	SirAERO	YKS	14aug03	leased from Sakha Avia 08nov00/31jan04; l/n YKS 01jul04; trf from Polyarnyye avialinii to Yedinaya Sakha-Yakutskaya transportnaya kompaniya 24mar05
	RA-11130	An-12BP	Avial NV	rgd	21feb06	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
	RA-11130	An-12BP	Kosmos	VKO	25dec12	owned by RSC "Energia"; in basic 'blue' Aeroflot c/s, no titles; l/n NNM 09apr14
	11130	An-12BP	SibNIA	rgd	unknown	on the Russian experimental aviation register; operated 'on paper' by Nimbus; 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; sat wfu at Krasnoyarsk-Cheremshanka from 2018 or 2019, seen feb20/aug23 (without engines by aug23); the fuselage in two sections was seen on low loaders 24jul24, on its way from Krasnoyarsk to Kemerovo; will be preserved in the "Antoshka" Park at Kemerovo; l/n thee 01oct24, freshly painted with white top, red cheatline and grey belly, large "Antoshka" titles in red in cyrillic; no reg visible
02 34 82 06	"02" red	An-12PPS	Soviet Air Force	mfd	31jul72	An-12BK-PPS, but with tail turret; toc given as 30jun72; overhaul at èiauliai completed 17dec90
	"02" red	An-12PPS	Russian Air Force	trf	1992	An-12BK-PPS; converted to a freighter; opb 610 TsBP i PLS VTA at Ivanovo-Severny; f/n Ivanovo-Severny 24apr97; c/n checked Ivanovo-Severny 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 KXK 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	An-12BK	AFL/International	mfd	31jul72	in Soviet/Russian registers and the MGA listing as an An-12B; toc 22aug72; rgd 07sep72; f/n AMS 26oct72
	CCCP-11526	An-12BK	AFL/Komi	trf	27apr85	
	CCCP-11526	An-12BK	GAZ Airways	ATH	27jun91	l/n SXF aug91
	CCCP-11526	An-12BK	United Nations/WFP	SVO	jul92	in basic Aeroflot c/s with 'UN' and 'WFP' titles; l/n LAD 25sep92
	RA-11526	An-12BK	United Nations	ASM	18aug93	overhaul completed 31mar93
	RA-11526	An-12BK	Komiinteravia	SVO	03may94	in full Aeroflot c/s including titles; seen MUC 01may96 with a 'Victory Airlines' sticker
	RA-11526	An-12BK	Special Cargo Al	rgd	01jul99	in basic Aeroflot c/s, no titles; f/n MLE 07sep99; l/n SHJ 07dec99; soc 26jan00; canx 07feb00 as to Angola
	D2-FDB	An-12BP	Aeroflot c/s, n/t	SHJ	29oct00	reportedly ex '-11926' under the wing, but probably this was misread (overpainted) for '-11526'; l/n SHJ 09dec00
	D2-FDB	An-12BP	blue/white c/s	SHJ	21dec00	'11526' on engine covers; l/n SHJ apr01
	3C-QQY	An-12BP	not known	no	reports	reported in "African Air News" in 2001
	LZ-VED	An-12BP	Vega	rgd	26nov01	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
	UN-11017(2)	An-12BP	ATMA	PDV	01aug07	l/n BKK 15jun08; see c/n 6344008
	UP-AN211	An-12BP	ATMA	RKT	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 AGP 11dec24
02 34 82 08	CCCP-11527	An-12B	AFL/International	toc	22aug72	f/n ORY 25aug72; rgd 07sep72
	CCCP-11527	An-12B	AFL/Leningrad	trf	unknown	on charge as of 01jan83; seen LED 07apr91; l/n LED 06sep92, with additional large 'UN' under the Aeroflot titles
	RA-11527	An-12B	Aeroflot	HEL	15dec92	
	RA-11527	An-12B	Pulkovo Avia	trf	22nov94	in full Aeroflot c/s with titles; l/n LAD 22aug94; soc 18nov96 as life-time expired; canx 11feb97; broken up
(0234)82 09	1251/SU-ARY	An-12BP	Egyptian Air Force	HAM	23apr74	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"	An-12PPS	Soviet Air Force	mfd	31aug72	An-12BK-PPS with tail turret; i/s 01sep72; was on overhaul at èiauliai during 1990 with the given code; converted to a standard transport aircraft
	"27" blue	An-12BK	Russian Air Force	Roc	25may07	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
	RF-95686	An-12BK	Russian Air Force	Roc	19aug12	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	An-12PPS	Soviet Air Force	i/s	30sep72	An-12BK-PPS with tail turret; was on overhaul at èiauliai during 1990 with the given code
	"24" red	An-12PPS	Russian Air Force	Iva	18aug01	An-12BK-PPS; c/n checked; l/n Ivanovo-Severny jul02 c/n checked; stripped of mission equipment and converted to a standard transport aircraft
	not known	An-12BK	Russ. Space Forces	no	reports	reported based at Plesetsk
02 34 83 04	UN-11373(2)	An-12BK	Kazakh AF/AFL c/s	mfd	12sep72	f/n ALA 04jun97, c/n checked; see c/ns 402002 and 402403
	UN-11373(2)	An-12BK	Berkut	ALA	08jun01	carried 'Kazakstan' titles; l/n as such OST 15may02; l/n ALA 26may02, titles not reported
	UN-11373(2)	An-12BK	Air Mark	SHJ	11nov02	c/n checked; l/n SHJ 04dec02
	UN-11373(2)	An-12BK	Itrasarana	ALA	25feb03	c/n checked; l/n as such ALA 10sep03; l/n MSE 24sep03, reportedly without titles
	UN-11373(2)	An-12BK	Berkut	MSE	26nov03	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
	UP-AN205	An-12BK	Berkut	BRQ	26aug08	opb Kazaviaspas; in basic Aeroflot c/s with just 'Cargo' titles; l/n ALA 05aug12
	UP-AN205	An-12BK	Kazakhstan Emercom	ALA	03nov12	in full c/s but no titles; version from fleet list and painted as such; l/n ALA 14dec16
	UP-AN205	An-12BK	Jupiter Jet	ALA	24mar17	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
(0234)83 05	1254/SU-AVB	An-12BP	Egyptian Air Force	CAI	22nov73	and AMS 16jul74, CAI 13dec76, DHA 06sep76, CAI 28nov81, in white c/s with grey undersides and small black cheatline; reportedly broken up
02 34 83 06 ?	L1471	An-12	Indian Air Force	DEL	jan87	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
02 34 83 07	RA-11808(2)	An-12BK	Russian Air Force	CKL	12oct05	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
	RF-12561	An-12BK	Russian Air Force	CKL	oct09	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 08 ?	L1472	An-12	Indian Air Force	DEL	02dec78	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
02 34 83 09	"39" red	An-12PPS	Russian Air Force	Akc	14aug96	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-IS; opb 929 GLITs at Akhtubinsk; in all-grey c/s, still with Red Stars; l/n Akhtubinsk sep10

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
---	EK-11030(2)	An-12BP	Dvin Air	no	reports	reported in JP-99 as c/n 9346208 but see this c/n; canx before 01jan09; see also c/n 7345002
---	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		photo	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 No. 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 Zavitinsk; see c/n 01347906 built in 1971
	RA-11111(1)	An-12	Russian Air Force	no	reports	reportedly seen in the ARZ 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 No. 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-Severny 02sep97 with chaff dispensers, still active with CCCP- prefix
	RA-11178	An-12BP	Russian AF/AFL tit	Iva	26may99	l/n Ivanovo-Severny 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-Severny 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	and CAI 19oct73 probably the same aircraft
---	UR-11264	An-12	grey c/s, n/t	Yev	16sep96	with Ukraine flag; l/n Yevpatoriya 30apr99
---	CCCP-11266	An-12BP	Sov AF/AFL titles	CAI	09mar72	olive green c/s
	RA-11266	An-12BP	Russian AF/AFL c/s	CKL	03jul95	standard Aeroflot c/s, not sure if this is the same aircraft
---	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 No. 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 Zavitinsk; 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			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	jul68	
---	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
---	"12"	An-12BP	Soviet Air Force	no	reports	based at Tula as of 1974
	CCCP-11538	An-12BP	Sov AF/AFL titles	ph.	1979	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-11539	An-12	Sov AF/AFL titles		photo	in all-grey c/s, unable to see if titles were worn; built before early 1965
---	CCCP-11576	An-12	Sov AF/AFL titles		photo	in all-grey c/s with Soviet 'wavy' flag and small titles behind the nose; 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	and FEG 29apr98 probably NOT the same aircraft
	11655	An-12	grey c/s, blue c/l	Eng	20aug00	probably NOT the same aircraft, might be Navy
---	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	Orn	18feb73	
---	RA-11668	An-12BK	Russian Air Force	Iva	26may99	grey c/s, no titles, equipped with chaff/flare packs !; l/n Ivanovo-Severny 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	Orn	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
---	CCCP-11739	An-12	Sov AF/AFL titles		photo	in all-grey c/s with 'wavy' Soviet flag; details from the photo caption, as the shadow of the wing obscures most of the registration
---	RA-11742	An-12BP	Russian AF/AFL c/s	Kub	25aug97	
---	CCCP-11748	An-12BP	Soviet AF/AFL c/s	ADD	apr85	
---	CCCP-11761	An-12	Sov AF/AFL titles		photo	of the rear fuselage only, in all-grey c/s; opb 196 vtap
---	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	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-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 èiauliai; 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 èiauliai; 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	
---	RA-11943	An-12BP	Russian AF/AFL c/s	Kln	16may99	opb a VDV unit; l/n Klin-5 airbase 20aug01
	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; became see next line
	RF-12553	An-12BP	Russ. Space Forces	CKL	31jul08	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
---	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-11967	An-12	Sov AF/AFL titles		photo	in all-grey c/s with small titles behind the nose and 'wavy' Soviet flag on the fin; opb 196 vtap, built before early 1965
---	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 No. 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 No. 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 èiauliai; 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-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 No. 84 aircraft, c/n must be higher than 5343401; opb 930 vtap at Zavitinsk; 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 èiauliai; 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 OVTAP 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-12	MAP Novosibirsk			aircraft Factory No. 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-12B	Sov. Navy/AFL c/s		photo	based at Vladivostok-Knevichi from at least 1985; in all grey c/s with 'wavy' Soviet flag on the tail; pre mid 1964 build aircraft; repainted in standard Aeroflot 'blue' c/s; f/n VVO 19apr97; 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 "Uspekh" 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-75626	An-12	Sov AF/AFL titles		photo	in all-grey c/s with Soviet 'wavy' flag and small titles behind the nose, probably taken in 1968
---	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 No. 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 No. 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
---	"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
---	"26" red	An-12BP	Soviet Air Force	w/o	03nov80	opb 192 vtap at Ukurei; destroyed 03nov80 on landing at Chita, overran the runway and hit rough terrain before catching fire; all of the crew were killed; photos exist, in all grey c/s with Red star, just the tail section remained intact after the fire
---	"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 Ostafyevo; in light grey c/s with blue spinner tips
---	"39"	An-12RR	Soviet Air Force		photo	taken in Afghanistan 1968/71; NBC reconnaissance aircraft with sampling pods on the forward fuselage; in all grey c/s with Red star on the fin; opb 351 PDP, military unit 12282 from Chirchik
---	"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			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			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 ustroistv (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 Érdliget (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 èiauliai; w/o 21jan77 on a training flight with two other An-12BK-PPSs from èiauliai at night (jamming two intercepting Su-11s which had taken off from Khotilovo) 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 Krestsy (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 Dzhankoi; w/o 09oct78 on a flight to Teseney (Eritrea) 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) 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
---	"39"	An-12	Soviet Air Force	w/o	21nov83	opb 20 otae at Smolensk-Severny; w/o 21nov83 on a training flight from Smolensk-Severny 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
---	not known	An-12	Soviet Air Force	w/o	12jul85	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
---	"04"	An-12	Soviet Air Force	w/o	08aug88	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-12PPS	Soviet Air Force	w/o	01sep88	An-12BK-PPS; opb 117 oap REB at èiauliai; w/o 01sep88 on a training flight to Privolzhski 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-12	Soviet Air Force	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-12AP	Soviet AF/PVO			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
---	not known	An-12	Russian Air Force	w/o	23aug93	opb 364 osae at Vorkuta; w/o 23aug93 on a flight from Engels to Privolzhski 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
---	"14" red	An-12	Kazakh Air Force	ALA	22apr93	in all-grey ex Soviet AF c/s
---	"16" red	An-12	Kazakh Air Force	ALA	22apr93	in all-grey ex Soviet AF c/s; see c/n 4341803
---	"27" blue	An-12	Kazakh Air Force	ALA	22apr93	in all-grey ex Soviet AF c/s
---	"35" red	An-12	Ukraine Air Force	VIN	07jul94	in all-grey c/s
---	"38" red	An-12	Ukraine Air Force	VIN	07jul94	in all-grey c/s; seen again VIN 19aug97 and 10may98; l/n VIN 01may99
---	"88" red	An-12BK	Ukraine Air Force	VIN	19aug97	in all-grey c/s; l/n VIN 10may98
---	"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; still present there sep23 engineless
---	"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"	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 repainted 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
---	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 No. 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	fate unknown
---	1058	An-12BP	Civ Avn Adm China	NAY	08oct99	stored and later reported in a technical school (N39.793244 E116.39292) l/n 16feb21; Factory No. 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 No. 84 aircraft, c/n higher than 5343401; l/n Hong Shan 28jul24, stored
---	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 Shahezhen 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 No. 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 No. 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 No. 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
---	1514	An-12	Ethiopian AF			reportedly w/o near Asmara jan87
---	1515	An-12	Ethiopian AF	QHR	feb86	
---	1516	An-12	Ethiopian AF	QHR	feb86	ex Soviet Air Force grey c/s with Ethiopian Air Force titles by the nose; Factory No. 84 aircraft with c/n higher than 5343401
---	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			reported in JP-96/99; not on register mar00
---	ST-AZB	An-12		KRT	08may12	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
---	not known	An-12	Sudanese Air Force	w/o	02jan20	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
---	SU-AAP	An-12B	UAR Air Force	ph.	mid60s	opb United Arab Republic AF; photo at Sana'a in the mid 60s in the book 'Hot Skies Over Yemen'
---	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 402305, 402908 and 402910
---	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 402302, 402308 and 402907
---	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 402306, 402908 and 6344108
---	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 èiauliai) 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 èiauliai) 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 èiauliai) 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 No. 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; no longer present nov13; moved to Dagbé and seen in the 'Collection de Songon-Dagbé' (N5.2987 W4.2354) derelict, fuselage only in two parts; l/n nov23; reg later used on an An-26 c/n 13709
---	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 No. 84 aircraft
---	382	An-12	Afghan Air Force	KBL	feb89	Factory No. 84 aircraft
---	384	An-12	Afghan Air Force	KBL	13feb89	
---	388	An-12	Afghan Air Force	KBL	13feb89	Factory No. 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 No. 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 'CCCP-....'; 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 èiauliai; 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 èiauliai; 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 opb Soviet Air Force, from 117 oap REB at èiauliai; 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	
---	3C-JZY	An-12	Aeroflot c/s, n/t	LAD	16mar01	no further details known
---	3C-QQC	An-12B	Anton Air	JNB	09mar00	in full c/s, no turret; Factory No. 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
---	3X-GBD	An-12BP	Guinea Air Force	rep	1988	Factory No. 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-GBE	An-12B	Guinea Air Force	CKY	jul86	exact version not confirmed, Factory No. 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-GEX	An-12	all-white c/s, n/t	SHJ	18nov08	
---	not known	An-12	Air Guinée	w/o	05feb91	crashed on approach to Monrovia, all 65 passengers and crew survived
---	7O-AAW	An-12	Yemen Air Force	ph.	1962	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 7O- 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
---	7O-ABH	An-12	South Yemen AF	SVO	06may89	also reported became 626/7O-ACI but unconfirmed, see sightings for this serial
---	621	An-12	Yemen Air Force	ADE	09jan92	with small Alyemda titles and carried 7O-ABM, previously reported as 821; l/n ADE 07aug93; registration also known for An-26 616/7O-ABM
---	625	An-12	South Yemen AF	ADE	16nov85	l/n ADE 02apr90, also carried 7O-ACJ this date
	625	An-12	Yemen Air Force	trf	22may90	f/n ADE 07aug93, also carried 7O-ACJ
---	626	An-12	South Yemen AF	ADE	16nov85	l/n ADE 02apr90, also carried 7O-ACI this date
	626	An-12	Yemen Air Force	trf	22may90	f/n ADE 07aug93, also carried 7O-ACI
---	7T-VEC	An-12B	Algerian Air Force	KRT	oct64	in grey c/s with obliterated previous markings; flew supplies to the Simba rebels in the DR Congo oct64
---	7T-WAD	An-12B	Algerian Air Force		photo	possibly c/n 402902
---	9Q-CCK	An-12	all-white c/s, n/t	KND	feb04	photo exists, pre mid 1964 build aircraft; reg in 2008 DRC register as a SE-210 c/n 240
---	9Q-CGQ	An-12B	Great Lakes Bus.	rgd	30aug04	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

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 No. 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, lasting 19 minutes; first prototype; in white/dark blue c/s with 'Aeroflot' titles; was the main exhibit at the VDNKh in Kiev jul58/mid aug58; later repainted in white/blue and silver c/s; photos exist near Kiev aug60
---	CCCP-L1956	An-14	Antonov Des. Bur.	f/f	23jul58	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; repainted by may61 in yellow/orange c/s with grey undersides, 'Aeroflot' titles on the nose; damaged 21sep61 after landing on the floodplain of the River Irpen near Mostishche, flipped over after the nose gear hit a hole in the ground; repaired; l/n jun62, with spray bars and a tunnel spraying system fitted in the floor; became see next line
	CCCP-L1053	An-14	Antonov Des. Bur.		oct62	photo, in yellow/orange c/s with grey undersides; in Agricultural configuration and passed factory tests in oct62
---	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 GVF/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 ?) 1963 and upside down after a landing accident, location possibly Kiev, fitted with an experimental dry spreading device

330 An-14A production aircraft built by Factory No. 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 "Belphegor" 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 Lugansak 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 07jun24
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 04oct24 in yellow, white and grey c/s, no titles, starboard prop broken
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-Yeltsovka 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; appears in a subsequent video by nov24, active and showing the registration is now worn with Aeroflot titles replaced by 'Pcholka' titles
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-sand/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/jun24
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	
	LZ-TEC	An-14A	Balkan	trf	apr68	f/n SOF 1970
	LZ-7003	An-14A	Bulgarian Govt.	trf	1971	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
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 08	100	An-14A	Bulgarian AF	d/d	1967	f/n BOJ 26sep97, parked in an agricultural park, wfu, for a museum ?; became see next line
	'LZ-7001'	An-14A	Bulgarian Govt.		1998	restored and arrived from Ravnets Air Base in these fake marks as a tribute to the original LZ-7001 (c/n 601613) which was based at Burgas and flown by a well known pilot; in blue/white c/s, no titles; preserved Burgas Airport Aviation Exposition museum, f/n oct98; l/n may02
	no reg	An-14A	all-white c/s, n/t		12sep03	preserved Burgas Airport Aviation Exposition museum (since closed); registration still visible under the paint on the right hand side; l/n 31jul13
	no reg	An-14A			01jul16	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; c/n confirmed in 2021 from plates marked '1608'; seen 02jul23, in original period blue/white c/s, no titles as per 'LZ-7001'; l/n 16aug24
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	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 1985 and then preserved at Primorsko; fate ?; see c/n 601608
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 Balalshov 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			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	rebuilt a Kotlyarevski, 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 Kotlyarevski 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 PanevePys rework plant in 1994/2003
	no code	An-14A	no titles	RIX	04mar08	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
	RA-5050G	An-14A	privately owned	rgd	22dec20	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
9 027 15	"01"	An-14A	Soviet Air Force			preserved Wittstock until scrapped 1991
9 030 13	"99" red	An-14A	Soviet Air Force	KGO	30aug93	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
9 031 01	LZ-TEF	An-14A	Balkan	SOF	26nov70	c/n previously quoted as 603101, but year digit cannot be correct
	LZ-7006	An-14A	Bulgarian Govt.			reported as a medivac version; in red/white c/s with small Red cross on the tail
9 031 12	"34" outline	An-14A	Soviet Air Force	KUN	dec92	preserved Kaunas-Aleksotas Museum aug97/01aug20, fuselage only in 2019, reported as "34" red; seen 30sep22, complete as "34" red l/n 03may24, restored by the museum
1 032 12	"20" outline	An-14A	Soviet Air Force	ph.	1970s	year digit suggests not delivered until 1971
0 033 05	CCCP-48103	An-14A	MAP "Znamya Truda"	rgd	08jan71	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 Kuibyshev 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 sep92/27aug24
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 14sep24
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-tekhnicheski 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
---	"02"	An-14A	Soviet Air Force			
	"20"	An-14A	Soviet Air Force		photo	in all-grey c/s, previous code "02" still visible
---	"03"	An-14A	Soviet Air Force	ph.	1968/9	at Nurmolica (Karelia)
---	"03"	An-14A	Soviet Air Force		photo	preserved near the Palace of Culture in Krasnoperekopsk, Crimea; in all-grey cs with small 'lightning-bolt' cheatline
---	"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
---	"10" red	An-14A	Soviet Air Force	ph.	1960s	in Kiev; in all-grey c/s
---	"11" red	An-14A	Soviet Air Force	ph.	aug18	derelict fuselage only at Kulli, Estonia (N58.374607, E23.800655), in all grey c/s with small blue 'lightning bolt' cheatline, without outer wings and fins, 'Momertu Air' ? titles; l/n jul24
---	"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 Shcuchin (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	opb 372 iap PVO at Daugavpils Lotsaki; photo at Daugavpils Lotsaki 1979, in all-grey c/s
---	"98"	An-14A	Soviet Air Force			opb VVVAUSh 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.	jul19	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	repaired and repainted in turquoise c/s, code "98" still visible under the paint; l/n 09may13
---	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	during search and rescue operations (after Su-15tm crash, 712 iap, Kansk); photo exists of the wreckage in a forest reported as having
--	not known	An-14A	Soviet Air Force			been preserved in a kindergarten in the village Nevosilki-1 in Vitebsk region of the Postavy District (now Belarus)
---	not known	An-14A	Soviet Air Force	w/o	09jan85	near the city of Bereza, the left engine failed some 25 minutes after take-off, rather than diverting, the crew decided to continue to their destination, the aircraft lost speed and stalled whilst turning left to avoid some trees and collided with the ground; the aircraft was operated by the 95th IAD; the commission that investigated the plane crash made the following conclusions, the crash occurred due to a gross violation of the rules for operating power plants on the ground and in the air, the crew did not crank the engine and did not turn on the carburettor heating in a timely manner, which led to engine overcooling and incomplete feathering of the propeller; the situation during the forced landing was aggravated by releasing the flaps, which again is prohibited according to the operating instructions
---	--	An-714	Antonov Des. Bur.	f/f	20oct70	photos exist with the type painted as such; equipped with air cushion landing gear, marked only 'CCCP'; tests were completed in 1971; the project was cancelled and later superseded by the An-14Sh in 1983, see c/n 500404
---	10.?	An-14A	Bulgarian AF		1980s	preserved near the gate at Dobroslavtsi; fate unknown
---	205	An-14A	Congo Air Force	h/o	03jul67	at BZZ; in camouflage c/s; featured in a black/white film 1967
---	315 ?	An-14A	Congo Air Force	ph.	1968	in camouflage c/s at Brazzaville; serial difficult to read on the fin; sane aircraft as above?
---	3X-GP01	An-14A	Guinea Air Force	CKY	12may64	but year given is too early; photo, in natural metal c/s
---	3X-GW03	An-14A	Guinea Air Force	CKY	26mar68	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-Severny (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. However, by mid 2024 it was announced the few remaining operational An-22s would be withdrawn from service soon and RF-09309 was wfu 16aug24 and flown from Tver to Aramil - Uktus for preservation at the Ural Mining and Metallurgical Company Museum at Verkhnyaya Pyshma .
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 2024 only 14 An-22s probably still exist, of which four are preserved (Speyer, Ivanovo, Aramil-Uktus and Monino). The three An-22s at Gostomel, UR-09307 (severely damaged, probably beyond repair 24feb22), UR-64459 (the rear fuselage and tail section torn off) and c/n 9340203 with clipped wings outside of the engines, are probably all still extant at Gostomel. Only six remain at Tver by late 2023; RF-08832 (l/n operational jun24), RF-09328 (l/n may23 missing engines # 1 & 4), RA-09341 (l/n may23 missing engines 2, 3 and 4), RA-09342 (present there may23 and l/n active in 2019 but looks operational), RA-09344 (l/n wfu may23, without engines) and RA-09320 (l/n wfu may23, 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 aug23 (stored outside without engines).
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. Similarly, the same would seem to apply to two six digit test registrations that were used, CCCP-160151 is the first and CCCP-360353 is the third.
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 No. 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
	"10" red	An-22PZ	MAP Kiev MeZ	ph.	feb82	photo date correct ?, with the 3rd fin, but without chin radar; in Soviet Air Force c/s (no sign of previous 'Aeroflot' titles)
	CCCP-64459	An-22PZ	MAP Kiev MeZ	rgd	03mar83	in Aeroflot c/s; f/n Gostomel 20aug88; l/n Gostomel 08sep92
	UR-64459	An-22PZ	Antonov Des. Bur.	Gos	28aug93	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; partially destroyed during hostilities sometime between 18/21mar22, the rear fuselage and tail section were torn off
01 02	--	An-22	Antonov Des. Bur.	mfd	jan64	static test frame; underwent structural tests in the OKB laboratory sep64/dec66

38 An-22 and 28 An-22A production aircraft built by Factory No. 84 at Tashkent-Vostochny from 1965 to 1976

6 34 01 03	CCCP-56391	An-22	MAP Kiev MeZ	r/o	16nov65	in Aeroflot c/s; f/f 27jan66; f/n LBG 01jun67, with exhibition code '235'
	"03" red	An-22	Soviet Air Force	CKL	17oct67	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	An-22	MAP Kiev MeZ	ph.	1971	during a test flight both starboard engines were shutdown; in Aeroflot c/s, no titles
	"41" red	An-22	Soviet Air Force		photo	with chin radar; still leased from Antonov DB; set several records on 19feb72
	CCCP-360353	An-22	MAP Kiev MeZ		1983	with chin radar; c/n not confirmed, but likely following similar formats of six digit test registrations used by Antonov; in Aeroflot c/s with titles; appeared in the 1983 film 'Name on the fuselage' which was digitised in 2024 from Antonov museum archives
	CCCP-64460	An-22PZ	MAP Kiev MeZ	rgd	03mar83	c/n confirmed; 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	An-22	MAP Kiev MeZ	Gos	23aug91	rebuilt as normal transport aircraft; in Aeroflot c/s
	LZ-SGB	An-22	Sigi Air Cargo	MLE	feb92	returned to Antonov after lease
	LZ-SFD	An-22	Air Sofia	WAW	10may92	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 25sep24
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	An-22	ADB/Aeroflot c/s	mfd	dec66	f/f 22jun67; f/n DME 09jul67
	CCCP-08822	An-22	Soviet AF/AFL c/s	GVA	01apr70	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	An-22	ADB/Aeroflot c/s	TRN	jun68	l/n LBG 05/08jun69
	CCCP-08837	An-22	Soviet AF/AFL c/s			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-Severny sep96 with fuselage cut in half; broken up Ivanovo-Severny 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-Severny 08jun96; broken up Ivanovo-Severny 1997
8 34 01 08	"08" red	An-22	Soviet Air Force		photo	delivered to 229 (81) vtap 10jan69; (f/f date previously reported as 30jan69, but this is too late !)
	CCCP-09317	An-22	Sov AF/AFL titles	rgd	23apr73	opb 81 vtap; f/n BOM mar79; CofA canx 14apr82; wfu in early 1995; broken up Ivanovo-Severny may97; remains last seen 26aug97
8 34 01 09	"09" red	An-22	Soviet Air Force		photo	delivered to 229 (81) vtap 10jan69
	CCCP-09301	An-22	Sov AF/AFL titles	rgd	11jan74	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-Severny 24aug95; broken up Ivanovo-Severny spring 1997; remains last seen 26aug97
8 34 01 10	"10" red	An-22	Soviet Air Force	f/f	18mar69	delivered to 229 (81) vtap in 1969; was the last aircraft with a glass nose; black and white photo exists
	CCCP-09310	An-22	Sov AF/AFL titles	rgd	23apr73	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-Severny 24aug95; l/n Ivanovo-Severny 21aug96; broken up Ivanovo-Severny 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; f/n LBG 17may83; l/n CGN jun91
	RA-08839	An-22	Russian AF/AFL tit	Fin	25jun93	l/n Ivanovo-Severny 24aug95; broken up Ivanovo-Severny 1997
8 34 02 02	CCCP-09302	An-22	Sov AF/AFL titles	f/f	04nov69	delivered to 81 vtap in 1970; f/n LIM jul70; rgd 11jan74
	RA-09302	An-22	Russian AF/AFL tit	Iva	24aug95	opb 81 vtap; last flight 1994; l/n Ivanovo-Severny jun/aug99, derelict; broken up there aug99
9 34 02 03	not known	An-22	Antonov OKB	f/f	30nov69	modified to An-22A standard, undertook factory and state tests in 1972
	no code	An-22	Antonov OKB	OZH	29may86	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/mar22; with outer wings and engines missing, in poor condition
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-Severny 08jun96; broken up Ivanovo-Severny 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
	RA-09306	An-22	Russian AF/AFL tit	CGN	jan93	wfu 1997; seen derelict Ivanovo-Severny 15jun/03sep99; broken up Ivanovo-Severny oct99
00 34 02 07	CCCP-09303(1)	An-22	Sov AF/AFL titles	f/f	early70	opb 81 vtap at Ivanovo-Severny; f/n LIM jul70; w/o 18jul70 on the leg from Keflavík 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	An-22	Sov AF/AFL titles	f/f	31jul70	opb 81 vtap; f/n YQX 25dec73; rgd 11jan74; first major repair completed jul88; l/n LBG 04jun89
	RA-09325	An-22	Russian AF/AFL tit	Spr	01jul94	l/n Ivanovo-Severny may99/aug99 derelict; broken up Ivanovo-Severny 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	An-22	Sov AF/AFL titles	f/f	15nov70	opb 81 vtap; rgd 11jan74; f/n LBG 12may71; l/n CGN 04jul91
	RA-09346	An-22	Russian AF/AFL tit	Grs	25may93	l/n Ivanovo-Severny 24apr97; broken up Ivanovo-Severny 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
	RA-09308	An-22	Russian AF/AFL tit	CGN	14apr93	l/n Ivanovo-Severny 26aug97; last flight dec97; broken up Ivanovo-Severny nov99
00 34 03 02	CCCP-09315	An-22	Sov AF/AFL titles	f/f	29mar71	opb 81 vtap; rgd 11jan74; seen LBG 17jun81; l/n HAJ jan91
	RA-09315	An-22	Russian AF/AFL tit	Grd	29sep93	last flight 12mar97; l/n Ivanovo-Severny may99/aug99 derelict; broken up Ivanovo-Severny 26sep/03oct99
01 34 03 03	CCCP-09321	An-22	Sov AF/AFL titles	f/f	30jun71	opb 81 vtap; rgd 23apr73; f/n YQX 25dec73; l/n Lärz 18feb93
	RA-09321	An-22	Russian AF/AFL tit	Lrz	09mar93	wfu 1997; l/n Ivanovo-Severny 26may99 derelict; broken up Ivanovo-Severny jul99
01 34 03 04	CCCP-09323	An-22	Sov AF/AFL titles	f/f	30jun71	opb 81 vtap; rgd 11jan74; f/n KHI 20nov77
	RA-09323	An-22	Russian AF/AFL tit	Grd	27sep93	wfu in mid 1997; l/n Ivanovo-Severny may99/jun99 derelict; broken up Ivanovo-Severny 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-Severny 26aug97; broken up Ivanovo-Severny spring 1999
01 34 03 06	CCCP-09336	An-22	Sov AF/AFL titles	f/f	30sep71	opb 81 vtap; rgd 23apr73; f/n LBG 22may79; l/n CGN 22apr91
	RA-09336	An-22	Russian AF/AFL tit	Spr	17aug93	wfu 1995; l/n Ivanovo-Severny 24aug95; broken up Ivanovo-Severny mid 1997
01 34 03 07	CCCP-09313	An-22	Sov AF/AFL titles	f/f	30sep71	opb 81 vtap; rgd 11jan74; f/n CGN 03jan91; c/n as such in Soviet register, see c/n 00340301
	RA-09313	An-22	Russian AF/AFL tit	Iva	24aug95	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
	RA-09316	An-22	Russian AF/AFL tit	Spr	15nov93	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 09	CCCP-09322	An-22	Sov AF/AFL titles	f/f	29dec71	opb 566 vtap, rgd 06jan78; CofR renewal 18aug87; h/o to 81 vtap in autumn 1987; f/n CGN 19feb91; l/n Sperenberg 06nov92
	RA-09322	An-22	Russian AF/AFL tit	CGN	06jan93	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-Severny 15oct97; broken up at Ivanovo-Severny may99; l/n Ivanovo-Severny may/jun99, derelict; not seen aug99
02 34 04 01	CCCP-09332	An-22	Sov AF/AFL titles	f/f	30mar72	opb 566 vtap; rgd 13nov75; f/n jun76; h/o to 81 vtap in 1987; l/n CGN oct91
	RA-09332	An-22	Russian AF/AFL tit	Lrz	12jul93	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	An-22	Sov AF/AFL titles	f/f	31may72	opb 566 vtap; rgd 06jan78; h/o to 81 vtap in 1987; f/n LBG 20jun89; l/n HAJ 21may92
	RA-09333	An-22	Russian AF/AFL tit	CGN	05may93	l/n Sperenberg 16jul94; the NIIERAT (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-Severny 1997
02 34 04 03	CCCP-09335	An-22	Sov AF/AFL titles	f/f	30jun72	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
	RA-09335	An-22	Russian AF/AFL tit	Iva	24aug95	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	An-22	Sov AF/AFL titles	f/f	13dec72	opb 566 vtap; rgd 13nov75; f/n SVO 11jun79; CofR renewal 27sep84; h/o to 81 vtap in 1987
	RA-09345	An-22	Russian AF/AFL tit	Iva	26aug95	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	late'72	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	An-22	Sov AF/AFL titles	f/f	20nov72	opb 566 vtap, rgd 23may73; f/n LBG 04jun73; h/o to 81 vtap in 1987; l/n SVO 11sep92
	RA-09319	An-22	Russian AF/AFL tit	Grs	30jun93	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	An-22	Sov AF/AFL titles	f/f	27dec72	opb 566 vtap, rgd 23apr73; f/n LBG 12may73; h/o to 81 vtap in 1987; l/n CGN 21may92
	RA-09324	An-22	Russian AF/AFL tit	Spr	04mar93	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	An-22	Sov AF/AFL titles	f/f	28dec72	initially opb 566 vtap at Seshcha; rgd 23apr73; trf to 81 vtap at Ivanovo-Severny in 1987; f/n LBG 05may73
	RA-09331	An-22	Russian AF/AFL tit	Grd	14jan94	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	An-22	Sov AF/AFL titles	f/f	28feb73	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
	RA-09339	An-22	Russian AF/AFL tit	KLD	05may94	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	An-22	Sov AF/AFL titles	f/f	30apr73	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
	RA-09347	An-22	Russian AF/AFL tit		11oct93	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	An-22A	Sov AF/AFL titles	f/f	31jul73	line # 05-02 confirmed; rgd 13feb76; f/n LBG 28may87
	RA-09320	An-22A	Russian AF/AFL tit	KLD	05may94	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 may23 very faded c/s and registration worn away on top of the wings and missing engine # 4
03 34 80212	CCCP-09327	An-22A	Sov AF/AFL titles	f/f	31aug73	line # 05-03 confirmed; opb 8 vtap; rgd 10feb76; no sightings
	RA-09327	An-22A	Russian AF/AFL tit	CGN	21apr93	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	An-22A	Sov AF/AFL titles	f/f	28sep73	line # 05-04 confirmed; rgd only 13feb76; no sightings
	RA-09328	An-22A	Russian AF/AFL tit	KLD	05may94	opb 76 ovtae (re-designated 6985 AvB in 2009) at Tver-Migalovo; ferried from Tver-Migalovo to Ivanovo-Severny for overhaul jan14
	RF-09328	An-22A	Russian Air Force	Iva	19may15	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 may23 missing engines # 1 & 4
03 34 80225	CCCP-09337	An-22A	Sov AF/AFL titles	f/f	22nov73	line # 05-05 confirmed; rgd 13nov75; f/n LAD 22nov75
	RA-09337	An-22A	Russian AF/AFL tit	KLD	05may94	last flight 03sep99 ?; l/n KLD 13aug06/18aug09, on the storage ramp, engine no. 4 missing; broken up at KLD mar13
03 34 80228	CCCP-09338	An-22A	Sov AF/AFL titles	f/f	20dec73	line # 05-06 confirmed; rgd 13feb76; f/n jun76
	RA-09338	An-22A	Russian AF/AFL tit	Maw	09oct93	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	An-22A	Sov AF/AFL titles	f/f	27dec73	line # 05-07 confirmed; rgd 13feb76; made emergency landing at Stryy 19jan78 when two engines flamed out; f/n ADE feb78
	RA-09340	An-22A	Russian AF/AFL tit	Lrz	26apr93	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)	An-22A	Sov AF/AFL titles	f/f	28feb74	line # 05-08 confirmed; 566 vtap; rgd 13nov75; f/n LBG 17may87; see c/n 9340205
	RA-09305(2)	An-22A	Russian AF/AFL tit	Grs	14jul93	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; severely damaged (probably beyond repair) 24feb22 when Gostomel was occupied by Russian airborne forces, with a large hole in the left wheel bay, large gaps in the fuselage and ceiling; l/n as such Gostomel 27may22; still current on register 13nov22
04 34 81250	CCCP-09309	An-22A	Sov AF/AFL titles	f/f	15may74	line # 05-10 confirmed; opb 8 vtap at Kalinin-Migalovo; rgd 10feb76; black and white photo exists at Seshcha; f/n BOM mar79
	"309" black	An-22A	Soviet Air Force	ph.	in 1981	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-Severny 08may15, awaiting overhaul by 308 ARZ
	RF-09309	An-22A	Russian Air Force	Iva	19aug17	repainted in standard An-22 c/s during overhaul; opb 8 vtap at Tver-Migalovo; l/n KLD 23jun23 active; wfu 16aug24 and flown from Tver to Aramil - Uktus for preservation at the Ural Mining and Metallurgical Company Museum at Verkhnyaya Pyshma
04 34 81251	CCCP-09311	An-22A	Sov AF/AFL titles	f/f	mid'74	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	An-22A	Sov AF/AFL titles	f/f	26aug74	line # 06-02; opb 8 vtap; rgd 06jan78; f/n ADE feb78; l/n CGN jan92
	RA-09312	An-22A	Russian AF/AFL tit	Spr	18sep93	last flight 23feb99 ?; l/n KLD 26jul07/18aug09 on the storage ramp, complete; broken up at KLD mar13
04 34 82263	CCCP-09314	An-22A	Sov AF/AFL titles	f/f	09sep74	line # 06-03; rgd 15jun78; opb 8 vtap; f/n Sperenberg 24dec90; l/n Krzywa 18feb92
	RA-09314	An-22A	Russian AF/AFL tit	KLD	05may94	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	An-22A	Sov AF/AFL titles	f/f	15jan75	line # 06-04; opb 8 vtap; rgd 06jan78; f/n DEL 25mar79; received flare dispensers in 1986
	RA-09341	An-22A	Russian AF/AFL tit	KLD	10may95	seen Ivanovo-Severny may/aug11 with 308 ARZ
	RA-09341	An-22A	Russian Air Force	KLD	30mar13	freshly painted, now with Russian stars on tail and wings; l/n KLD may23 missing engines 2, 3 and 4
04 34 82272	CCCP-09343	An-22A	Sov AF/AFL titles	f/f	31oct74	line # 06-05; rgd 15jun78; f/n 12jan81, location unknown; seen CGN 25oct82; received flare dispensers in 1986
	RA-09343	An-22A	Russian AF/AFL tit	Iva	24aug95	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-Baltimor 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	An-22A	Sov AF/AFL titles	f/f	30nov74	line # 06-06 confirmed; rgd 14jul77; f/n BRU 17mar88; l/n Welzow 06may92
	RA-09329	An-22A	Russian AF/AFL tit	Iva	24aug95	underwent major overhaul at 308 ARZ 1994/nov01 (seen Ivanovo-Severny 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-Severny at 308 ARZ may16/aug23 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-Severny 1994/sep02; f/f after rework 25sep02, but remained stored at Ivanovo-Severny 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-Severny 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-Severny 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 may23
05 34 82288	CCCP-09344	An-22A	Sov AF/AFL titles	f/f	28feb75	line # 06-08; rgd 15jun78; f/n CGN 25jan91; l/n Ribnitz-Damgarten 21jan93
	RA-09344	An-22A	Russian AF/AFL tit	Iva	24aug95	l/n KLD jun07
	RA-09344	An-22A	Russian Air Force	KLD	06dec08	l/n in operational condition KLD 10jun18; seen KLD aug19/sep22 without engines
05 34 83292	CCCP-09348	An-22A	Sov AF/AFL titles	f/f	31mar75	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
	RA-09348	An-22A	Russian AF/AFL tit	Grs	12jul93	opb 8 vtap; l/n Sperenberg 16oct93; put on major overhaul at 308 ARZ at Ivanovo-Severny 22sep94, but this was never completed; broken up Ivanovo-Severny spring 2004
05 34 83299	CCCP-09303(2)	An-22A	Sov AF/AFL titles	f/f	29apr75	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	An-22A	Sov AF/AFL titles	f/f	30mar75	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-Severny aug99, stored; flight plan exists oct01 but is this for the same aircraft ?; l/n Ivanovo-Severny mar02/aug03 stored; seen apr04 at 308 ARZ, derelict; broken up Ivanovo-Severny jul/aug04
05 34 83308	CCCP-08830	An-22A	Sov AF/AFL titles	f/f	28jun75	line # 07-02 confirmed; opb 8 vtap; rgd 14jul77; f/n AMS 21dec88; l/n Jüterborg 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-Severny 24aug95 and again 26may99/30mar02 derelict/wfu, no tail); was prepared by 308 ARZ for display in the VTA museum at Ivanovo-Severny during summer 2002, but seen Ivanovo-Severny 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	An-22A	Sov AF/AFL titles	f/f	31jul75	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-Severny may99/aug04, derelict/wfu near 308 ARZ hangars; reportedly broken up autumn 2004
05 34 84317	CCCP-08832	An-22A	Sov AF/AFL titles	f/f	28aug75	line # 07-04; opb 8 vtap; rgd 14jul77; f/n LBG 11may83; l/n CGN jan92
	RA-08832	An-22A	Russian AF/AFL tit	Fal	03apr93	seen Ivanovo-Severny 24apr97; opb 8 vtap (renamed 76 ovtae 01jul01) at KLD; named 'Vasili 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 'Vasili Semenenko'; l/n KLD 23aug16 active; stored at Ivanovo-Severny 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 and in very faded c/s
	RF-08832	An-22A	Russian Air Force			made airworthy again during the summer of 2023 and freshly painted by aug23 according to Google Earth image, probably with RF- prefix, but not 100% clear; reported returned to service 07nov23 according to russianplanes.net; f/n KLD 20apr24, still named 'Vasili Semenenko'; l/n LED 18jun24
05 34 84321	CCCP-08833	An-22A	Sov AF/AFL titles	f/f	28apr75	line # 07-05; opb 8 vtap; rgd 14jul77; f/n LBG 22may81
	RA-08833	An-22A	Russian AF/AFL tit	CGN	01apr93	seen Ivanovo-Severny 24aug95; was due to be overhauled by 308 ARZ, but this did not happen; seen Ivanovo-Severny 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-Severny 27mar12, with parts missing; broken up Ivanovo-Severny nov12
05 34 84327	CCCP-08834	An-22A	Sov AF/AFL titles	f/f	05nov75	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-Severny 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	An-22A	Sov AF/AFL titles	f/f	22dec75	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-Severny 24aug95; was due to be overhauled by 308 ARZ, but this did not happen; seen Ivanovo-Severny 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-Severny 27mar12, with missing parts; broken up Ivanovo-Severny nov12
05 34 85336	CCCP-08836	An-22A	Sov AF/AFL titles	f/f	29dec75	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	at Novosibirsk; has the old type nose with chin radar (c/n 0101, 6340103 or 7340107 ?)
---	"17" red	An-22	Soviet Air Force		aug72	at Semipalatinsk; details from a German forum; see c/n 7340107
---	"20" red	An-22	Soviet Air Force		photo	has the old type nose, so one of first ten built
---	"22" red	An-22	Soviet Air Force		photo	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	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 transcripted 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 No. 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 No. 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	An-24	MAP Kiev	rgd	05jul66	in Aeroflot c/s; canx 14sep72
	CCCP-69313	An-24	MAP Kazan APO	rgd	14sep72	in Aeroflot c/s; f/n SVO 20apr80; canx 19oct81
00 03	CCCP-L19603	An-24	MAP Kiev	mfd	1960	third prototype, with a longer nose; in white/yellow c/s with red cheatline and Aeroflot titles; converted to the An-24T prototype
	"93" blue	An-24T	Soviet Air Force		1961	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
	CCCP-29101	An-24T	MAP Kuibyshev APO	rgd	28oct68	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
00 04	CCCP-L19604	An-24	MAP Kiev MeZ	ph.	1961	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
00 05	CCCP-L19605	An-24	MAP Kiev	mfd	1960	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-27216	An-24	MAP "Progress"	trf	07feb69	at Arsenyev; canx 1978
00 06	CCCP-46708	An-24	MAP GSOKB-473	mfd	1962	c/n given as just '06' in the MGA document; in the same c/s as the prototype aircraft; photo YKS feb62
	CCCP-46708	An-24	AFL/GosNII GVF	trf	26feb62	w/o 29jul62 on a test flight from Ternopol, during take-off with a simulated failure of the starboard engine the aircraft banked right due to pilot error, the starboard wing touched the runway and broke off, the aircraft came to rest in a field 300 metres outside of the airfield and caught fire, all 6 crew and 2 passengers (test engineers) injured; soc and canx 19apr63; photo of the wreckage exists
2 73 000 07	CCCP-46709(1)	An-24	AFL/Ukraine-IEV	toc	29apr62	rgd 11jun62; see An-24T c/n 0911310
	CCCP-46709(1)	An-24	Aeroflot/KShVLP	trf	28sep62	Kirovograd Advanced Flying Training College; trf month not clear in the MGA document
	CCCP-46709(1)	An-24	AFL/GosNII	trf	oct66	
	CCCP-46709(1)	An-24	AFL/Ukraine	trf	30mar67	soc 20apr82 as life-time expired
2 73 000 08	CCCP-46710(1)	An-24	AFL/Ukraine-IEV	toc	30may62	rgd 11dec62; see An-24T c/n 8910701
	CCCP-46710(1)	An-24	Aeroflot/KShVLP	trf	26dec62	Kirovograd Advanced Flying Training College; trf to the Troitsk Technical School feb63? (given as 1962 in the MGA document); soc 11may66 as for 'display' and canx same day; photos exist 1978
2 73 000 09	CCCP-46711(1)	An-24	AFL/Ukraine-IEV	toc	09jun62	rgd 11dec62; undertook cargo flights before passenger services; photo exists, in the same c/s as the prototype aircraft
	CCCP-46711(1)	An-24	MAP Kiev APO	trf	27mar73	based on a decree by MAP/MGA dated 22mar73; soc 23aug78 as worn out; see c/n 99902109
2 73 000 10	CCCP-46712(1)	An-24	AFL/Ukraine-IEV	toc	07jul62	rgd 11dec62; see c/n 57310408
	CCCP-46712(1)	An-24	Aeroflot/KShVLP	trf	26dec62	Kirovograd Advanced Flying Training College
	CCCP-46712(1)	An-24	MAP Kiev APO	trf	29mar66	trf to the Kamov Design Bureau/MAP by a decree dated 09oct68
	CCCP-46712(1)	An-24	NPO Electro. Kiev	rgd	27feb80	canx 11nov84
2 73 001 01	CCCP-46713(1)	An-24	AFL/Ukraine-IEV	mfd	31jul62	toc 04aug62; rgd 11dec62; 48 pax configuration; converted to An-24B; soc 27sep77; undertook structural tests after service life; trf to the Kiev Institute of Civil Aviation (KIIGA), f/n may89, l/n may99; see An-24T c/n 7910401
	UR-46713(1)	An-24B			30may02	instructional airframe at the National Aviation University (new name since 2000); repainted with diagonal blue/yellow stripes, l/n 25dec20
2 73 001 02	CCCP-46714(1)	An-24	AFL/Ukraine-IEV	toc	04aug62	rgd 11dec62; 50 pax configuration; in the same c/s as the prototype aircraft
	CCCP-46714(1)	An-24	Aeroflot/KShVLP	trf	23mar66	Kirovograd Advanced Flying Training College
	CCCP-46714(1)	An-24	AFL/VAU	trf	24apr70	Higher Aviation College
	CCCP-46714(1)	An-24	Aeroflot/KShVLP	trf	02mar71	Kirovograd Advanced Flying Training College
	CCCP-46714(1)	An-24	MAP Kharkov APO	trf	10oct74	based on a decree dated 26aug74
	CCCP-46714(1)	An-24	MAP Rostov VPO	trf	17mar77	canx 08apr87; see c/n 57310105
2 73 001 03	CCCP-46715(1)	An-24	AFL/Ukraine-IEV	toc	25oct62	rgd 11dec62; 50 pax configuration; f/n IEV 31aug66; canx 1970; see An-24T c/n 9911110
	CCCP-46715(1)	An-24	MAP Taganrog	trf	30sep72	based on a decree dated 10jul72
2 73 001 04	CCCP-46716	An-24	AFL/Ukraine-IEV	mfd	31oct62	toc 25oct62, see mfd; rgd 13dec62; 50 pax configuration; f/n IEV jan63
	CCCP-46716	An-24	AFL/Riga ATU	trf	18sep70	soc 19may84 as worn out
2 73 001 05	CCCP-46717	An-24	AFL/Ukraine-IEV	toc	05oct62	rgd 13dec62; 50 pax configuration; f/n IEV 08jun66
	CCCP-46717	An-24	AFL/Minsk ATU GA	trf	1977	soc 27sep77 as life-time
3 73 002 01	not known	An-24	Soviet Air Force	mfd	mar63	confirmed in Antonov list, year digit of c/n not given; soc, date unknown
3 73 002 02	not known	An-24	MAP	mfd	1963	confirmed in Antonov file, year digit of c/n not given; soc in 1973
3 73 002 03	CCCP-46718	An-24	AFL/GosNII GVF	mfd	31jan63	toc 12apr63; rgd 04jun63; 50 pax configuration; photo exists with red cheatline and trim
	CCCP-46718	An-24	AFL/Ukraine-IEV	trf	27mar64	converted to An-24B; soc 27jun78 as life-time expired; seen Gostomel aug93/sep96, derelict
3 73 002 04	CCCP-46719	An-24	AFL/Ukraine-IEV	toc	08mar63	rgd 25mar63; 50 pax configuration; f/n IEV 31aug66; trf to MAP Kiev APO 19sep72 based on a decree dated 10jul72; canx 10jul72
3 73 002 05	CCCP-46720	An-24	AFL/Ukraine-IEV	toc	06apr63	rgd 22apr63; 50 pax configuration; photo exists; converted to An-24B; f/n IEV 22sep71; soc 27sep77 as life-time expired; seen apr93 in the Samara State Aerospace University; l/n may96, derelict; the cockpit section covered with additional Aluminium panels was seen Maritsa, Bulgaria (N42.263487 E24.725481) mar23, with '46720' marked on the control column
3 73 003 01	CCCP-46721	An-24	AFL/Kazakhstan-ALA	toc	15apr63	rgd 08may63; f/n ALA 07jan67; soc 27feb79 as life-time expired
3 73 003 02	CCCP-46722	An-24	AFL/Ukraine-IEV	mfd	29apr63	toc 15may63; rgd 08jun63; 50 pax configuration; opb 377 LO; f/n IEV sep63; photo exists; converted to An-24B; w/o 17dec76 on a flight from Chernovtsy to Kiev-Zhulyany when dropped below the glide path in below-minima weather conditions (low clouds and fog) at night, the decision to go around was taken too late, the aircraft hit the concrete wall of the inner marker 1,265 metres before the runway threshold, flew for another 115 metres, crashed into a 4.5 metres high railway embankment (at N50°24'12" E30°27'16" resp. N50.40166 E30.42484) and caught fire, 4 of the 5 crew and 44 of the 50 passengers killed and all survivors with the exception of one passenger injured; t/t 27,244 hours and 24,754 cycles; canx 1976; soc 14jan77
3 73 003 03	CCCP-46723	An-24	AFL/Ukraine	toc	15may63	rgd 08jun63; 50 pax configuration; first aircraft with revised rear engine nacelles and changes to the main undercarriage as standard from this c/n onwards; f/n IEV 02nov63; trf to MAP Kiev APO; soc 01jul75
3 73 003 04	CCCP-46724	An-24	AFL/Ukraine-IEV	mfd	31may63	toc 03jun63; rgd 01jul63
	CCCP-46724	An-24	MRP "Leninets"	trf	12jan65	rgd 22may80, probably just a CofR renewal
	CCCP-46724	An-24	AKF "Polyot"	trf	29may91	w/o 26sep91 on a cargo flight from LED to Voronezh in difficult weather conditions at night when entered a descending spiral at a height of 860 metres and crashed into the Gulf of Finland 150 metres off the coast (on the southern outskirts of St. Petersburg) 5 minutes after take-off, all 3 crew and 7 passengers killed, the cause of the accident could not be established (possibly the artificial horizon and the compass system had failed so that the crew lost spatial orientation)
3 73 003 05	CCCP-46725	An-24	AFL/Kazakhstan-ALA	toc	08jun63	rgd 14jun63; f/n ALA 11mar64; soc 26mar82 as life-time expir
3 73 004 01	not known	An-24	Soviet Air Force	mfd	jul63	
3 73 004 02	CCCP-46726	An-24	AFL/Kazakhstan-ALA	toc	08jul63	rgd 23jul63; photo TSE 1963; soc 28feb78 as life-time expired
3 73 004 03	CCCP-46727	An-24	AFL/GosNII GVF	toc	16may64	rgd 01jul64; late toc and rgd; 50 pax configuration; used to develop the water injection system for the engines; damaged Akhalkalaki 08sep64, photos exist lying on belly, repaired
	CCCP-46727	An-24	AFL/Ukraine	trf	18aug66	trf 23sep70 to Krivoi Rog Special Aviation College; soc 28feb76 as worn out
3 73 004 04	CCCP-46728	An-24	AFL/Ukraine-IEV	mfd	31jul63	toc 03aug63; rgd 09sep63; 50 pax configuration; f/n IEV 12may65;
	CCCP-46728	An-24	AFL/Troitsk ATU GA	trf	09sep77	soc 30nov77 as life-time expired; seen at Troitsk Technical School (N54.123292 E61.688144) aug99/apr21
3 73 004 05	CCCP-46729	An-24	AFL/Kazakhstan	toc	06aug63	rgd 19aug63; trf to Irkutsk Technical School 21sep (year not given in MGA document); soc 12jun73 as worn out; photo exists
3 73 005 01	CCCP-46730	An-24	AFL/Moscow SPiMVL	toc	unknown	on charge as of 01oct63; f/n BKA 16oct63; rgd 12nov63; 50 pax configuration; based at VOZ; soc 31aug76 after an accident, detail unknown; canx 1977; used as ground instructional airframe by the Omsk Aviation Technical School since jan77; l/n 29aug09
3 73 005 02	CCCP-46731	An-24	AFL/Moscow SPiMVL	toc	unknown	on charge as of 01oct63; f/n VOZ oct63; rgd 12nov63; 50 pax configuration; based at VOZ
	CCCP-46731	An-24	AFL/Uzbekistan	trf	03jul78	soc 16oct81 as life-time expired; remains only seen in the Minsk-Chizovka technical School sep93
3 73 005 03	not known	An-24	Soviet Air Force	mfd	sep63	opb Levashovo
3 73 005 04	CCCP-46732	An-24	AFL/Moscow SPiMVL	toc	unknown	on charge as of 05oct63; rgd 12nov63; 50 pax configuration; operated either by Bykovski OAO or by Lipetski OAO; f/n BKA 05feb64; dbr 22feb72 on a flight from Moscow-Bykovo to Lipetsk when reverse thrust was

						applied unintentionally on approach at a height of some 1,500 metres and the aircraft crash-landed before the runway threshold, all 4 crew and 9 passengers escaped unhurt; soc 03may72
3 73 005 05	CCCP-46748	An-24	AFL/Far East	mfd	oct63	given in the Antonov list as 'MGA Khabarovsk'; soc in 1968; the registration is out of sequence and does not appear in the MGA document, with the line also left blank in the Soviet register
3 73 006 01	CCCP-46733	An-24	AFL/Moscow SPiMVL	mfd	31oct63	toc 31oct63; rgd 12nov63; 50 pax configuration
	CCCP-46733	An-24	AFL/Ukraine	trf	10mar78	soc 27dec83 as life-time expired
3 73 006 02	not known	An-24			photo	in civil c/s with Red Star on the tail; was converted to an An-24T in 1965; the first designation of this version was An-34, however, this was not used for long; factory trials were conducted 07dec65/12feb66 at Kiev and Fergana and state trials 16jun66/10nov66; with reduced number of windows and ventral cargo hatch added; passed State acceptance trials and cleared for production
3 73 006 03	CCCP-46734	An-24	AFL/Kazakhstan	toc	10dec63	rgd 19feb64; substantially damaged on landing at ALA 19may79 after the main landing gear collapsed and was later deemed a write off; soc 17dec79
3 73 006 04	CCCP-46735	An-24	AFL/Ukraine-IEV	toc	19mar64	rgd 03apr64; 50 pax configuration; soc 28apr79 as life-time expired; preserved at the Kharkov Aviation Institute; destroyed by arson may90
3 73 006 05	CCCP-46736	An-24	AFL/Moscow SPiMVL	toc	11jan64	rgd 08feb64; 50 pax configuration; BKA based; f/n BKA 25mar64; converted to An-24B, photo in Putnam book as such; soc 22may78 as life-time expired
3 73 007 01	OD-	An-24V	Lebanese Air Trp.		photo	at Kiev-Svyatoshino 1965 (more likely this was 1964, see next line); in full c/s with just the prefix; c/n given as 07-01
	OD-AEN	An-24V	Lebanese Air Trp.	rgd	sep64	f/n PIK 01jan65 en route KEF-NAS
	OD-AEN	An-24V	no titles	ph.	jun65	basic Lebanese Air Transport c/s without titles and tail emblem; reported became, see next line
	SU-AOM	An-24V	United Arab Airl.	d/d	03jul66	struck a camel on take-off from Luxor 30sep66, flew onwards to Cairo and dbr on landing; wreck still present Cairo 13aug75
3 73 007 02	CCCP-46785	An-24	Soviet AF/AFL c/s	SXF	12oct65	with the crew of Voskhod-2 (Pavel Belyayev and Alexey Leonov) from the manned space mission in mar65; rgd 20dec73 to 223 LO; CofA canx 14apr82
4 73 007 03	CCCP-46749	An-24	AFL/Kazakhstan	toc	21feb64	rgd 07mar64; f/n LED mid75; soc 27dec78 as life-time expired; l/n derelict CIT 07apr10; seen preserved at Aksu Mashat, Kazakhstan (N42.430787 E70.012529) in 2011/04may15
4 73 007 04	CCCP-46750	An-24	AFL/Kazakhstan-CIT	toc	21feb64	rgd 07mar64; soc 19apr83 as life-time expired
4 73 007 05	CCCP-46738	An-24	AFL/Ukraine-LWO	mfd	28feb64	toc 07mar64; rgd 03apr64; 50 pax configuration; f/n nov72; soc 28dec78 as life-time expired
4 73 008 01	CCCP-46739	An-24	Aeroflot/KShVLP	mfd	30mar64	Kirovograd Advanced Flying Training College; toc 03apr64; rgd 18apr64; 32 pax configuration
	CCCP-46739	An-24	AFL/VAU	trf	25sep70	Higher Aviation College; f/n LED 28sep72
	CCCP-46739	An-24	Aeroflot/KShVLP	toc	21aug73	Kirovograd Advanced Flying Training College
	CCCP-46739	An-24	AFL/Akademiya GA	trf	01oct73	
	CCCP-46739	An-24	AFL/Lithuania	trf	19dec73	
	CCCP-46739	An-24	AFL/Akademiya GA	trf	unknown	on charge as of 01jan74
	CCCP-46739	An-24	AFL/Kirovograd HFS	trf	16jun83	soc 17apr84 as life-time expired; l/n KGO (N48.539517 E32.275102) 15jul93/07may07 derelict
4 73 008 02	CCCP-46740	An-24	AFL/Moscow SPiMVL	toc	04apr64	rgd 28may64; 50 pax configuration; trf 15oct70 to Yegoryevsk Technical School; soc 16feb71 due to its poor technical condition
4 73 008 03	CCCP-46741	An-24	Aeroflot/KShVLP	toc	07apr64	Kirovograd Advanced Flying Training College; rgd 28apr64
	CCCP-46741	An-24	MAP Kumertau VPO	trf	21nov74	based on a decree dated 26aug74; canx 23mar87; seen preserved in Temryuk city in museum of military equipment 06apr22
4 73 008 04	CCCP-46742	An-24	AFL/Moscow SPiMVL	mfd	mar64	toc 09apr64; rgd 28may64
	CCCP-46742	An-24	MAP Ramenskoye	trf	unknown	based on a decree dated 19jan65; converted to An-24B in 1968
	CCCP-46742	An-24B	LII Zhukovski	trf	28jul82	test-bed for verifying the 'SIP' mission equipment of the Il-18RT and Il-20RT range instrumentation aircraft
	CCCP-46742	An-24B	MAP Rostov	trf	23sep85	(probably ARZ-412); canx 10mar94 as to Ukraine
	UR-46742	An-24B	Omega	SIP	20sep94	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
4 73 008 05	CCCP-46743	An-24	AFL/Moscow SPiMVL	toc	06may64	rgd 28may64; 50 pax configuration; trf to Troitsk Technical School 19oct70; soc 30apr76 as worn out; photo early 1980s at Troitsk Technical School
4 73 009 01	CCCP-46744	An-24	AFL/Ukraine-LWO	mfd	30apr64	toc 08may64; rgd 19jun64; 50 pax configuration; soc 27dec78 as life-time expired
4 73 009 02	CCCP-46745	An-24	AFL/Kazakhstan-KGF	toc	08may64	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 03	CCCP-46746	An-24	AFL/Ukraine-LWO	mfd	03may64	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; seen apr23 and by 23feb24 the engines were removed; l/n 11aug24 with engines
4 73 009 04	CCCP-46747	An-24	AFL/Moscow SPiMVL	toc	03jun64	rgd 04jul64; 50 pax configuration; crashed on a training flight Bykovo 31mar71; soc 20may71
4 73 009 05	CCCP-46751	An-24	AFL/Kazakhstan-ALA	mfd	30may64	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 73 010 01	CCCP-06184	An-24	GKAT Ramenskoye	rgd	05sep64	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
	CCCP-59502	An-24	MAP Ramenskoye	rgd	31jan66	see previous line with regards version; canx 12dec80
4 73 010 02	CCCP-46753	An-24	AFL/Urals-SVX	toc	07jul64	rgd 21jul64; 48 pax configuration; f/n SVX 01aug64; soc 20sep82 as life-time expired
4 73 010 03	CCCP-46754	An-24	AFL/Uzbekistan-SKD	toc	11jul64	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
4 73 010 04	CCCP-46755	An-24	AFL/Kazakhstan	toc	08jul64	rgd 26aug64; soc 19may82 as life-time expired; photo early 1980s at Troitsk Technical School
4 73 010 05	not known	An-24		mfd	jul64	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 31may65 according to another ADB document
4 73 011 01	CCCP-46756	An-24	AFL/Ukraine-LWO	mfd	30jun64	toc 27jul64; rgd 07sep64; 50 pax configuration; soc 27dec78 as life-time expired
4 73 011 02	CCCP-46757	An-24	AFL/Moscow SPiMVL	toc	06aug64	rgd 28sep64; 50 pax configuration
	CCCP-46757	An-24	AFL/Riga ATU	trf	05jun70	photos exist at the training airfield; soc 19may84 as worn out
4 73 011 03	CCCP-46758	An-24	AFL/Urals-SVX	toc	13aug64	rgd 31aug64; 48 pax configuration; converted to An-24B
	CCCP-46758	An-24B	AFL/Urals-IJK	trf	23dec77	soc 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 04	CCCP-46759	An-24	AFL/Urals-SVX	toc	08aug64	rgd 31aug64; 48 pax configuration
	CCCP-46759	An-24	AFL/Urals-KRO	trf	15sep64	photo exists Kurgan 1965; soc 16oct81 as life-time expired
4 73 011 05	CCCP-46760	An-24B	AFL/Krasnoyar.-KJA	toc	17aug64	rgd 31aug64; version from MGA document; 50 pax configuration; f/n LED 12aug68
	CCCP-46760	An-24B	AFL/Krasnoyar.-ABA	trf	jan69	soc 22jul81 as life-time expired
4 73 012 01	CCCP-46761	An-24	AFL/Moscow SPiMVL	mfd	08aug64	toc 05sep64; 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) sep92/27aug24
4 73 012 02	BNMAU-1202	An-24V	MIAT Mongolia	ULN	17dec77	crashed Erdenet City 01may79, overran the runway on landing
4 73 012 03	CCCP-46762	An-24	AFL/Ukraine	toc	07sep64	rgd 29sep64; 48 pax configuration; soc 21sep81 as life-time expired; seen may98/sep12 in the Slavyansk Technical School, (N48.81731 E37.652742) Ukraine; also marked "18" red (an asset number) by aug12
4 73 012 04	BNMAU-1204	An-24V	MIAT Mongolia	ULN	20jun79	
	MT-1001	An-24V	MIAT Mongolia	ULN	10may95	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 05	CCCP-46763	An-24	AFL/Moscow SPiMVL	toc	02oct64	rgd 12oct64; 50 pax configuration; soc 21jul83 as life-time expired
4 73 013 01	CCCP-46764	An-24	AFL/Urals-SVX	mfd	30sep64	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 73 013 02	CCCP-46765	An-24	AFL/Kazakhstan	toc	01nov64	rgd 16nov64; converted to An-24B; soc 29jan82 as life-time expired; photo exists mid 1980s at the Omsk (Omskoye ATU - Omskoye aviatsionno-tekhnicheskoye uchilishche), in use as a ground instructional airframe
	RA-46765	An-24B	Aeroflot	OMS	29aug09	seen at the Omsk Aviation Technical School, in Aeroflot c/s; l/n 14jul23
4 73 013 03	CCCP-46766	An-24	AFL/GosNII GA	mfd	08oct64	toc 21nov64; rgd 30dec64; 50 pax configuration; photos exist, undertook unpaved landing trials at Drohobych and Lviv
	CCCP-46766	An-24	AFL/Moscow SPiMVL	trf	05apr66	f/n 12aug68
	CCCP-46766	An-24	AFL/Uzbekistan	trf	31mar80	soc 18jun84 as life-time expired
4 73 013 04	CCCP-46767	An-24	AFL/Krasnoyar.-KJA	toc	13nov64	rgd 30nov64; f/n KJA 22nov66; 50 pax configuration; converted to An-24B
	CCCP-46767	An-24B	AFL/Krasnoyar.-ABA	trf	jan69	soc 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/Krasnoyar.-KJA	rgd	30dec64	on charge as of 01jan65; 50 pax configuration; f/n KJA 01jun67 converted to An-24B; l/n 08jun71;
	CCCP-46769	An-24	AFL/Krasnoyar.-ABA	trf	1973	soc 21sep81 as life-time expired; seen in the Troitsk Technical School aug99/aug01
4 73 014 02	CCCP-46770	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 03	CCCP-46771	An-24	AFL/North Kavkaz	toc	12dec64	rgd 30dec64; 50 pax configuration; soc 24jan79 as life-time expired
4 73 014 04	CCCP-46772	An-24	Aeroflot/UShVLP	toc	17dec64	Ulyanovsk Advanced Flying Training College; rgd 29jan65
	CCCP-46772	An-24	Aeroflot/KShVLP	trf	unknown	Kirovograd Advanced Flying Training College; on charge as of 01oct65
	CCCP-46772	An-24	Aeroflot/UShVLP	trf	unknown	Ulyanovsk Advanced Flying Training College; on charge as of 01nov65
	CCCP-46772	An-24	Aeroflot/KShVLP	trf	08feb71	Kirovograd Advanced Flying Training College; soc 31may77 as life-time expired
4 73 014 05	CCCP-46773	An-24	AFL/Privolzhsk-RTW	toc	12jan65	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 01	CCCP-46774	An-24	AFL/Privolzhsk-RTW	toc	12jan65	rgd 25jan65; 50 pax configuration; soc 29jun82 as life-time expired
4 73 015 02	CCCP-46775	An-24	AFL/Moscow SPiMVL	toc	07jan65	rgd 25jan65; 50 pax configuration; soc 18may83 as life-time expired
4 73 015 03	CCCP-46776	An-24	AFL/Moscow SPiMVL	toc	07jan65	rgd 21jan65; 50 pax configuration; URS based; f/n BKA 13nov77; soc 22nov82 as life-time expired
4 73 015 04	CCCP-46777	An-24	MAP Kiev APO	mfd	18jan65	rgd 14jul65; in Aeroflot c/s; converted to An-24B; f/n BKA 01jun92; l/n BKA 10sep92
	UR-46777	An-24B	Aviant	rgd	18jan93	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 73 015 05	CCCP-46778	An-24	Aeroflot/KShVLP	mfd	31jan65	Kirovograd Advanced Flying Training College; toc 09feb65; rgd 17feb65; 36 pax configuration
	CCCP-46778	An-24	AFL/VAU	trf	unknown	Higher Aviation College
	CCCP-46778	An-24	Aeroflot/KShVLP	trf	unknown	Kirovograd Advanced Flying Training College; on charge as of 01apr73; soc and canx 17may90 as life-time expired
5 73 016 01	CCCP-46779	An-24	Soviet Gvt/AFL c/s	toc	12feb65	rgd 22feb65; opb 235 OAO at VKO; 50 pax configuration
	CCCP-46779	An-24	AFL/North Kavkaz	trf	07aug65	soc 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 73 016 02	CCCP-46780	An-24	Soviet Gvt/AFL c/s	toc	13feb65	rgd 22feb65; opb 235 OAO; 50 pax configuration
	CCCP-46780	An-24	AFL/Urals-SVX	trf	12aug65	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 73 016 03	CCCP-46781	An-24	Soviet Gvt/AFL c/s	toc	09apr65	rgd 18may65; opb 235 OAO at VKO; 50 pax configuration; photo exists
	CCCP-46781	An-24	AFL/Uzbekistan-SKD	trf	18aug65	f/n TAS 01apr68; soc 27jul78 as life-time expired
5 73 016 04	3X-GAS	An-24V	Air Guinée	GVA	16dec67	named 'Labe'
	3X-GCD	An-24V	Air Guinée	CKY	24feb86	
5 73 016 05	CCCP-46782	An-24	AFL/Urals	mfd	28feb65	toc 20mar65; 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 73 017 01	CCCP-46783	An-24	Aeroflot/KShVLP	mfd	28feb65	Kirovograd Advanced Flying Training College; toc 19mar65; rgd 19apr65; 44 pax configuration; converted to An-24B in 1968
	UR-46783	An-24B	Ukr Flt State Ac	KGO	15jul93	l/n KGO 24jun99; in Aeroflot c/s, no titles; canx 10dec99; fate unknown but likely to have been broken up
5 73 017 02	YR-AMZ	An-24V	Rom Gvt/TAROM c/s	rgd	22jul65	salon version; wfu 13sep90, canx 07mar91 as transferred
	YR-AMZ	An-24V	Rom Gvt/Romavia	rgd	17mar91	salon version; canx jun91 and restored 05nov92
	YR-AMZ	An-24V	Kish Air	DXB	05mar93	in basic ex Romavia c/s with Kish Air titles and emblem on the tail; version painted as such
	YR-AMZ	An-24V	Rom Gvt/Romavia	ORY	14jun93	no titles, still with Kish Air emblem on the tail; version painted as such
	ST-AWS	An-24V	Air West Express		1994	leased from Romavia
	no reg	An-24V		OTP	sep95	wfu; Air West Express titles still visible and 'AW' on the tail; l/n aug01, as such; YR-AMZ CofA expired 11jun94 and canx 16mar99, as wfu; broken up
5 73 017 03	CCCP-46784	An-24	AFL/North Kavkaz	toc	19mar65	rgd 19apr65; 50 pax configuration; photo AER 09may65; soc 21sep81 as life-time expired
5 73 017 04	CCCP-46786	An-24	Aeroflot/KShVLP	toc	09apr65	Kirovograd Advanced Flying Training College; rgd 06may65; 20 pax configuration
	CCCP-46786	An-24	MAP Kazan VPO	trf	29oct74	based on a decree dated 26aug74; CofR renewal 18mar77; canx 30jan89
5 73 017 05	CCCP-46787	An-24	AFL/Uzbekistan	toc	02mar65	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
5 73 018 01	CCCP-46788	An-24	AFL/Privolzhsk-RTW	mfd	04apr65	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
5 73 018 02	CCCP-46789	An-24	AFL/N.Kavkaz-KRR	rgd	04may65	on charge as of 01may65; 50 pax configuration; converted to An-24B; opb 1-y Krasnodarski 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
5 73 018 03	CCCP-46790	An-24	AFL/Moscow SPiMVL	mfd	30apr65	toc 06may65; rgd 12jun65; BKA based; f/n 1965; 50 pax configuration
	3X-GOB	An-24	Air Guinée	rgd	1966	returned to the Soviet Union
	CCCP-46790	An-24B	AFL/Moscow SPiMVL	BKA	early78	converted to An-24B in 1968; soc 17apr84 as life-time expired
5 73 018 04	CCCP-46791	An-24B	AFL/Ukraine	mfd	30apr65	toc 03jun65; 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 apr22
5 73 018 05	SU-ANV	An-24V	United Arab Airl.	d/d	05aug65	a photo exists with a white tail; f/n ATH end 1965 with 'Misrair' titles
	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 01	CCCP-46792	An-24	AFL/Urals-SVX	toc	07may65	rgd 25may65; 50 pax configuration; soc 11feb83 as life-time expired
5 73 019 02	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 18sep24, same paintwork, poor overall condition
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
	3X-GOA	An-24B	Air Guinée	rgd	1966	c/n not confirmed; returned to the Soviet Union
5 73 019 04	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 Airl.	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 ?			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	ferried to Gostomel sep71; toc 29sep72; soc 17oct74 as worn out
5 73 020 04	SU-ANY	An-24V	United Arab Airl.	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 07306303
	CCCP-46798	An-24				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 Airl.	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 (RKIIGA) 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 Airl.	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 Airl.	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 Airl.	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	
	RA-46803	An-24B	Ulan-Ude Avn Ent.	trf	28dec94	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
5 73 021 05	CCCP-46804	An-24	AFL/Kazakhstan-KGF	toc	06oct65	rgd 26oct65; converted to An-24B in 1968; f/n ALA 23apr84; not canx from Soviet register; fate unknown
5 73 021 06	CCCP-46805	An-24	AFL/Urals-IJK	mfd	30sep65	toc 06oct65; rgd 21oct65; 50 pax configuration; converted to An-24B
	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 08aug24
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 Al	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; a photo exists of an An-24 with a single ventral strake, in North Vietnamese AF c/s, serial not visible but only candidates are this airframe and c/n 67302509
6 73 022 01	50954	An-24V	Chinese Air Force		mar97	seen preserved in the China Aviation Museum at Shahezhen AFB dec89; seen 22nov20; c/n and type confirmed; l/n 07may24 stored away from the main display area (N40.187200 E116.362739) at the dump on the northern side of the museum, not part of the display
5 73 022 02	CCCP-46808	An-24B	AFL/GosNII GA	mfd	30nov65	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	mfd	22apr66	toc 23apr66; rgd 26may66; 50 pax configuration; f/n 1967
	UR-46813	An-24B	Avialini. Ukrayiny	LWO	07sep96	in Avialiniyi 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	l/n IEV 11sep96, not in 1996 Avialiniyi Ukrayiny fleet list
6 73 022 06	DM-SBA	An-24V	Interflug	rgd	01dec65	arrived SXF 03mar66; wfu 30sep74
	LZ-ANL	An-24V	Balkan	rgd	01feb76	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 16aug24 full Bulgarian colours
6 73 022 07	827	An-24V	Chosonminhang	Ksv	1966	photos exist, at Factory No. 473; in white/light grey c/s with dark blue cheatline; c/n given as 02207
	P-527	An-24V	Chosonminhang		photo	at OVB, in full c/s and titles; became Air Koryo 28mar92
	P-527	An-24V	Air Koryo	PEK	29oct93	l/n FNJ 17feb04; believed became a ground instructional airframe at a military airfield
6 73 022 08	SP-LTC	An-24V	LOT	rgd	23apr66	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 mar10/26may24 (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	Háng Không Viêtnam	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
	VN-B228	An-24V	Háng Không Viêtnam	rgd	19nov76	f/n RGN 22feb79; c/n confirmed by operator; wfu by jan91
6 73 023 02	DM-SBC	An-24V	Interflug	rgd	01dec65	wfu 27oct74
	DM-SBC	An-24V	Vietnam	SXF	16aug76	delivered this date with 'Vietnam' titles only
	VN-B224 (1)	An-24V	Háng Không Viêtnam	d/d	aug76	c/n confirmed, see c/n 07306309
	VN-B235	An-24V	Háng Không Viêtnam	rgd	late76	c/n confirmed, l/n SGN jan91 wfu
6 73 023 03	DM-SBG	An-24V	Interflug	rgd	01dec65	wfu 18oct75
	DM-SBG	An-24V	Vietnam	SXF	24sep76	delivered this date with 'Vietnam' titles only
	VN-B230	An-24V	Háng Không Viêtnam	rgd	16aug76	f/n BKK 12jan82; c/n confirmed by operator; wfu by jan91
6 73 023 04	DM-SBF	An-24V	Interflug	rgd	01dec65	wfu 25sep75
	DM-SBF	An-24V	Vietnam	SXF	02aug76	delivered this date with 'Vietnam' titles only
	VN-1095	An-24V	North Vietnam Govt	no	reports	details from Vietnamese website
	VN-B244	An-24V	Háng Không Viêtnam	rgd	08jul77	wfu by jan91; f/n SGN 30aug91, titles not reported
6 73 023 05	not known	An-24B	Soviet Air Force	mfd	apr66	
6 73 023 06	CCCP-46809	An-24B	AFL/Ukraine-IEV	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	An-24B	AFL/Turkmenistan	mfd	25mar66	rgd 27mar66; toc 01apr66; 50 pax configuration; f/n feb69
	EZ-46810	An-24B	Turkmenistan Al	IEV	28jun95	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	An-24B	AFL/Northern	mfd	24mar66	rgd 27mar66; toc 30mar66; 50 pax configuration
	CCCP-46811	An-24B	AFL/Arkhangelsk	trf	01jan73	f/n LED 22sep87; c/n painted in error as 67302309; l/n BKA 15aug92
	RA-46811	An-24B	Aeroflot	ARH	10jun94	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	An-24B	MAP Kiev MeZ	rgd	06aug66	
	CCCP-69308	An-24RV	AFL/GosNII GA	trf	28apr67	An-24RV pre-production aircraft; in Aeroflot c/s; f/n SVO 21may70; canx 03apr72 as to CCCP-46521
	CCCP-46521	An-24RV	AFL/GosNII GA	rgd	03apr72	trf as of 01dec76 to MAP based on a decree dated 18jun76
	CCCP-46521	An-24RV	MAP Kiev MeZ	rgd	13oct77	f/n IEV 27aug92, in Aeroflot c/s; c/n checked
	LZ-SFP	An-24RV	Air Sofia	rgd	08mar94	f/n GVA 29apr94; c/n checked; seen ATH apr95; returned to ADB 29mar96; seen Gostomel 19mar97/25may98, still as Air Sofia
	no reg	An-24RV	all-white c/s	Gos	02may99	l/n Gostomel aug02/jul14 wfu, with '46521' under the wing
6 73 023 10	CCCP-98104	An-24B	MAP Kiev MeZ	mfd	11aug66	rgd 26sep66; in Aeroflot c/s; f/n LBG 01jun67, with exhibition number '233', An-24RV pre-production aircraft
	CCCP-98104	An-24RV	MAP Kharkov	trf	04mar76	
	UR-98104	An-24RV	Aeroflot c/s, n/t	HRK	1993	l/n ATH 06apr95, with type painted as just 'An-24'
	UR-98104	An-24RV	Independ. Carrier	HRK	23jun97	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	An-24B	AFL/Privolzhsk-GOJ	mfd	31mar66	rgd 27mar66; toc 11apr66; 50 pax configuration
	CCCP-46812	An-24B	AFL/Privolzhsk-RTW	trf	unknown	f/n LED 11mar90; l/n BKA 11apr91
	RA-46812	An-24B	Aeroflot	RTW	14jul93	
	RA-46812	An-24B	Saravia	trf	28dec94	l/n RTW 30aug97, in Aeroflot c/s and titles; soc 02mar98 as life-time expired; canx 15apr98
6 73 024 02	CU-T875	An-24V	Cubana		photo	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 Camagüey 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 Wroclaw 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	An-24B	AFL/Northern	mfd	28apr66	toc 08may66; rgd 16jun66; 50 pax configuration
	CCCP-46814	An-24B	AFL/Arkhangelsk	trf	01jan73	f/n LED 27aug89; last overhaul oct90
	RA-46814	An-24B	Aeroflot	IKT	11may95	canx but date unknown
6 73 024 08	537	An-24V	Chosonminhang	mfd	1966	photo at OVB, in full c/s with titles
	P-537	An-24V	Chosonminhang	r/r	unknown	became Air Koryo 28mar92
	P-537	An-24V	Air Koryo	PEK	31mar93	l/n FNJ 23mov19
6 73 024 09	CCCP-46815	An-24B	AFL/Moscow SPiMVL	mfd	30apr66	toc 11jun66; rgd 24jun66; 50 pax configuration; f/n BKA 20jul91; l/n BKA 15aug92
	RA-46815	An-24B	Aeroflot	BKA	27apr93	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 10	CU-T878	An-24V	Cubana	mfd	20apr66	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 73 025 01	CU-T879	An-24V	Cubana	d/d	1966	delivered by sea in 1966; f/n PRG 02sep74; w/o 18mar76 on a training flight with a military crew when collided near Havana with DC-8-43 CU-T1200, the outer portion of the DC-8's left wing (including engine No. 1) separated, but the aircraft was able to land safely while the An-24 crashed, all 5 crew members were killed
6 73 025 02	CU-T880	An-24V	Cubana	d/d	1966	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 73 025 03	VN-1094	An-24V	North Vietnam Govt	d/d	may66	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
	VN-B234	An-24V	Háng Không Viêtnam	rgd	19nov76	c/n confirmed; version painted as An-24B; l/n HAN dec89
	VN-B234	An-24V	Vietnam Airlines	by	28oct90	f/n SGN jan91; version painted as An-24B; l/n SGN (N10.812544 E106.65205) mar96/sep13 wfu
6 73 025 04	SP-LTG	An-24V	LOT	mfd	31may66	rgd 11jun66; named 'Warta'; canx 27jan92; d/d ex WAW 11feb92
	CCCP-49249	An-24V	Avialini. Ukrayiny	rgd	12mar92	
	49249	An-24V	ex LOT c/s	IEV	14apr92	l/n IEV 28aug92
	UR-49249	An-24V	Avialini. Ukrayiny	IEV	16jun93	not in 1997 fleet list
	UR-49249	An-24V	Avial. Ukr c/s n/t	IEV	12may98	l/n IEV 04jul99; canx 15nov01
6 73 025 05	SP-LTH	An-24V	LOT	mfd	may66	rgd 17jun66; named 'Brda'; canx 27jan92; d/d ex WAW 02feb92
	CCCP-49250	An-24V	Avialini. Ukrayiny	rgd	12mar92	
	49250	An-24V	ex LOT c/s	IEV	14apr92	l/n IEV 28aug92
	UR-49250	An-24V	Avialini. Ukrayiny	IEV	16jun93	l/n KBP 21sep94; not in 1997 fleet list
	UR-49250	An-24V	Avial. Ukr c/s n/t	IEV	25may98	l/n IEV 04jul99; canx 15nov01
6 73 025 06	SP-LTI	An-24V	LOT	mfd	may66	rgd 23jun66; named 'Wisloka'; canx 27jan92; d/d ex WAW 29jan92
	CCCP-49251	An-24V	Avialini. Ukrayiny	rgd	12mar92	
	49251	An-24V	ex LOT c/s	IEV	14apr92	l/n IEV 12may98 no titles; not in 1996 fleet list; never officially registered in Ukraine
6 73 025 07	SP-LTK	An-24V	LOT	mfd	may66	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
	49252	An-24V	Avialini. Ukrayiny	rgd	12mar92	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
	UR-49252	An-24V	Avialini. Ukrayiny	IEV	16jun93	in basic LOT c/s with own titles; l/n IEV 11sep96; no longer in fleet list in 1997
	UR-49252	An-24V	Ukraine National	IEV	12may98	Natsionalni avialiniyi Ukrayiny; still in basic LOT c/s with 'Avialiniyi 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 08	CCCP-47769(2)	An-24B	Soviet AF/AFL c/s		04jun72	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
	RA-47769(2)	An-24B	Russian Air Force	SVX	15aug99	c/n not checked and unable to see titles; report SVX 14aug01 of An-26 RA-47789, is probably this aircraft
6 73 025 09	not known	An-24V	Vietnam	mfd	jul66	confirmed exported to Vietnam; soc in 1977; a photo exists of an An-24 with a single ventral strake, in North Vietnamese AF c/s, serial not visible but only candidates are this airframe and c/n 57302110
6 73 025 10	BNMAU-2510	An-24V	MIAT Mongolia			colour photos exist at ULN
	MT-2510	An-24V	MIAT Mongolia	ULN	1993	l/n ULN 10may95
	MT-1027	An-24V	MIAT Mongolia			already allocated by early 1995
	JU-1027	An-24V	MIAT Mongolia	ULN	22jul98	'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
6 73 026 01	CU-T881	An-24V	Cub AF/Cubana c/s	d/d	1966	delivered by sea in 1966; with wide chord inner wings as standard from this c/n onwards; salon version; f/n PRG 14oct74; l/n PRG aug90
	CU-T881	An-24V	Cubana	CUN	aug93	seen GCM 23aug95; l/n HAV nov96/jul97, wfu in poor condition
6 73 026 02	CU-T882	An-24V	Cub AF/Cubana c/s	d/d	1966	delivered by sea in 1966; re-assembled by oct66; salon version; photo 1974 used by Erich Honecker during a state visit to Cuba; seen PRG 09apr75; l/n PRG 22dec87
	CU-T882	An-24V	Aerocaribbean		early95	l/n HAV apr99
	CU-T1500	An-24V	Aerocaribbean	HAV	09mar00	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 73 026 03	CCCP-46816	An-24B	AFL/Moscow SPiMVL	mfd	26jan67	on charge as of 1967; f/n SVO 22jul70
	CCCP-46816	An-24B	AFL/GosNII GA	rgd	21sep71	in Aeroflot c/s; trf not mentioned in the MGA document
	CCCP-46816	An-24B	AFL/Kazakhstan-CIT	trf	25dec79	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
6 73 026 04	CCCP-47770	An-24B	Soviet Air Force	rgd	20dec73	CofA canx 12mar86
6 73 026 05	CCCP-46817	An-24B	AFL/Moscow SPiMVL	mfd	28jul66	toc 31jul66; rgd 17aug66; 50 pax configuration; f/n BKA early 1978; l/n BKA 10sep92
	RA-46817	An-24B	Aeroflot	BKA	27apr93	soc 10apr95 as life-time expired; canx 07may95
6 73 026 06	CCCP-46818	An-24B	AFL/Moscow SPiMVL	toc	31jul66	rgd 17aug66; 50 pax configuration; trf 27dec73 to the Irkutsk Technical School; soc 30oct75 as worn out
6 73 026 07	CCCP-46819	An-24B	AFL/N.Kavkaz-KRR	toc	03aug66	rgd 17aug66; 52 pax configuration
	RA-46819	An-24B	Kuban Airlines	trf	22feb94	f/n KRR 19sep94, in Aeroflot c/s and titles; soc 24mar95 as life-time expired; canx 20jul9
6 73 026 08	CCCP-46820	An-24B	AFL/Northern-ARH	mfd	31jul66	toc 04aug66; rgd 23aug66; 50 pax configuration
	CCCP-46820	An-24B	AFL/Arkhangelsk	trf	01jan73	f/n LED 12sep87
	RA-46820	An-24B	Arkhangelsk Al	trf	22feb94	f/n ARH 10jun94, in Aeroflot c/s and titles with Arkhangelsk Airlines sticker behind the nose; l/n ARH 12jul94; soc and canx 21apr98 as to Ukraine
	UR-PWA	An-24B	Independ. Carrier	rgd	16jul98	f/n HRK 20jul98, in full c/s and titles, l/n VKO 19aug99 as such; seen KBP 03jun02, titles not noted
	UR-PWA	An-24B	ICAR c/s, n/t	IEV	05aug02	
	UR-PWA	An-24B	Kiev ARP 410 Al	KBP	04apr03	l/n IEV 27feb09; photo IEV 18jan13, without outer wings, tail and engines, just '2608' under the tail and with no registration visible
6 73 026 09	CCCP-46200	An-24B	AFL/Privolzhsk-RTW	mfd	31jul66	rgd 22aug66; on charge as of 01oct66; 50 pax configuration; f/n RTW nov78
	CCCP-46200	An-24B	AFL/Privolzhsk-JOK	trf	unknown	since mid 80s; l/n BKA 15mar90
	RA-46200	An-24B	Yoshkar-Ola AE	trf	14jan94	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	An-24B	AFL/N.Kavkaz-KRR	mfd	27aug66	toc 31aug66; rgd 12sep66; 52 pax configuration
	RA-46203	An-24B	Kuban Airlines	trf	22feb94	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	l/n CKY 29jun73; named 'Nzerekore'
6 73 027 05	MM60204	An-24V	Somali Air Force	ADD	22sep67	there is a photo of all three Somali Air Force aircraft prior to delivery at Kiev-Svyatoshino in 1966; seen ADD 22sep67 with the code 'GD 85' and AUH 12jul72 with the code 'A.M.85'; fate unknown; see An-26 6O204 c/n 12210
6 73 027 06	CCCP-46204	An-24B	AFL/GosNII GA	mfd	29aug66	on charge as of 01oct66? (given as oct67 in the MGA document); 50 pax configuration
	CCCP-46204	An-24B	AFL/Privolzhsk-JOK	trf	07feb67 ?	rgd 29mar67; f/n LED 23sep87; l/n BKA 15aug92
	RA-46204	An-24B	Aeroflot	UUD	07jun93	
	RA-46204	An-24B	Yoshkar-Ola AE	trf	14jan94	f/n VKO 25jan94, in Aeroflot c/s and titles; soc 18feb98 as life-time expired; canx 27apr98
6 73 027 07	LZ-ANA	An-24V	TABSO	d/d	1966	f/n ZRH 08jan67
	LZ-ANA	An-24V	Balkan		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
6 73 027 08	MM60205	An-24V	Somali Air Force	MGQ	09feb93	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 09	MM60206	An-24V	Somali Air Force	mfd	1966	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
	CCCP-02709	An-24V	Aeroflot	Kra	05jul96	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
6 73 027 10	LZ-ANB	An-24V	TABSO	mfd	1966	f/n CPH 13jul67
	LZ-ANB	An-24V	Balkan		01apr68	renamed; seen SOF 17sep90; l/n SOF 02jul92, active; wfu Varna 1992; scrapped 1997
6 73 028 01	011 (1)	An-24V	Polish Air Force	mfd	sep66	rgd 20oct66; with twin ventral strakes under the tail as standard from this c/n onwards; opb 36 splt; f/n HEL 16may67, canx 03apr69; see c/n 97305701
	SP-LTO	An-24V	LOT	rgd	09jun69	named 'Odra'; canx 28jan92; d/d ex WAW 11feb92
	CCCP-49253	An-24V	Avialini. Ukrayiny	rgd	12mar92	
	49253	An-24V	ex LOT c/s	IEV	14apr92	l/n IEV 08sep92
	UR-49253	An-24V	Avialini. Ukrayiny	rgd	27jan93	f/n IEV 16jun93; l/n IEV 10jun94; not in 1997 fleet list
	UR-49253	An-24V	Avial. Ukr c/s n/t	IEV	25may98	l/n IEV 26jun99; officially canx 15nov01
6 73 028 02	012 (1)	An-24V	Polish Air Force	mfd	30sep66	rgd 20oct66; opb 36 splt; photo exists Kiev-Svyatoshino 1966; canx 03apr69; see c/n 97305702
	SP-LTP	An-24V	LOT	rgd	24oct69	named 'Poprad'; canx 27jan92; d/d ex WAW 29jan94
	CCCP-49254	An-24V	Avialini. Ukrayiny	rgd	12mar92	
	49254	An-24V	ex LOT c/s	IEV	08sep92	
	UR-49254	An-24V	Avialini. Ukrayiny	IEV	16jun93	not in 1997 fleet list
	UR-49254	An-24V	Avial. Ukr c/s n/t	IEV	11may98	l/n IEV 04jul99; canx 15nov01
6 73 028 03	CCCP-46205	An-24B	AFL/Georgia-SUI	mfd	30sep66	toc 06oct66; rgd 25oct66; 50 pax configuration
	CCCP-46205	An-24B	AFL/Sasovo Fl.Sch.	trf	20may76	
	CCCP-46205	An-24B	Aeroflot/KShVLP	trf	12jan77	Kirovograd Advanced Flying Training College
	UR-46205	An-24B	Ukr State Flt Ac	KGO	15jul93	in basic Aeroflot c/s, no titles; l/n KBP 18mar97

	UR-46205	An-24B	AeroSvit	KBP	16jun97	l/n IEV 03may99; not in 2000 fleet list
	UR-46205	An-24B	Ukr State Flt Ac	KGO	29may02	in basic AeroSvit c/s, no titles; l/n IEV 03may99
	UR-46205	An-24B	South Airlines	ODS	nov03	l/n ODS aug04
	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
6 73 028 04	CCCP-46206	An-24B	AFL/Turkmenis.-KRW	mfd	30sep66	toc 05oct66; rgd 31oct66; 50 pax configuration
	EZ-46206	An-24B	Turkmenistan Al	ASB	18may96	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 05	SU-AOK	An-24V	United Arab Airl.	d/d	1966	f/n SXF 28oct67, without tail logo; the undercarriage collapsed on landing Luxor 30jan70
6 73 028 06	SU-AOL	An-24V	United Arab Airl.	d/d	1966	f/n LHR 23oct67 with 'UAA Misrair' titles; crashed into sea between Port Said and Cyprus 18aug68, killing all 7 crew and 33 passengers
6 73 028 07	CCCP-46207	An-24B	Soviet Gvt/AFL c/s	mfd	20oct66	toc 04nov66; rgd 25nov66; 50 pax configuration; opb 235 OAO at VKO until apr67; f/n SVO 31jul68
	CCCP-46207	An-24B	AFL/Moscow SPiMVL	trf	unknown	on charge as of 01may67; l/n BKA 15aug92
	RA-46207	An-24B	Aeroflot	BKA	20mar93	soc 18oct94 as life-time expired; canx 14nov94
6 73 028 08	LZ-ANC	An-24V	TABSO/Bulg Govt.	mfd	14oct66	f/n SXF 08aug67; opb Avio Detachment 28 (VIP), salon version, 24 pax configuration
	LZ-ANC	An-24V	Balkan		01apr68	renamed; salon version, 24 pax configuration until circa 1974
	LZ-ANC	An-24V	Palair Macedonian	SOF	27apr91	l/n BEG oct91
	LZ-ANC	An-24V	all-white c/s	SOF	07jul92	after return from lease; t/t 34.036 hours and 37,674 cycles on 01aug92; l/n SOF apr96
	LZ-ANC	An-24V	Balkan	FRA	12sep96	l/n ATH 30sep01
	LZ-ANC	An-24V	Aviostart	BUD	05nov01	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
6 73 028 09	not known	An-24B	Soviet Air Force	mfd	dec66	
6 73 028 10	CCCP-46209	An-24B	AFL/Urals-KRO	mfd	31oct66	toc 03nov66; rgd 30nov66; 50 pax configuration; f/n LED 22aug78
	CCCP-46209	An-24B	AFL/Privolzhsk	trf	26jul91	
	CCCP-46209	An-24B	AFL/Urals	trf	05aug91	
	RA-46209	An-24B	Kurganskiye Avial.	trf	30mar94	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
6 73 029 01	CCCP-46210	An-24B	AFL/Georgia-SUI	mfd	31oct66	toc 05nov66; rgd 25nov66; 50 pax configuration; f/n SVO 17jun74
	CCCP-46210	An-24B	Aeroflot/KShVLP	trf	24jan76	Kirovograd Advanced Flying Training College; soc 27dec83 as life-time expired
6 73 029 02	CCCP-46211	An-24LR	AFL/GosNII GA	mfd	20oct66	toc 11jul67
	CCCP-46211	An-24LR	AFL/Polar	trf	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
	CCCP-46211	An-24LR	AFL/GosNII GA	trf	24sep70	took part in the joint USSR/USA Bering Sea Experiment (BESEX) 15feb/07mar73
	CCCP-46211	An-24LR	AFL/Central Region	trf	01nov70	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
7 73 029 03	2903	An-24V	Czechoslovak AF	d/d	03mar67	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
	2903	An-24V	Slovak Air Force	trf	01jan93	initially opb 2. letka 2. ZmDLP (Composite Air Regiment) at Piestany; repainted in white c/s with blue and red trim and 'Slovak Air Force' titles; trf to 1. letka 32. letecká základna (Air Base) at Piestany 01jan01; l/n PZY 01sep00; ferried to Ukraine in 2001 and traded in for c/n 07305803
	YN-CGD	An-24V	Aerosegovia	IEV	06aug02	seen YYR 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 a lack of spare parts and maintenance issues; subsequently impounded due to non-payment of fees; the AOC was revoked 14aug03
	YV-2726P	An-24V	Aerosegovia	LSP	end 03?	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
	YV1708	An-24V	Gustavo Briceño			on the Venezuelan register as ex YN-CGD, and version given as An-24B (probably had an Avionics refit in Ukraine)
7 73 029 04	2904	An-24V	Czechoslovak AF	d/d	03mar67	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
	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 sep23
7 73 029 05	SP-LTL	An-24V	LOT	mfd	16oct66	rgd 02nov67; named 'Pilica'; canx 30nov87; d/d ex WAW 08dec87
	LZ-ANM	An-24V	Balkan	SOF	13jun88	operated initially in basic LOT c/s with red Balkan titles on forward fuselage below the cheat line and red Bulgarian Airlines titles on rear fuselage next to the door above the cheatline; t/t 27,336 hours, 30,147 cycles at 01aug92; wfu SOF 2002; seen stored at SOF (N42.687181 E23.410552) jul06/feb11 behind hangar canx ordered 30jan07; scrapped aug11
6 73 029 06	CCCP-46212	An-24B	AFL/Privolzhsk	mfd	29nov66	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
	LZ-ANN	An-24B	Balkan	SOF	13jun88	dbr Sofia 28jul92 when a crane fell onto it, wreck seen behind hangar 3; l/n 16apr95; broken up 2002
6 73 029 07	CCCP-46213	An-24B	AFL/North Kavkaz	mfd	30nov66	toc 10dec66; rgd 31jan67; 52 pax configuration; f/n STW 11jul67; l/n AER 21sep87
	CCCP-46213	An-24B	AFL/East Siberia	trf	01apr88	l/n IKT 05jul92
	RA-46213	An-24B	Aeroflot	UUD	07jun93	
	RA-46213	An-24B	Ulan-Ude Avn Ent.	trf	20oct93	in Aeroflot c/s and titles; last overhaul was in 1993; the Ulan-Ude Aviation Enterprise was renamed Buryatskiye Avialinii (Bural) in 1998
	RA-46213	An-24B	Bural	UUD	26nov06	wfu, in Aeroflot c/s and titles; not in 2000 fleet list; canx between feb01 and sep01; l/n UUD 09jul09, stored engineless; listed in Bural's assets 13feb20 for a bankrupcy hearing on 24apr20
6 73 029 08	CCCP-46214	An-24B	AFL/Northern-ARH	mfd	20nov66	toc 07dec66; rgd 31jan67; 50 pax configuration
	CCCP-46214	An-24B	AFL/Arkhangelsk	trf	01jan73	f/n LED 12sep87; l/n BKA 11apr91
	RA-46214	An-24B	Aeroflot	LED	18sep93	
	RA-46214	An-24B	Arkhangelsk Al	trf	22feb94	in polar Aeroflot c/s with Arkhangelsk Airlines sticker behind the nose; l/n ARH 12jul94; soc 17apr97 as life-time expired; canx 30apr97
6 73 029 09	CCCP-46215	An-24B	AFL/Latvia-RIX	mfd	30nov66	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
6 73 029 10	CCCP-46216	An-24B	AFL/Moscow SPiMVL	toc	08dec66	rgd 28dec66; VOZ based; 50 pax configuration; f/n VOZ 31aug67
	CCCP-46216	An-24B	AFL/Uzbekistan-SKD	trf	05oct78	photo exists SKD; f/n BHK 27apr84
	UK-46216	An-24B	Uzbekistan Airways	SKD	oct97	used for spares; not in 1999 fleet list, fate unknown
6 73 030 01	CCCP-46457	An-24B	Soviet AF/PVO	Kln	1998	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 02	"01" red	An-24B	Soviet Air Force	SVO	08apr91	
	"01" red	An-24B	Russian Air Force	SVO	22apr92	with Russian flag on the fin
	RA-49259	An-24B	Aeroflot	SVO	13apr93	trf 28sep94 to National Aero Klub Chkalova
	RA-49259	An-24B	Aeroflot c/s, n/t	SVO	05sep93	canx 02apr97; l/n Moscow-Tushino 03sep97, gone by may99; seen KLF 16aug01 semi derelict, complete but with flat tyres; canx 04dec97
6 73 030 03	CCCP-46208	An-24B	AFL/Azerbaijan	mfd	30dec66	toc 08feb67; rgd 22mar67; 52 pax configuration
	CCCP-46208	An-24B	AFL/North Kavkaz	trf	22dec67	f/n VKO 02oct72
	RA-46208	An-24B	Astrakhan Airlines	trf	14apr94	f/n ASF 19may96, in Aeroflot c/s, no titles; soc 27jan00 as life-time expired; canx 04feb00
6 73 030 04	CCCP-47791	An-24B	AFL/Northern	mfd	04jan67	toc mar67; rgd 27mar67; f/n nov72
	CCCP-47791	An-24B	Aeroflot/KShVLP	trf	12jan75	Kirovograd Advanced Flying Training College
	CCCP-47791	An-24B	AFL/Leningrad	trf	unknown	
	CCCP-47791	An-24B	Aeroflot/KShVLP	trf	13feb76	Kirovograd Advanced Flying Training College
	CCCP-47791	An-24B	AFL/Sasovo Fl.Sch.	trf	18jun76	
	CCCP-47791	An-24B	Aeroflot/KShVLP	trf	12jan77	Kirovograd Advanced Flying Training College
	UR-47791	An-24B	Ukr Flt State Ac	KGO	15jul93	in Aeroflot c/s, no titles, canx 24nov94
	LZ-MNF	An-24B	Air Scorpio, n/t	AMS	22apr95	blue/red cheatline
	LZ-MNF	An-24B	SAISA	GUA	13feb96	
	TG-RVS	An-24B	SAISA	r/r	mar96	only allocated !!
	TG-MNF	An-24B	SAISA			briefly applied unofficially
	LZ-MNF	An-24B	SAISA	GUA	08oct96	l/n GUA aug97/apr02 grounded/stored and not present by feb03 canx ordered 30jan07
	UR-47791	An-24B	Ukr Flt State Ac	ret	unknown	in 2001 fleet list as ex LZ-MNF; l/n KGO 05aug08
6 73 030 05	CCCP-47771	An-24B	MOMS Vnukovo	rgd	18jan67	rgd 22apr71 to MAP Kuibyshev TsSKB; f/n VKO 21aug81; l/n VKO 19mar93; in Aeroflot c/s and titles
	RA-47771	An-24B	Aviaobshchemash	trf	12nov93	f/n VKO 15jul94, in Aeroflot c/s and titles; l/n BKA 25aug95; canx 06jan98; soc 19jan98 as life-time expired
6 73 030 06	CCCP-46217	An-24B	AFL/Ukraine	mfd	31jan67	toc 13feb67; rgd 22mar67; 50 pax configuration
	CCCP-46217	An-24B	Aeroflot/KShVLP	trf	27jun73	Kirovograd Advanced Flying Training College
	UR-46217	An-24B	Ukr Flt State Ac	KGO	15jul93	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
	ER-AEL	An-24B	Aerocom	rgd	17feb00	f/n NKC 28jul01 company reported as CMTA; canx 07aug02 as sold to Mauritania but see next line !
	ER-AEL	An-24B	CMTA	DLA	23mar03	l/n SSG 09nov03; seen KGL 15dec04 in great condition but no titles
	9XR-SB	An-24B	no titles	KGL	31aug06	in white c/s with green cheatline and green bird logo on fin; l/n KGL jan07, possibly wfu (S1.9693091 E30.130732); c/n from CAA; no longer visible on GE on 31May22 but was noted 04mar22, presumed scrapped
6 73 030 07	CCCP-46218	An-24B	Soviet Gvt/AFL c/s	toc	03feb67	rgd 16mar67; opb 235 OAO at VKO
	CCCP-46218	An-24B	Aeroflot/KShVLP	trf	17apr70	Kirovograd Advanced Flying Training College; soc 18aug83 as life-time expired; sat derelict at KGO, l/n 15jul93
6 73 030 08	CCCP-46219	An-24B	Soviet Gvt/AFL c/s	toc	30jan67	rgd 16mar67; opb 235 OAO at VKO; 28 pax configuration
	CCCP-46219	An-24B	Aeroflot/KShVLP	trf	28mar69	Kirovograd Advanced Flying Training College; soc 28apr79 as life-time expired

7 73 030 09	DM-SBH	An-24V	MfS/Interflug c/s	d/d	21jan67	Ministerium für Staatssicherheit (Ministry of State Security); VIP aircraft, internal designation An-24BS (had two keels below the tail); rgd 24jan67; operated by Fluggruppe X at SXF; in full Interflug c/s; first operational flight 29mar67; last operational flight 14oct75; wfu 15oct75
	DM-SBH	An-24V	Vietnam	SXF	08jun77	in basic Interflug c/s with 'Vietnam' titles only; left SXF on delivery to Vietnam 08jun77
	VN-B232	An-24V	Hàng Không Viêtnam	rgd	16nov76	c/n confirmed by the operator; f/n SGN 30oct87; wfu by jan91
7 73 030 10	CCCP-46221	An-24B	AFL/Azerbaijan	mfd	02jan67	on charge as of 01apr67; rgd 14apr67
	CCCP-46221	An-24B	AFL/N.Kavkaz-ASF	trf	22dec67	
	CCCP-46221	An-24B	AFL/N.Kavkaz-KRR	trf	10nov78	
	RA-46221	An-24B	Kuban Airlines	trf	22feb94	f/n KRR 15jul94, in Aeroflot c/s and titles; l/n AER 15may96
7 73 031 01	CCCP-46222	An-24B	AFL/Georgia-SUI	mfd	30jan67	toc 08feb67; rgd 22mar67; 50 pax configuration
	CCCP-46222	An-24B	AFL/East Sib.-UUD	trf	16oct78	
	RA-46222	An-24B	Ulan-Ude Avn Ent.	trf	20oct93	c/n as such in fleet list and on Soviet register, but checked as c/n 77303102 at UUD 20apr97; in Aeroflot c/s and titles; soc 21jul98 as life-time expired; canx 22jul98; l/n UUD (N51.805111 E107.43823) 26nov06/18aug19 wfu
6 73 031 02	CCCP-46223	An-24B	AFL/GosNII GA	mfd	19oct67	toc 19apr68; c/n as such in Soviet register and MGA document; 30 pax configuration; f/n SVO 21may70; CofR renewal 25nov70
	CCCP-46223	An-24B	AFL/Uzbekistan	trf	21aug87	seen TAS 15apr92; l/n SKD 13mar93
	UK-46223	An-24B	Uzbekistan Airways	TAS	22apr94	in fleet lists as c/n 77303102, l/n TAS 25may04 active; in fleet list 13dec07 as "repair"; seen IEV 08aug08/30apr09, bare metal; seen IEV 10may09, in full c/s; c/n given as 67303102 in Uzbek register dec10; l/n in Uzbekistan 2011
7 73 031 03	CCCP-46220	An-24B	AFL/Moscow SPiMVL	toc	06feb67	rgd 22mar67; 50 pax configuration; registration out of sequence; opb 62 LO Bykovskogo OAO; w/o 18apr80 on a flight from Bykovo to Ulyanovsk when the crew forgot to extend the flaps before take-off and the landing gear was retracted too early so that the tail struck the runway, the captain tried to take off anyway, but the aircraft was not able to lift off, hit the perimeter wall of the airport, crossed a road, collided with buildings and caught fire, all 5 crew and 6 of the 42 passengers injured; soc 04jun80
7 73 031 04	CCCP-46224	An-24B	AFL/Privolzhsk	mfd	29jan67	toc 08feb67; rgd 29mar67; 50 pax configuration
	CCCP-46224	An-24B	AFL/Uzbekistan-SKD	trf	10apr85	f/n SKD oct85
	UK-46224	An-24B	Uzbekistan Airways	no	reports	wfu 15aug97 used for spares Samarkand oct97; canx but date unknown
7 73 031 05	CCCP-46225	An-24B	AFL/North Kavkaz	mfd	30jan67	toc 08feb67; rgd 22mar67; 52 pax configuration
	RA-46225	An-24B	Aeroflot	BAK	13apr94	
	RA-46225	An-24B	Astrakhan Airlines	trf	14apr94	f/n ASF 19may96, in Aeroflot c/s, no titles; not in 1998 fleet list; soc 12may99 as life-time expired
7 73 031 06	CCCP-46226	An-24B	AFL/Latvia	mfd	28feb67	toc 06mar67; rgd 28mar67; 50 pax configuration; was the first An-24 of the Latvian directorate; f/n LED 10jul70
	YL-LCA	An-24B	Latavio	rgd	21dec92	f/n RIX 04jul94; canx 13feb01; sat wfu at RIX, seen apr02/mar05; forward fuselage with Aeroflot logo preserved at the Dakota Café at Prieiou Street 1 at Ciemupe (N56.78151 E24.649524) seen mar08/28jul19
7 73 031 07	CCCP-46227	An-24B	AFL/Moscow SPiMVL	toc	08mar67	rgd 22mar67; f/n DME 09jul67; trf 14jun72 to the Troitsk Technical School (N54.123611 E61.689437); soc 13feb74 as worn out; l/n aug99/apr21
7 73 031 08	CCCP-46228	An-24B	AFL/Turkmenistan	mfd	20feb67	toc 08mar67; rgd 22mar67; 50 pax configuration; f/n SVO 17jun74
	EZ-46228	An-24B	Turkmenistan Al	IEV	16jun93	l/n ASB 18may96; not in nov99 fleet list; for sale early 2008, t/t 42,737 hours and 39,963 cycles; l/n ASB 06nov08 with faded c/s; reported broken up 2012
7 73 031 09	CCCP-46229	An-24B	AFL/Belarus-MHP	mfd	28feb67	toc 05mar67; rgd 30mar67; 50 pax configuration; f/n MHP 29jul70
	CCCP-46229	An-24B	AFL/Komi-SCW	trf	03aug84	
	RA-46229	An-24B	Komiavia	trf	22feb94	f/n SCW 10jun94, in Aeroflot c/s and titles; soc and canx 23apr97 as life-time expired
7 73 031 10	CCCP-46230	An-24B	AFL/Privolzhsk-GOJ	mfd	28feb67	toc 18mar67; rgd 22mar67; 50 pax configuration; f/n LED 17sep87; l/n ULV 09sep92
	RA-46230	An-24B	Aeroflot	ULV	31aug93	
	RA-46230	An-24B	Nizhni Novgorod Al	trf	25nov93	f/n GOJ 22aug95, in Aeroflot c/s and titles
	RA-46230	An-24B	Nizhni Novgorod Al	ROV	14may96	l/n DME 22jul00; sold to ARZ 412 ? in 2002
	RA-46230	An-24B	Volga Avia	DME	13aug03	leased to Yakutiya 25jul06; l/n GOJ 02feb07
	RA-46230	An-24B	Kirov Avn Enterpr.	VKO	10aug07	in basic Volga Avia c/s, no titles; already reported in technical inspection document 13mar07; seen VKO 06aug08; canx nov08; l/n KVX 30sep10 without engines
7 73 032 01	CCCP-46233	An-24B				52 pax configuration; registration as such in MGA document, became, see next line
	CCCP-47790	An-24B	AFL/North Kavkaz	toc	09mar67	rgd 27mar67; f/n PRG aug74; soc 23mar79 as life-time expired
7 73 032 02	CCCP-46234	An-24B				50 pax configuration; registration as such in MGA document, became, see next line
	CCCP-47789	An-24B	Aeroflot/KShVLP	toc	07mar67	rgd 27mar67; Kirovograd Advanced Flying Training College
	CCCP-47789	An-24B	AFL/Sasovo Fl.Sch.	trf	20dec74	soc 20dec76 as worn out; photo exists preserved alongside an An-8 at Sasovo, date unknown
7 73 032 03	CCCP-46245	An-24B	AFL/Uzbekistan	toc	01apr67	in 50 passenger configuration; rgd 27apr67
	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
	'46287'	An-24B	KEKTE NAU titles	IEV	oct21	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 cheatline with white and grey fuselage
7 73 032 04	CCCP-46246	An-24B	AFL/Latvia-RIX	mfd	25mar67	toc 30mar67; rgd 06apr67; 50 pax configuration; f/n MHP 11sep87
	CCCP-46246	An-24B	AFL/East Siberia	trf	31mar88	
	RA-46246	An-24B	Aeroflot	IKT	10may95	
	RA-46246	An-24B	Chita Avia	trf	01feb96	soc and canx 03feb97 as life-time expired; l/n HTA 18apr97, in Aeroflot c/s and titles, wfu
7 73 032 05	CCCP-46247	An-24B	AFL/North Kavkaz	toc	04apr67	rgd 19apr67; 52 pax configuration
	RA-46247	An-24B	Kuban Airlines	trf	22feb94	f/n KRR 19sep94, in Aeroflot c/s and titles; soc 03dec96 as life-time expired; canx 14feb97
7 73 032 06	CCCP-46248	An-24B	AFL/Ukraine	mfd	23mar67	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 07	CCCP-46249	An-24B	Soviet Gvt/AFL c/s	mfd	25mar67	toc 12apr67; rgd 19apr67; opb 235 OAO at VKO; 50 pax configuration
	CCCP-46249	An-24B	AFL/Ukraine	trf	06jan68	probably based at LWO; see next lines
	CCCP-46569(2)	An-24B	Aeroflot	IEV	14apr92	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
	UR-46569(2)	An-24B	Avialini. Ukrayiny	IEV	28aug93	c/n checked; l/n IEV 11sep96
	UR-46249	An-24B	Avialini. Ukrayiny	no	reports	in fleet list as such
	UR-46249	An-24B	no titles	WAW	24nov96	c/n confirmed by Antonov Design Bureau listing; opb Lvivski avialiniyi; in white/yellow/blue c/s
	UR-46249	An-24B	Lviv Airlines	VKO	11sep00	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
7 73 032 08	CCCP-46250	An-24B	AFL/Belarus-MHP	mfd	30mar67	toc 10apr67; rgd 21apr67; 50 pax configuration; f/n MHP 02feb69; l/n LED 24jun93
	EW-46250	An-24B	Belavia	GME	30jun95	reported for Gomelavia; soc 16dec95 as life-time expired; not in 1998 fleet list
	RA-46250	An-24B	Katch Avia	BAX	jan03	not on Russian register by mar03
	EW-46250	An-24B	Gomelavia	GME	06aug06	wfu (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	An-24B	Soviet Gvt/AFL c/s	mfd	30mar67	toc 13apr67; rgd 19apr67; opb 235 OAO
	CCCP-46242	An-24B	AFL/Moscow SPiMVL	trf	05jan68	f/n BKA 1978
	CCCP-46242	An-24B	AFL/Uzbekistan-SKD	trf	unknown	on charge as of 01jan89
	UK-46242	An-24B	Uzbekistan Airways	TAS	20may94	wfu 15aug97; canx 20oct97 as lifetime expired; reported cannibalised for spares at Samarkand oct97; preserved in the Sogdiana Park at Samarkand till 2018 and moved to the Voyenny gorodok (barracks or garrison) at (N39.684312 E66.897110), l/n 10nov24 in excellent condition
7 73 033 01	LZ-AND	An-24V	TABSO/Bulg Govt.	mfd	30mar67	f/n SXF 07may68; opb Avio Detachment 28 (VIP), salon version, 24 pax configuration; converted back to a normal passenger aircraft in 1972/73
	LZ-AND	An-24V	Balkan	trf	1973	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	An-24V	MIAT Mongolia	ULN	19dec77	
	MT-3302	An-24V	MIAT Mongolia	ULN	10may95	
	MT-1002	An-24V	MIAT Mongolia			already allocated by early 1995
	JU-1002	An-24V	MIAT Mongolia	ULN	27jun01	JU- prefix was reported allocated by mar98; wfu before 2001
7 73 033 03	CCCP-46251	An-24B	AFL/Ukraine-DOK	mfd	28apr67	toc 06may67; rgd 06jun67; 50 pax configuration; f/n SVO 08jul70
	UR-46251	An-24B	Avialini. Ukrayiny	VKO	21apr94	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	An-24B	AFL/Northern	mfd	28apr67	toc 07may67; rgd 03jun67; 50 pax configuration; f/n LED 11jul70
	CCCP-46252	An-24B	AFL/West Siberia	trf	20jul77	l/n Novosibirsk-Severny 01jul92
	RA-46252	An-24B	Aeroflot	Ovn	21apr93	
	RA-46252	An-24B	Novosibirsk AE	trf	11mar94	in Aeroflot c/s and titles; CofR renewal 07sep95; l/n Novosibirsk-Severny 23jul00
	RA-46252	An-24B	Novosibirsk AE	OVB	03jul03	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	An-24B	AFL/Kazakhstan-KGF	mfd	28apr67	toc 06may67; rgd 06jun67
	UN-46253	An-24B	Aeroflot c/s, n/t	ROV	14jul94	l/n KGF 24aug99; for Tulpar Avia Service
	UN-46253	An-24B	Tulpar Air Service	OVB	07jun01	seen ALA 29may04, operational; l/n KGF 01oct08/08may10 engineless; broken up sep10
7 73 033 06	CCCP-46243	An-24B	AFL/Moscow SPiMVL	mfd	29apr67	toc 05may67; rgd 15may67; 50 pax configuration; f/n BKA 20jun91
	RA-46243	An-24B	Aeroflot	BKA	20mar93	l/n VOZ 18apr94
	RA-46243	An-24B	Voronezh Avia	trf	01aug94	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 jun99/01may24
7 73 033 07	not known	An-24V	Iraq	mfd	may67	confirmed exported to Iraq; soc in 1968
7 73 033 08	CCCP-47788	An-24B	Soviet AF/AFL c/s	rgd	20dec73	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 09	YR-AMR	An-24V	Rom Gvt/TAROM c/s	rgd	20apr68	salon version; f/n FRA 03oct70; seen LGW 19mar72; version painted as such, DUS 15jun73

	YR-AMR	An-24V	Rom Gvt/LAR	INN	28jun90	salon version
	YR-AMR	An-24V	Rom Gvt/Romavia	PRG	08oct90	salon version; small Romavia badge under cockpit, version painted as such; l/n ORY 13jan91
	YR-AMR	An-24V	Kish Air	SHJ	12apr93	reported returned to Romavia by end 1993
	YR-AMR	An-24V	Rom Gvt/Romavia	IST	18feb94	with Romavia titles, still painted as such; l/n OTP 18sep95
	YR-AMR	An-24V	Banat Air		photo	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 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
7 73 034 01	CCCP-46244	An-24B	AFL/Ukraine-DOK	mfd	31may67	toc 06jun67; rgd 26jun67; 50 pax configuration
	CCCP-46244	An-24B	AFL/Komi-SCW	trf	24may87	
	RA-46244	An-24B	Komiavia	trf	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	An-24B	AFL/Ukraine-DOK	mfd	31may67	toc 06jun67; rgd 26jun67; f/n DOK 26aug76; l/n IEV 14apr92
	UR-46254	An-24B	Avialini. Ukrayiny	VKO	23aug95	l/n KBP 12may98; not in 1997 fleet list
	UR-46254	An-24B	Donbassaero	DOK	28apr99	l/n DOK 08sep06; still in fleet list nov06; canx 31dec08
7 73 034 03	CCCP-46255	An-24B	AFL/Privolzhsk-GOJ	mfd	31may67	toc 06jun67; rgd 15jun67; 50 pax configuration; f/n GOJ 01sep72; l/n nov78
	RA-46255	An-24B	Saransk Avn Ent.	trf	04mar94	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
	CCCP-46256	An-24B	AFL/Uzbekistan-SKD	trf	22jan79	
	UK-46256	An-24B	Uzbekistan Airways	wfu	15aug97	canx but date unknown; used for spares at Samarkand oct97
7 73 034 05	CCCP-46257	An-24B	AFL/Moscow SPiMVL	mfd	31may67	toc 08jun67; rgd 15jun67; 48 pax configuration; photo DME 09jul67; l/n BKA 13apr92
	RA-46257	An-24B	Aeroflot	BKA	27apr93	
	RA-46257	An-24B	Bryansk Avn Ent.	trf	31dec93	soc 16apr96 as life-time expired; canx 29apr96
7 73 034 06	LZ-ANE	An-24V	TABSO	mfd	1967	
	LZ-ANE	An-24V	Balkan		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 07aug24
7 73 034 07	LZ-ANF	An-24V	TABSO	mfd	1967	
	LZ-ANF	An-24V	Balkan		01apr68	renamed; f/n SOF 17jun71; l/n VAR 23sep97; wfu Varna 2002; broken up; forward fuselage to Burgas museum, l/n 16aug24
7 73 034 08	LZ-ANG	An-24V	TABSO	mfd	1967	
	LZ-ANG	An-24V	Balkan		01apr68	renamed; f/n SOF 17jun71; seen SOF 17sep90; wfu VAR 1992; l/n VAR 23sep97 being broken up
7 73 034 09	CCCP-46258	An-24B	AFL/Azerbaijan	mfd	02jun67	toc 30jun67; rgd 17jul67; 52 pax configuration
	CCCP-46258	An-24B	AFL/North Kavkaz	trf	22dec67	f/n UFA late77
	RA-46258	An-24B	Astrakhan Airlines	trf	14apr94	f/n ASF 19may96, in Aeroflot c/s, no titles; soc and canx 09sep98 as life-time expired
7 73 034 10	CCCP-46259	An-24B	AFL/Moscow SPiMVL	mfd	28jun67	toc 01jul67; rgd 11jul67; f/n BKA 18aug89
	RA-46259	An-24B	Aeroflot	BKA	15may93	
	RA-46259	An-24B	Bryansk Avn Ent.	trf	31dec93	f/n VKO 18sep94, in Aeroflot c/s and titles; l/n VKO 22aug95; soc 16apr96 as life-time expired; canx 29apr96
7 73 035 01	CCCP-46260	An-24B	AFL/Northern-ARH	mfd	30jun67	toc 11jul67; rgd 11oct67; 50 pax configuration
	CCCP-46260	An-24B	AFL/Arkhangelsk	trf	01jan73	f/n LED 23sep87
	RA-46260	An-24B	Arkhangelsk Al	trf	22feb94	soc and canx 21apr98 as to Ukraine
7 73 035 02	CCCP-46261	An-24B	AFL/Kazakhstan	toc	10jul67	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 !
7 73 035 03	CCCP-46262	An-24B	KGB/Aeroflot c/s	mfd	31jul67	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
	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
7 73 035 04	CCCP-46263	An-24B	AFL/Privolzhsk-CSY	mfd	27jul67	toc 08aug67; rgd 28aug67; 50 pax configuration; f/n IWA 12jun70; also see An-26 c/n 11102
	RA-46263	An-24B	Aeroflot	VOG	31aug93	
	RA-46263	An-24B	Cheboksary Avn Ent	trf	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
7 73 035 06	CCCP-46264	An-24B	AFL/Uzbekistan-SKD	toc	07aug67	rgd 28aug67; 50 pax configuration; photo exists SKD; f/n SKD 29oct77; soc 17dec79 as life-time expired
7 73 035 07	YR-AMV	An-24V	Rom Gvt/TAROM c/s	rgd	07may68	photo HAM 08oct70; dbr 28aug78 after a fire started in the cockpit whilst on finals to Constanta, the crew escaped after landing, but the aircraft was destroyed by fire; canx 05dec78; also reported to have become 4W-ACE, but this reg was a BAe-125 by dec78
7 73 035 08	CCCP-46265	An-24B	AFL/Latvia	mfd	31jul67	toc 04aug67; rgd 28aug67; 50 pax configuration; l/n LED 12sep87
	CCCP-46265	An-24B	AFL/Kazakhstan	trf	aug92	transfer not mentioned in the MGA document
	UN-46265	An-24B	Aeroflot c/s, n/t	ALA	oct94	l/n SVX 23aug95; reported for Kazakstan Airlines until 1997
	UN-46265	An-24B	SCAT	ALA	27nov02	l/n TSE 24mar05; still in SCAT fleet list 29jun06
	UP-AN405	An-24B	SCAT	rgd	29feb08	f/n ALA 22mar09; seen CIT 17jun11 stored without props; seen CIT 26may14 with props; l/n CIT 07jul15/13jul19 wfu
7 73 035 09	CCCP-46266	An-24B	AFL/North Kavkaz	mfd	03jul67	toc 05aug67; rgd 29aug67; f/n VKO 04oct72; 50 pax configuration
	CCCP-46266	An-24B	AFL/Uzbekistan-SKD	trf	26feb79	
	UK-46266	An-24B	Uzbekistan Airways	no	reports	wfu 15aug97; used for spares Samarkand oct97; canx but date unknown
7 73 035 10	CCCP-46267	An-24B	AFL/Belarus-MHP	mfd	31jul67	toc 04aug67; rgd 29aug67; 50 pax configuration; f/n LED 09jul70
	CCCP-46267	An-24B	AFL/Kirovograd HFS	trf	02feb84	
	CCCP-46267	An-24B	AFL/Belarus-MHP	trf	30apr84	l/n BKA 01jun92
	EW-46267	An-24B	Belavia	MHP	08sep93	
	RA-46267	An-24B	ex Belavia c/s	TJM	14may95	probably opb Tyumen Airlines; in basic Belavia c/s, no titles
	RA-46267	An-24B	Tyumen Airlines	trf	29aug95	in basic Belavia c/s, no titles; l/n TJM 15aug99, as such; not in fleet list 27oct00 !; f/n TJM 25aug03
	RA-46267	An-24B	Gromov Air	rgd	05feb04	f/n VKO 05jul04, leased from Tyumen Airlines; offered for sale on the internet 16jun04; l/n VKO 02sep04
	RA-46267	An-24B	UTair	GOJ	14jul07	l/n GOJ 22nov07
	RA-46267	An-24B	UTair Express	GOJ	19aug08	canx nov08; seen TJM 23sep11 with 'UT' and emblem in blue circle on the tail painted out; l/n TJM 12sep19/20aug23
7 73 036 01	CCCP-46268	An-24B	AFL/Armenia	mfd	01jul67	toc 08aug67; rgd 29aug67; 48 pax configuration
	CCCP-46268	An-24B	AFL/Kazakhstan	trf	14jan72	f/n IEV 12sep87; l/n IEV 14apr92
	UN-46268	An-24B	Kazakstan Airlines	SCO	26jan03	derelict; l/n SCO (N43.854426 E51.096011) 28may04; photos exist exact date unknown, but probably after mar08 with the prefix changed to 'UP' (rather than the remains of the old CCCP- bleeding through ?) and last two digits just visible with 'Kazakhstan Airlines' titles, in use as a fire/rescue training aircraft; photographed again dec11 with prefix 'UP-' clearly visible
7 73 036 02	CCCP-46269	An-24B	AFL/Northern-ARH	mfd	05aug67	toc 02sep67; rgd 23sep67; 50 pax configuration
	CCCP-46269	An-24B	AFL/Arkhangel.-ARH	trf	01jan73	opb 392 LO; w/o 03sep79 on a flight from Arkhangelsk to Amderma when dropped below the glide path on final approach at night and in bad visibility, hit a hill 1,850 metres before the runway threshold and 140 metres to the left of its extended centreline (at N69°46'20" E61°28'50") and broke up, 5 of the 6 crew and 35 of the 37 passengers killed; t/t 19,917 hours and 13,194 cycles; soc and canx 08oct79
7 73 036 03	CCCP-46270	An-24B	AFL/Kazakhstan-GUW	mfd	28aug67	toc 02sep67; rgd 23sep67
	UN-46270	An-24B	Aeroflot c/s, n/t	VKO	16jun94	
	UN-46270	An-24B	Kazakstan Airlines	GUW	08mar03	seen stored outside of the airfield perimeter (N47.118769 E51.832708)
7 73 036 04	CCCP-46271	An-24B	AFL/Kazakhstan	mfd	30aug67	toc 08sep67; rgd 23sep67
	UN-46271	An-24B		ALA	06aug02	unable to see titles
	UN-46271	An-24B	SCAT	ALA	23sep02	l/n ALA 23feb08
	UP-AN406	An-24B	SCAT	rgd	29feb08	f/n ALA 21sep09; l/n CIT 13jul19, wfu
7 73 036 05	CCCP-46272	An-24B	AFL/Privolzhsk	mfd	22aug67	toc 10sep67; rgd 23sep67; 50 pax configuration; f/n UFA late77
	RA-46272	An-24B	Bashkirian Al	trf	unknown	on charge as of 01jul92; f/n UFA 10jul93, in Aeroflot c/s and titles
	RA-46272	An-24B	Bashkirian Al	SVX	23aug95	soc 25apr96 as life-time expired; canx 01may96; seen UFA jun15 and reported in use as an instructional airframe at Mihailovsk (N54.794465 E55.853561)
7 73 036 06	CCCP-46273	An-24B	AFL/Privolzhsk	mfd	28aug67	rgd 16sep67; on charge as of 01oct67; 50 pax configuration
	CCCP-46273	An-24B	Avial. Tatarstana	trf	unknown	on charge as of 01jul92; f/n IEV 08sep92, in Aeroflot c/s and titles
	RA-46273	An-24B	Avial. Tatarstana	KUF	25apr93	in Aeroflot c/s and titles with Tatarstan flag; l/n KZN 14jul94; soc and canx 24sep96 as life-time expired
7 73 036 07	CCCP-46274	An-24B	AFL/Turkmenis.-ASB	mfd	30aug67	toc 11sep67; rgd 23sep67; 48 pax configuration; f/n SKD 29oct77
	EZ-46274	An-24B	Turkmenistan Al	ASB	18may96	on register 31dec93; not in nov99 fleet list; for sale early 2008, t/t 41,553 hours and 38,863 cycles; l/n ASB 06nov08 with faded c/s; reported broken up 2012
7 73 036 08	CCCP-46275	An-24B	AFL/Northern-ARH	mfd	31aug67	toc 08sep67; rgd 23sep67; 50 pax configuration
	CCCP-46275	An-24B	AFL/Arkhangelsk	trf	01jan73	f/n BKA 20jul91
	RA-46275	An-24B	Arkhangelsk Al	trf	22feb94	f/n ARH 10jun94, in Aeroflot 'polar' c/s and titles with Arkhangelsk Airlines sticker behind the nose; soc 18apr97 as life-time expired; canx 30apr97
7 73 036 09	CCCP-46276	An-24B	AFL/N.Kavkaz-KRR	mfd	31aug67	toc 09sep67; rgd 18oct67; 52 pax configuration; opb 241 LO; w/o 22jan73 on the leg from Kazan to Perm at night of a flight from Krasnodar to Perm when went out of control for unknown reasons while flying at 5,700 metres (probably collided with some object as the nose cone showed characteristic damage), entered a steep dive, broke up in mid-air and crashed upside down in a snow-covered field 900 metres NNW of Petukhovo (Bolshaya Sosnova district of the Perm region), all 5 crew and 34 passengers killed (the crash occurred in the early hours of 22jan73 local time, which corresponds in Moscow time to the commonly known date 21jan73), the accident investigation commission was not able to identify the cause of the accident; t/t 10,623 hours and 11,419 cycles; canx 07jun73; soc 20jul73
7 73 036 10	CCCP-46277	An-24B	AFL/Privolzhsk	toc	10sep67	rgd 23sep67; 50 pax configuration; w/o 25jan74 on a positioning flight from Rostov-na-Donu after maintenance when crashed 1,750 metres beyond the runway due to artificial horizon failure; soc and canx 01jul74
7 73 037 01	CCCP-46278	An-24B	AFL/Ukraine	mfd	26sep67	toc 04oct67; rgd 27nov67; 50 pax configuration; probably based at LWO; f/n VKO 02oct72
	UR-46278	An-24B	no titles	IEV	04jul96	opb Lvivski avialiniyi; in basic Avialiniyi Ukrayiny c/s
	UR-46278	An-24B	Avialini. Ukrayiny	HRK	24jun97	opb Lvivski avialiniyi; l/n LWO 30may03

	UR-46278	An-24B	Lviv Airlines, n/t	LWO	11may07	Lvivski avialiniyi; sat wfu at LWO, without engines, l/n may07/nov08; canx 13aug08; still extant 08may12; being scrapped 05sep12, only fuselage and inner wings with engine mounts remaining and seen as such 27sep12
7 73 037 02	CCCP-46279	An-24B	AFL/Ukraine-DOK	mfd	28sep67	toc 04oct67; first flight 15nov67 to DOK; rgd 27nov67; 50 pax configuration; f/n dec67; l/n IEV 14apr92; not canx from the pre 1992 Soviet register; see next line
	028	An-24B	Civ Avn Adm China		18sep07	c/n not confirmed or version; with titles as such; serial suggests it was operated by the CFTE (China Flight Test Establishment); preserved at the Qingdao Naval Museum, in a dismantled state with wings and fuselage separated; a plate located at the end of the wings (attached to the end of the aileron) is marked '3702'; l/n oct09
	no reg	An-24B	all-white c/s		26sep12	c/n not confirmed or version; preserved at the Qingdao Naval Museum (N36.05360 E120.323126) wings and engines now attached with fuselage supported on a trestle; l/n jul21
7 73 037 03	CCCP-46281	An-24B	AFL/Armenia	toc	05oct67	rgd 27oct67; 48 pax configuration
	CCCP-46281	An-24B	Aeroflot/KShVLP	trf	28mar72	Kirovograd Advanced Flying Training College; soc 19apr83 as life-time expired; was preserved at ul. Chekhova at Vinnitsa (next to the entry of the aviation factory) from 1979 (before soc date !) to 1995; broken up
8 73 037 04	CCCP-46419	An-24B	MAP Ramenskoye	mfd	28feb68	c/n in all registers and ADB listing as beginning with 8; rgd 07feb69
	CCCP-46419	An-24B	MAP Taganrog MSZ	trf	06oct87	
	RA-46419	An-24B	MAP Taganrog	TGK	08sep93	in Aeroflot c/s and titles; l/n BKA 24may94
	RA-46419	An-24B	Tavia	BKA	25aug95	l/n BKA 21may96; soc 17jun02 and canx 19jun02 as sold to Armenia
	EK-46419	An-24B	Air Atlantic Congo	SHJ	oct03	additional 'Phoenix Avia' titles; c/n not checked; l/n SHJ 23nov03
	EK-46419	An-24B	all-white c/s, n/t	SHJ	12dec03	l/n SHJ 28dec03; canx 30dec03
	YA-CAG	An-24B	Air Pamir	KBL	25mar04	l/n KBL aug15/jun16, stored; c/n from Air Britain photosite
7 73 037 05	CCCP-46282	An-24B	AFL/Moscow SPiMVL	mfd	05sep67	toc 05oct67; rgd 19mar68; 50 pax configuration; f/n BKA 13nov77; l/n BKA 10sep92
	RA-46282	An-24B	Aeroflot	BKA	20mar93	soc as life-time expired, date not given; canx 17apr95; l/n BKA 21may96/23aug96 being broken up
7 73 037 06	CCCP-46284	An-24B	AFL/Azerbaijan	mfd	13oct67	toc 02oct67; rgd 13nov67; 48 pax configuration
	CCCP-46284	An-24B	AFL/Moldova	trf	07apr72	
	CCCP-46284	An-24B	AFL/Turkmenistan	trf	22jun87	
	EZ-46284	An-24B	Turkmenistan Al	KRW	18may96	on register 31dec93; not in nov99 fleet list; for sale early 2008, t/t 40,932 hours and 34,026 cycles
7 73 037 07	CCCP-46285	An-24B	AFL/GosNII GA	toc	27oct67	rgd 14mar68; 48 pax configuration; f/n SVO 27mar68
	CCCP-46285	An-24B	AFL/Azerbaijan	trf	unknown	on charge as of 01apr68
	CCCP-46285	An-24B	AFL/North Kavkaz	trf	01jan74	
	CCCP-46285	An-24B	AFL/Uzbekistan-TAS	trf	27mar79	f/n TAS 01apr86; seen TAS 15apr92; l/n SKD 13mar93
	UK-46285	An-24B	Uzbekistan Airways	TAS	08may95	wfu 17sep97 used for spares Samarkand oct97; l/n SKD 23mar99; canx but date unknown
7 73 037 08	CCCP-46286	An-24B	AFL/Kyrgyzstan	toc	24oct67	rgd 12dec67; 48 pax configuration
	CCCP-46286	An-24B	AFL/Urals-KRO	trf	07feb74	
	RA-46286	An-24B	Aeroflot	LED	10jul93	
	RA-46286	An-24B	Kurgan Air	trf	30mar94	soc 15oct97 as life-time expired; canx 28oct97
7 73 037 09	CCCP-46287	An-24B	AFL/Armenia	toc	24oct67	rgd 02dec67; 48 pax configuration
	CCCP-46287	An-24B	Aeroflot/KShVLP	trf	29mar72	Kirovograd Advanced Flying Training College
	CCCP-46287	An-24B	AFL/North Kavkaz	trf	20jul72	
	CCCP-46287	An-24B	Aeroflot/KShVLP	trf	06sep72	Kirovograd Advanced Flying Training College; soc 21jul83 as life-time expired; f/n KGO 21sep94 derelict, outer wings missing; l/n KGO 17feb10; see c/n 77303203
7 73 037 10	CCCP-46288	An-24B	AFL/Kazakhstan-GUW	mfd	01nov67	toc 01nov67; rgd 11dec67; the first An-24 based at GUW; f/n LED 22jul70
	UN-46288	An-24B	Aeroflot	VKO	16may93	
	UN-46288	An-24B	Aeroflot c/s, n/t	VKO	16jul94	reported for Kazakstan Airlines, not in 1998 fleet list
	UN-46288	An-24B	Air Kazakstan		02nov02	seen being lifted on to the roof of 'the Via restaurant' near Seoul Kimpo (N37.559339 E126.83612) at junction road nr 6 and 88 together with an unknown Mi-6; l/n sep04; no longer visible on Google Earth images since about 2006
7 73 038 01	CCCP-46289	An-24B	AFL/Latvia	mfd	28oct67	toc 01nov67; rgd 29nov67; f/n LED feb68; 50 pax configuration; l/n LED 17may91
	CCCP-46289	An-24B	AFL/Kazakhstan	trf	unknown	transfer not mentioned in the Soviet register or MGA document; l/n ALA 23apr93
	UN-46289	An-24B	not reported	CIT	10may98	seems to be wfu; seen in Shymkent City (rayon # 16) at Zhibek Zholy Street at Café 'Fly' (N42.330266 E69.638634) still in Aeroflot colours no titles; l/n 07jul16
7 73 038 02	CCCP-46290	An-24B	AFL/Belarus-MHP	mfd	25oct67	toc 01nov67; rgd 14dec67; 52 pax configuration
	CCCP-46290	An-24B	AFL/Komi-SCW	trf	18mar88	
	RA-46290	An-24B	Komiavia	trf	22feb94	f/n SCW 10jun94, in Aeroflot c/s and titles; soc and canx 27oct97 as life-time expired
7 73 038 03	CCCP-46291	An-24B	AFL/Moscow SPiMVL	mfd	30nov67	toc 08dec67; rgd 08jan68; 50 pax configuration; f/n AER mid 1977
	CCCP-46291	An-24B	AFL/Uzbekistan	trf	11jan88	
	CCCP-46291	An-24B	AFL/Central Region	trf	31mar88	
	RA-46291	An-24B	Aeroflot	RVH	25oct94	
	RA-46291	An-24B	Aviata	trf	29aug95	l/n TBW 31aug97; in Aeroflot c/s and titles; seen TBW 18aug99 titles ?; soc 20mar00 as life-time expired; canx 21mar00
7 73 038 04	CCCP-46292	An-24B	AFL/Azerbaijan-MCX	mfd	31oct67	on charge as of 01dec67; rgd 23dec67; 48 pax configuration
	CCCP-46292	An-24B	AFL/N.Kavkaz-MCX	trf	01jan74	
	RA-46292	An-24B	Avialin. Dagestana	trf	01apr94	f/n KRR 15jul94, in Aeroflot c/s and titles; soc and canx 05nov97 as life-time expired; reported to be the preserved aircraft visible on GE image dated 2005, at Makhachkala (N42.978101 E47.478906); no longer visible in 2012
7 73 038 05	CCCP-46293	An-24B	AFL/Georgia-SUI	mfd	31oct67	toc 21nov67; rgd 14dec67; 50 pax configuration
	CCCP-46293	An-24B	AFL/Ukraine-IEV	trf	15may72	f/n IEV 28aug92; l/n IEV 08sep92
	UR-46293	An-24B	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 04jul99; canx 15nov01
7 73 038 06	CCCP-46294	An-24B	AFL/North Kavkaz	mfd	31oct67	toc 24nov67; rgd 23dec67; f/n VKO 02oct72; 52 pax configuration
	RA-46294	An-24B	Astrakhan Airlines	trf	14apr94	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	An-24B	AFL/Ukraine	mfd	31oct67	toc 20nov67; rgd 14dec67; 50 pax configuration; f/n DNK aug78
	CCCP-46295	An-24B	AFL/Uzbekistan-SKD	trf	09apr85	l/n SKD 13mar93
	UK-46295	An-24B	Uzbekistan Airways	no	reports	wfu 17sep97; used for spares Samarkand oct97; canx but date unknown
7 73 038 08	CCCP-46296	An-24B	AFL/Urals-SVX	mfd	31oct67	toc 06dec67; rgd 15jan68; 50 pax configuration
	CCCP-46296	An-24B	AFL/Urals-KRO	trf	1972	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 20sep24
7 73 038 09	CCCP-46297	An-24B	AFL/Belarus-MHP	mfd	30nov67	toc 09dec67; rgd 08feb68; f/n MHP 03jun69
	EW-46297	An-24B	Aeroflot c/s, n/t	IEV	03jun93	
	EW-46297	An-24B	Belavia	MHP	08sep93	
	RA-46297	An-24B	ex Belavia c/s	TJM	14may95	
	RA-46297	An-24B	Tyumen Airlines	trf	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
	RP-C7205	An-24B	Mosphil Aero Inc	MNL	29jul06	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	An-24B	AFL/North Kavkaz	toc	31jan68	rgd 06mar68; 52 pax configuration
	RA-46298	An-24B	Kuban Airlines	trf	22feb94	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	An-24B	AFL/Kyrgyzstan	mfd	30nov67	toc 12dec67; rgd 11jan68; 48 pax configuration; f/n SKD 25aug75
	CCCP-46299	An-24B	AFL/Uzbekistan-SKD	trf	unknown	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	An-24B	AFL/Latvia-RIX	mfd	30nov67	toc 13dec67; rgd 09jan68; 50 pax configuration; f/n LED 15aug68
	YL-LCD	An-24B	Latavio	rgd	28sep92	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	An-24B	AFL/Privolzhsk-GOJ	mfd	30nov67	toc 09dec67; rgd 11jan68; 50 pax configuration
	CCCP-46401	An-24B	AFL/Privolzhsk-SKX	trf	unknown	f/n LED 05may89
	RA-46401	An-24B	Saransk flt unit	trf	04mar94	hit the ground on the final turn into Saransk 29dec95; soc 24apr96; canx only 18apr00
7 73 039 05	CCCP-46402	An-24B	AFL/N.Kavkaz-ASF	mfd	30nov67	toc 01jan68; rgd 17jan68; 52 pax configuration; f/n LED 26mar72
	RA-46402	An-24B	Astrakhan Airlines	trf	14apr94	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
7 73 039 06	CCCP-46403	An-24B	AFL/Northern	toc	02feb68	rgd 28feb68; 48 pax configuration; f/n LED 27may70; trf 04may77 to MAP based on a decree dated 18mar77, see next line
	CCCP-46403	An-24B	NPO Elektronprylad	rgd	27feb80	based at Kiev; l/n IEV 08sep92
	UR-46403	An-24B	Elektronprylad	IEV	28aug93	operated for Khors Air; in basic Aeroflot c/s, no titles; l/n LGW 18jun96
	UR-46403	An-24B	Intradco Cargo Al	IEV	02jul96	leased from Elektronprylad; l/n IEV 10sep96, titles not reported
	UR-46403	An-24B	Alan Air Djibouti	BRQ	09dec96	leased from Elektronprylad
	UR-46403	An-24B	Avialini. Ukrayiny	IEV	11may98	leased from Elektronprylad
	UR-46403	An-24B	Elektronprylad	IEV	04may99	based at Kiev; no titles; l/n IEV 04jul99; canx 13aug08
7 73 039 07	907	An-24V	Hungarian AF	mfd	14dec67	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 'Waffenbrüdrschaft 70'; l/n SXF 13may87; wfu 03dec92; preserved in Repüléstörténeti Múzeum (Aircraft Museum) at Szolnok (N47.130594 E20.220805) l/n 04sep23

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	An-24B	AFL/Belarus-MHP	mfd	20dec67	toc 01feb68; rgd 28may68; 50 pax configuration; f/n nov77; l/n IEV 08sep92
	46404	An-24B	Belavia	MHP	08sep93	trf 31dec93 to Belarus
	EW-46404	An-24B	Belavia	RVH	24oct94	l/n MSQ 13jun99; not in 1998 fleet list, fate unknown; l/n MHP jun01 titles not reported
7 73 039 10	CCCP-46405	An-24B	AFL/Privolzhsk-GOJ	mfd	14dec67	toc 29dec67; rgd 17jan68; 50 pax configuration; f/n GOJ 11dec84
	RA-46405	An-24B	Aeroflot	BKA	07jul93	
	RA-46405	An-24B	Nizhni Novgorod Al	trf	25nov93	in Aeroflot c/s and titles; l/n GOJ 26aug97; soc 20nov00 as life-time expired; canx 27nov00
7 73 040 01	CCCP-46406	An-24B	AFL/Moscow SPiMVL	mfd	29dec67	toc 10jan68; rgd 09feb68; 50 pax configuration; f/n BKA 1978; l/n BKA 22feb92
	46406	An-24B	Rossiya	BKA	15aug92	large titles as such in addition to smaller Aeroflot titles; l/n BKA 18aug92
	RA-46406	An-24B	Rossiya	BKA	05jul93	large titles as such in addition to smaller Aeroflot titles
	RA-46406	An-24B	Voronezh Avia	trf	01aug94	seen DME 17aug96, still with Rossiya/Aeroflot titles
	RA-46406	An-24B	Voronezh Avia	DME	23apr97	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
7 73 040 02	CCCP-46407	An-24B	AFL/Belarus-GME	mfd	28dec67	toc 10jan68; rgd 09feb68; 50 pax configuration
	CCCP-46407	An-24B	AFL/Komi	trf	18mar88	
	RA-46407	An-24B	Komiavia	trf	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	An-24B	AFL/Georgia-SUI	mfd	16jan68	toc 27jan68; rgd 28feb68; 50 pax configuration
	CCCP-46408	An-24B	AFL/East Siberia	trf	11dec78	f/n IKT 05sep89
	RA-46408	An-24B	Aeroflot	UUD	11jun93	
	RA-46408	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-46408	An-24B	Bural	IKT	07jun01	CofR renewal 10aug00 and 02aug0; seen UUD 19jul09, c/n checked as such and with AK Buryatskiye Avialinii titles; l/n UUD 17aug12
	RA-46408	An-24B	IrAero	IKT	06sep14	white top, grey underside, very small titles and logo on forward fuselage; seen 23jan15, location withheld
	RA-46408	An-24B	Bural	UUD	15jul16	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
7 73 040 04	CCCP-46409	An-24B	AFL/Moscow SPiMVL	mfd	10jan68	toc 24jan68; rgd 19mar68; 48 pax configuration; f/n BKA 15mar90; l/n BKA 10sep92
	RA-46409	An-24B	Aeroflot	BKA	08apr93	last flight 27feb95 to Yegoryevsk technical School; soc 13mar95 as life-time expired; canx 04may95; l/n (N55.382333 E39.006396) aug01/26apr24
7 73 040 05	CCCP-46410	An-24B	AFL/Kyrgyzstan	mfd	22jan68	toc 19mar68; rgd 02apr68; 48 pax configuration
	CCCP-46410	An-24B	AFL/Uzbekistan	trf	01feb74	f/n TAS 29oct79
	UK-46410	An-24B	Uzbekistan Airways	IEV	22sep94	l/n SKD 23mar99; last reported in fleet list jan03
8 73 040 06	CCCP-46411	An-24B	AFL/Belarus	mfd	31jan68	toc 05mar68; rgd 28may68; 50 pax configuration; c/n given as 77304006 in the MGA document
	CCCP-46411	An-24B	AFL/Komi	trf	08mar88	
	RA-46411	An-24B	Komiinteravia	trf	22feb94	f/n SCW 10jun94, in Aeroflot c/s and titles; soc and canx 01jun01 as life-time expired
8 73 040 07	CCCP-46412	An-24B	AFL/Kazakhstan-GUW	mfd	31jan68	toc 01feb68; rgd 22mar68; f/n IKT 24sep86; l/n IEV 08sep92
	UN-46412	An-24B	Kazakstan Airlines	DME	aug95	opb Atyrauavia
	UN-46412	An-24B	SAISA	GUW	13feb96	reported for Atyrauavia
	UN-46412	An-24B	Euro-Asia Air	trf	09jul97	possibly never painted as such
	UN-46412	An-24B	Kazakstan Airlines	GUW	06aug02	sat derelict at GUW, l/n aug02/mar03
8 73 040 08	CCCP-46413	An-24B	AFL/Uzbekistan	mfd	30jan68	toc 21feb68; rgd 14mar68; 50 pax configuration; f/n UGC 04aug72; l/n SKD 13mar93
	UK-46413	An-24B	Uzbekistan Airways	TAS	08may95	wfu 08jan98 used for spares Samarkand; l/n SKD 23mar99; canx but date unknown
8 73 040 09	CCCP-46414	An-24B	AFL/Moldova-KIV	mfd	15feb68	toc 19feb68; rgd 15mar68; 50 pax configuration; f/n SVO 26jun70
	ER-46414	An-24B	Air Moldova	rgd	12apr94	f/n KIV 20sep94; canx 16sep99 as written off, fate ?
8 73 040 10	CCCP-46415	An-24B	AFL/GosNII GA	mfd	31jan68	toc 14aug68; 30 pax configuration
	CCCP-46415	An-24B	AFL/Moscow SPiMVL	trf	25aug70	rgd 23sep70; f/n SVO 21may70
	CCCP-46415	An-24B	AFL/Magadan	trf	28apr85	
	RA-46415	An-24B	Aeroflot	GDX	08jul94	
	RA-46415	An-24B	Kolymaavia	trf	24feb95	in Aeroflot c/s and titles; l/n GDX (N59.913564 E150.74081) nov06/26sep21 wfu; derelict by sep21
8 73 041 01	CCCP-46416	An-24B	AFL/Ukraine	mfd	28feb68	toc 05mar68; rgd 22mar68; 50 pax configuration; f/n SVO 21may70
	UR-46416	An-24B	Avialini. Ukrayiny	rgd	27apr93	f/n IEV 24jun97; l/n IEV 11may98
	UR-46416	An-24B	Donbass	DOK	28apr99	l/n BAK 23sep01; canx 26sep02
8 73 041 02	CCCP-46417	An-24B	AFL/Moldova	mfd	28feb68	toc 06mar68; rgd 21apr68; 50 pax configuration; f/n IEV 15jul88
	ER-46417	An-24B	Air Moldova	rgd	12apr94	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 from jun01; Moldovan CAA report the aircraft 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
8 73 041 03	CCCP-46418	An-24B	AFL/N.Kavkaz-KRR	toc	07mar68	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; soc 03may72
8 73 041 04	TZ-ACT	An-24V	Air Mali	rgd	28mar68	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
8 73 041 05	CCCP-46420	An-24B	AFL/Moscow SPiMVL	mfd	09feb68	toc 04mar68; rgd 01apr68; 50 pax configuration; l/n BKA 02aug90
	CCCP-46420	An-24B	Rossiya	BKA	18aug92	
	RA-46420	An-24B	Rossiya	ph.	feb94	possibly at VOZ; l/n VOZ 18sep94 in basic Aeroflot c/s
	RA-46420	An-24B	Voronezhavia	trf	01aug94	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
8 73 041 06	CCCP-46421	An-24B	AFL/Kazakhstan-GUW	mfd	29feb68	toc 18mar68; rgd 12may68; not canx from Soviet register
	UN-46421	An-24B	SCAT	KZO	24may04	l/n TSE 08jun06
	UP-AN411	An-24B	SCAT	rgd	29feb08	seen CIT 11feb10/21jan11 still as UN-46421; l/n CIT 08may13/13jul19, reg not visible, no engines, wfu
8 73 041 07	CCCP-46422	An-24B	AFL/Privolzhsk-RTW	mfd	29feb68	toc 12mar68; rgd 02apr68; 50 pax configuration; f/n RTW 22oct75
	CCCP-46422	An-24B	AFL/Privolzhsk-PEZ	trf	unknown	since mid 80s; l/n BKA 10sep92
	RA-46422	An-24B	Penza Air	trf	31dec93	f/n BKA 21aug95, in Aeroflot c/s and titles; soc 06nov97 as life-time expired; canx 09apr98
8 73 041 08	CCCP-46423	An-24B	AFL/Moscow SPiMVL	mfd	20feb68	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
8 73 041 09	CCCP-46424	An-24B	AFL/Northern-ARH	mfd	28feb68	toc 13mar68; rgd 08may68; 50 pax configuration; f/n LED 22jul70
	CCCP-46424	An-24B	AFL/Arkhangelsk	trf	01jan73	
	RA-46424	An-24B	Arkhangelsk Al	trf	22feb94	f/n ARH 10jun94, in Aeroflot c/s and titles with Arkhangelsk Airlines sticker behind nose; l/n ARH 12jul94; soc and canx 16sep98 as to Ukraine
8 73 041 10	CCCP-46425	An-24B	AFL/Komi	mfd	30mar68	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)
	RA-46425	An-24B	Komiavia	trf	22feb94	f/n SCW 13jul94, in Aeroflot c/s and titles; soc and canx 03mar99 as life-time expired
8 73 042 01	CCCP-46426	An-24B	AFL/Lithuania	mfd	23mar68	toc 08may68; rgd 29may68; 50 pax configuration; photo feb74 in 'Sparnai'
	CCCP-46426	An-24B	AFL/East Sib.-HTA	trf	06jun80	
	CCCP-46426	An-24B	Baikalavia	trf	30jun92	l/n IKT 03jul92, in Aeroflot c/s and titles
	RA-46426	An-24B	Baikalavia	IKT	06jul94	in Aeroflot c/s and titles; l/n IKT 11may95; soc 20may97 as life-time expired; canx 21may97
8 73 042 02	TZ-ACK	An-24V	Air Mali	ABJ	04oct68	trf to AFL/Komi 25dec71, but presumably ntu, as no registration given in the MGA document; soc 23jan73 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
8 73 042 03	YK-ANA	An-24V	Syrianair	mfd	1968	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
8 73 042 04	YK-ANB	An-24V	Syrianair	mfd	mar68	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
8 73 042 05	CCCP-46427	An-24B	AFL/Latvia	mfd	03may68	toc 08may68; rgd 30may68; 50 pax configuration; f/n jun77; mentioned in an incident report MHP 30jan87; l/n RVH 06sep92
	YL-LCE	An-24B	Latavio	rgd	26nov92	f/n RIX 28aug93; canx 09dec94; l/n RIX 23sep97; fate unknown
8 73 042 06	BNMAU-4206	An-24B	MIAT Mongolia	ph.	in 1975	but taken at an earlier date as it crashed into a mountain in Hovd Province 17sep73
8 73 042 07	CCCP-46428	An-24B	AFL/Privolzhsk-GOJ	mfd	30mar68	rgd 30may68; on charge as of 01jun68; 50 pax configuration
	RA-46428	An-24B	Cheboksary Avn Ent	trf	12jan94	f/n KRR 19sep94, in Aeroflot c/s and titles; l/n CSY aug97/aug04; already soc 09mar99 as life-time expired; canx 15mar99
8 73 042 08	CCCP-46429(1)	An-24B	AFL/Komi	rgd	19jul68	50 pax configuration; see also An-24RV c/n 37309009 and CCCP/RA-46429 An-24B with unknown c/n
	CCCP-46429(1)	An-24B	AFL/KIIGA	trf	02jul71	canx 22may72
	CCCP-46429(1)	An-24B	MAP Kiev APO	trf	unknown	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
8 73 042 09	CCCP-46430	An-24B	AFL/Komi	mfd	30apr68	toc 08may68; rgd 30may68; 50 pax configuration; f/n TAS 15sep87; l/n TSE 25apr93
	RA-46430	An-24B	Aeroflot	ULV	31aug93	
	RA-46430	An-24B	Komiavia	trf	22feb94	soc and canx 29dec00 as life-time expired
	UN-46430	An-24B	SCAT	TSE	26may04	l/n ALA 30jun04; no longer in SCAT fleet list 29jun06
8 73 042 10	3X-GAU	An-24V	Air Guinée	CKY	22may72	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
8 73 043 01	CCCP-46431	An-24B	AFL/Lithuania-VNO	mfd	30apr68	toc 13may68; rgd 29may68; 50 pax configuration; f/n SVO 08jul70

	CCCP-46431	An-24B	AFL/Uzbekistan	trf	15jan88	
	UK-46431	An-24B	Uzbekistan Airways	TAS	08may95	wfu 08jan98 used for spares Samarkand; canx but date unknown
8 73 043 02	CCCP-46432	An-24B	AFL/Moscow SPiMVL	mfd	30apr68	toc 13may68; rgd 03jun68; 48 pax configuration; f/n LED 12aug68
	RA-46432	An-24B	Aeroflot	KUF	24apr93	
	RA-46432	An-24B	Kurskavia	trf	04mar94	soc 26may68 as life-time expired; canx 08jun98
8 73 043 03	CCCP-46433	An-24B	AFL/Ukraine-DOK	mfd	22apr68	toc 30apr68; rgd 30may68; 50 pax configuration; f/n DOK 24may79
	CCCP-46433	An-24B	AFL/Turkmenistan	trf	26may88	
	EZ-46433	An-24B	Turkmenistan Al	ASB	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
8 73 043 04	CCCP-46434	An-24B	AFL/Georgia-SUI	mfd	20apr68	toc 08may68; rgd 30may68; 50 pax configuration
	CCCP-46434	An-24B	AFL/Ukraine	trf	15jun77	f/n AER 21sep87; l/n IEV 08sep92
	UR-46434	An-24B	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 04jul99; canx 15nov01
8 73 043 05	CCCP-46435	An-24B	AFL/Azerbaijan-MCX	mfd	15may68	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
8 73 043 06	CCCP-46436	An-24B	AFL/North Kavkaz	mfd	16may68	toc 24may68; rgd 12jun68; 50 pax configuration
	RA-46436	An-24B	Aeroflot	BKA	20mar93	
	RA-46436	An-24B	Avialin. Dagestana	trf	01apr94	soc 10nov00 as calendar life of 30 years reached; canx 13dec00
8 73 043 07	CCCP-46437	An-24B	AFL/Privolzhsk-GOJ	mfd	31may68	toc 05jun68; rgd 25oct68; 50 pax configuration; f/n BKA 29aug89
	RA-46437	An-24B	Nizhni Novgorod Al	trf	25nov93	f/n BKA 08jul94, in Aeroflot c/s and titles; l/n KUF 01dec97; soc 14jul01 as life-time expired; canx 12sep01
8 73 043 08	P-528	An-24V	Chosonminhang	mfd	may68	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
	P-528	An-24V	Air Koryo	FNJ	06oct05	with titles; l/n FNJ 16apr08
8 73 043 09	CCCP-46438	An-24B	AFL/Kazakhstan-SCO	mfd	31may68	toc 11jun68; rgd 26jun68; 48 pax configuration
	UN-46438	An-24B	Kazakstan Airlines	no	reports	opb Aktauavia
	UN-46438	An-24B	Euro-Asia Air	trf	09jul97	with 14,344 hours left; seen ALA 29jun02, titles not read off
	UN-46438	An-24B	SCAT	MRV	07feb03	l/n TSE 25mar05
	UP-AN412	An-24B	SCAT	rgd	29feb08	f/n GUW 15apr08; l/n CIT 13jul19, wfu
8 73 043 10	CCCP-46439	An-24B	AFL/Privolzhsk	mfd	31may68	toc 05jun68; rgd 03mar69; 50 pax configuration
	RA-46439	An-24B	Bashkirian Al	trf	unknown	on charge as of 01jul92; f/n UFA 10jul93, in Aeroflot c/s and titles
	RA-46439	An-24B	Bashkirian Al	UFA	29aug97	soc and canx 26nov96 as life-time expired; l/n UFA 18aug99 wfu
8 73 044 01	CCCP-46440	An-24B	AFL/Armenia	mfd	31may68	toc 06jun68; rgd 19jun68; 48 pax configuration
	CCCP-46440	An-24B	AFL/Ukraine	trf	18feb72	f/n IEV 14sep87; l/n BKA 19may91
	UR-46440	An-24B	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 04jul99; canx 15nov01
8 73 044 02	CCCP-46441	An-24B	AFL/Ukraine	mfd	31may68	toc 04jun68; rgd 17jun68; 50 pax configuration; f/n WAW 15jul70; l/n IEV 08sep92
	UR-46441	An-24B	Avialini. Ukrayiny	IEV	16jun93	canx 27mar97; l/n IEV 03may99 as wreck
8 73 044 03	CCCP-46442	An-24B	AFL/Turkmenis.-ASB	mfd	31may68	toc 06jun68; rgd 08jul68; 50 pax configuration
	CCCP-46442	An-24B	AFL/East Sib.-UUD	trf	10apr72	f/n IKT 1977; l/n IKT 05jul92
	RA-46442	An-24B	Baikalavia	trf	30jun92	f/n IKT 06jul94, in Aeroflot c/s and titles; l/n IKT 11may95; soc and canx 05jul95 as life-time expired
8 73 044 04	CCCP-46443	An-24B	AFL/GosNII GA	mfd	15jan69	late mfd; toc 09jul69
	CCCP-46443	An-24B	Aeroflot/KShVLP	trf	23dec69	Kirovograd Advanced Flying Training College; rgd 21jan70
	CCCP-46443	An-24B	AFL/Kirovograd ATU	trf	19apr74	
	CCCP-46443	An-24B	AFL/Riga ATU	trf	10may81	f/n LED 12mar90
	YL-LCJ	An-24B	Republic of Latvia	rgd	11jan93	f/n RIX 28aug93, in Aeroflot c/s, no titles; l/n RIX 11may95; canx 28jan97; fate unknown
8 73 044 05	CCCP-46444	An-24B	AFL/Lithuania	mfd	30jun68	toc 17jul68; in 50 passenger configuration; rgd 26jul68; in standard 'blue' c/s
	LY-AAI	An-24B	Lithuanian Al	VNO	jun92	in basic Aeroflot c/s, no titles; l/n VNO 02nov93; CofA expired 09jan95
	"06" yellow	An-24B	Lithuanian AF	wfu	12jul96	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
8 73 044 06	SP-LTM	An-24V	LOT	rgd	07jul68	named 'Narew'; canx 27nov87 and delivered ex WAW same day
	LZ-ANO	An-24V	Balkan	SOF	06dec87	
	LZ-ANO	An-24V	Palair Macedonian	SKP	mar92	in white c/s; seen SOF 24may92; photo nov92 in full c/s
	LZ-ANO	An-24V	all-white c/s, n/t	VAR	30dec93	opb Balkan; wfu VAR 1999; not in fleet list 31dec99; broken up
8 73 044 07	CCCP-46445	An-24B	AFL/Uzbekistan	mfd	28jun68	toc 23jul68; rgd 09sep68; 50 pax configuration; f/n TAS 21aug75
	CCCP-46445	An-24B	AFL/GosNII GA	trf	unknown	on charge as of 01jul87; soc 27apr88; used for fatigue trials by ANTK im. Antonova at Svyatoshino, l/n apr13, in a dismantled state
8 73 044 08	CCCP-46446	An-24B	AFL/Privolzhsk	mfd	28jun68	toc 20jul68; rgd 03mar69; 50 pax configuration; f/n IEV 10aug75
	RA-46446	An-24B	Bashkirian Al	trf	unknown	on charge as of 01jul92; f/n UFA 10jul93, in Aeroflot c/s and titles
	RA-46446	An-24B	Bashkirian Al	SVX	23aug95	l/n UFA 13aug99/12aug01 wfu, but still in fleet list 31dec00
8 73 044 09	CCCP-46447(1)	An-24B	AFL/Privolzhsk	MFD	28jun68	in 50 pax configuration; toc 19jul68; rgd 09aug68; f/n BKA 11apr91; l/n IEV 08sep92; see c/n 27308005
	RA-46447(1)	An-24B	Bashkirian Al	trf	unknown	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
	RA-46447(1)	An-24B	MChS Rossii	ph.	25may18	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	CCCP-46448	An-24B	AFL/Kazakhstan	toc	20jul68	rgd 09aug68; f/n BKA early78
	UN-46448	An-24B	Kazakstan Airlines	IEV	29jun95	in full c/s with 'Kazakhstan Airlines' titles; still present 23mar97, not in 1998 fleet list
	UN-46448	An-24B	Tulpar Air Service	ALA	22may04	l/n TSE 14jun06; still in fleet list 16oct07
	UP-AN428	An-24B	Tulpar Air Service	KGF	20oct08	c/n from CAA
8 73 045 01	CCCP-46449	An-24B	AFL/Moscow SPiMVL	mfd	30jul68	toc 08aug68; rgd 19aug68; 48 pax configuration; f/n BKA 13nov77
	CCCP-46449	An-24B	AFL/Komi	trf	19may87	
	CCCP-46449	An-24B	AFL/Central Region	trf	17nov88	l/n BKA 10sep92
	RA-46449	An-24B	Aeroflot	BKA	20mar93	
	RA-46449	An-24B	Bykovo Avia	trf	unknown	in Aeroflot c/s and titles; l/n BKA 21may96; soc 09apr96 as life-time expired; canx 01may96
8 73 045 02	CCCP-46550	An-24B	AFL/Moscow SPiMVL	mfd	30jun68	toc 19jul68; rgd 29jul68; 48 pax configuration; f/n BKA 15mar90; l/n BKA 10sep92
	RA-46550	An-24B	Aeroflot	BKA	04jul93	
	RA-46550	An-24B	Bykovo Avia	trf	unknown	soc and canx 03jun96 as life-time expired; l/n BKA 23aug96
8 73 045 03	CCCP-46551	An-24B	AFL/N.Kavkaz-KRR	mfd	30jun68	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
8 73 045 04	014	An-24V	Polish Air Force	rgd	10aug68	opb 36 splt; canx 29jan77
	SP-LTZ	An-24V	LOT	rgd	09jun77	was later used by the Polish Army as a 'command post' aircraft; canx 17feb92
	CCCP-49258(1)	An-24V	Avialini. Ukrayiny	rgd	16jul92	
	UR-49258(1)	An-24V	Donbass Airlines	rgd	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 UR- prefix removed at SHJ this date; see c/n 09902308;
	49258(1)	An-24V	Donbass Airlines	SHJ	22feb98	Avialiniy Ukrayiny c/s and Donbass tail logo and titles; l/n SHJ 18apr98
	EL-ASA	An-24V	Donbass Airlines	SHJ	may98	l/n SHJ 13aug98; seen SHJ 14oct98/26nov98 without registration
	no reg	An-24V	Santa Cruz Imp.	SHJ	26dec98	
	YA-DAG	An-24V	Ariana	SHJ	jan99	mentioned in UN document feb00; destroyed oct01 at Kabul by US bombing raids
8 73 045 05	CCCP-4505	An-24V	Aviaexport	ph.	oct68	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)
	TN-KAL	An-24V	Congolese Gvt	MUC	09jun70	in white c/s with two blue cheatlines and blue stripe on tail, grey undersides, no titles; l/n LBV 20jan71
	TN-101	An-24V	Congo Air Force	MUC	11apr73	in white c/s with two red cheatlines and red top of the tail, grey undersides, no titles
	TN-220	An-24V	Congo Air Force	MUC	17feb80	in white c/s with two red cheatlines and red top of the tail, grey undersides, no titles; l/n BZV mar96/apr97 wfu, complete but in very faded c/s
8 73 045 06	CCCP-46552	An-24B	AFL/Turkmenistan	toc	08aug68	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
8 73 045 07	CCCP-46553	An-24B	AFL/Tajikistan	mfd	22jul68	toc 07aug68; rgd 20aug68; 50 pax configuration
	CCCP-46553	An-24B	AFL/Northern-PKV	trf	31mar72	f/n LED 22apr74; l/n BKA 15aug92
	RA-46553	An-24B	Tyumen Airlines	trf	30apr93	f/n LED 14jun93, in Aeroflot c/s and titles; was reported for Pskovavia
	ER-AFS	An-24B	Tiramavia	rgd	24jul98	canx 19mar99, fate unknown
8 73 045 08	035	An-24V	Bulgarian AF	SXF	15may71	crashed near Sofia 14apr75
8 73 045 09	CCCP-46554	An-24B	AFL/Privolzhsk	mfd	30jul68	toc 09aug68; rgd only 12jun69; 50 pax configuration
	RA-46554	An-24B	Bashkirian Al	trf	unknown	on charge as of 01jul92; f/n KUF 25apr93, in Aeroflot c/s and titles
	RA-46554	An-24B	Bashkirian Al	trf	30jun94	f/n UFA 13aug99; l/n UFA 18aug99/02apr09 wfu; photographed jun15 derelict at Vyazovka (N54.451006 E55.851086) MVD training camp
8 73 045 10	CCCP-46555	An-24B	AFL/N.Kavkaz-KRR	mfd	31jul68	toc 09aug68; rgd 03sep68; 52 pax configuration
	RA-46555	An-24B	Kuban Airlines	trf	22feb94	f/n KRR 19sep94, in Aeroflot c/s and titles; soc and canx 20oct97 as life-time expired
8 73 046 01	CCCP-46556	An-24B	AFL/North Kavkaz	mfd	30aug68	toc 21aug68; rgd 03sep68; 52 pax configuration
	CCCP-46556	An-24B	AFL/Magadan	trf	09apr72	
	RA-46556	An-24B	Aeroflot	GDX	08jul94	
	RA-46556	An-24B	Kolymaavia	trf	24feb95	l/n GDX 12may95, in Aeroflot c/s and titles; soc and canx before 01jan01
8 73 046 02	YI-AEO	An-24V	Iraqi Airways	ABD	27nov71	crashed 22apr82 after a wing touched the ground on a final approach turn to an airfield in Iraq (exact location unknown)
8 73 046 03	not known	An-24B	Soviet Air Force	mfd	sep68	was based at Levashovo, according to Antonov list
8 73 046 04	CCCP-46557	An-24B	AFL/Turkmenistan	mfd	30aug68	on charge as of 01oct68; rgd 25oct68; 50 pax configuration
	CCCP-46557	An-24B	AFL/East Siberia	trf	21apr72	f/n IKT 05jul92

	RA-46557	An-24B	Chita Avia	trf	29jul93	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
8 73 046 05	CCCP-46558	An-24B	AFL/Uzbekistan	toc	17oct68	rgd 24dec68; 50 pax configuration
	CCCP-46558	An-24B	Aeroflot/KShVLP	trf	12jul74	Kirovograd Advanced Flying Training College; f/n SKD 28apr89
	UR-46558	An-24B	Ukr Flt State Ac	KGO	15jul93	in Aeroflot c/s, no titles
	UR-46558	An-24B	Ukr Flt State Ac	KGO	21sep94	in Aeroflot c/s, no titles; Air Urga logo
	UR-46558	An-24B	Air Urga	IEV	20mar97	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
8 73 046 05	CCCP-46558	An-24B	AFL/Uzbekistan	mfd	07oct68	toc 17oct68; rgd 24dec68; 50 pax configuration
	CCCP-46558	An-24B	Aeroflot/KShVLP	trf	12jul74	Kirovograd Advanced Flying Training College; f/n SKD 28apr89
	UR-46558	An-24B	Ukr Flt State Ac	KGO	15jul93	in Aeroflot c/s, no titles
	UR-46558	An-24B	Ukr Flt State Ac	KGO	21sep94	in Aeroflot c/s, no titles; Air Urga logo
	UR-46558	An-24B	Air Urga	IEV	20mar97	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
8 73 046 06	CCCP-46559	An-24B	AFL/Kazakhstan-GUW	toc	12sep68	rgd 25sep68; f/n SKD 13mar79
	UN-46559	An-24B	Aeroflot c/s, n/t	ROV	14jul94	
8 73 046 07	--	An-24	history unknown	mfd	oct68	
8 73 046 08	"19" blue	An-24B	Ukraine Air Force	mfd	1968	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
8 73 046 09	CCCP-46560	An-24B	AFL/Tajikistan-DYU	mfd	13sep68	toc 26sep68; rgd 02dec68; 50 pax configuration
	CCCP-46560	An-24B	AFL/Northern-ARH	trf	30apr72	
	CCCP-46560	An-24B	AFL/Arkhangelsk	trf	01jan73	f/n LED 29jul90
	CCCP-46560	An-24B	Arkhangelsk Al	trf	22feb94	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
8 73 046 10	CCCP-46561(1)	An-24B	AFL/Georgia-SUI	mfd	16sep68	toc 20sep68; rgd 25oct68; 50 pax configuration
	CCCP-46561(1)	An-24B	AFL/North Kavkaz	trf	16feb79	
	RA-46561(1)	An-24B	Avialin. Dagestana	trf	01apr94	soc and canx 30sep98 as life-time expired; see c/n 67310609
8 73 047 01	CCCP-46562	An-24B	AFL/Armenia	mfd	17sep68	toc 26sep68; rgd 25oct68; 48 pax configuration
	CCCP-46562	An-24B	AFL/Ukraine	trf	07jan72	
	CCCP-46562	An-24B	AFL/Privolzhsk	trf	08apr72	
	RA-46562	An-24B	Avial. Tatarstana	trf	unknown	on charge as of 01jul92; f/n KZN 13jun94, in Aeroflot c/s and titles with Tatarstan flag
	RA-46562	An-24B	Avial. Tatarstana	KZN	mid1996	l/n KZN aug01/jun05 in the storage area; soc 30sep05 as life-time expired
8 73 047 02	CCCP-46563	An-24B	AFL/Azerbaijan	mfd	27sep68	toc 04oct68; rgd 05nov68; 48 pax configuration
	CCCP-46563	An-24B	AFL/North Kavkaz	trf	01jan74	
	RA-46563	An-24B	Aeroflot	BKA	05sep93	
	RA-46563	An-24B	Avialin. Dagestana	trf	01apr94	soc and canx 30sep98 as life-time expired
8 73 047 03	CCCP-46564	An-24B	AFL/Northern-ARH	mfd	28sep68	toc 07oct68; rgd 05nov68; 50 pax configuration; f/n SVO 11jul70
	CCCP-46564	An-24B	AFL/Arkhangel.-ARH	trf	01jan73	l/n LED 07apr91
	RA-46564	An-24B	Arkhangelsk Al	trf	22feb94	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
8 73 047 04	CCCP-46565	An-24B	AFL/Kyrgyzstan	mfd	14oct68	toc 23oct68; rgd 11nov68; 48 pax configuration; f/n KHV 11jul70
	CCCP-46565	An-24B	AFL/Far East	trf	27apr72	
	RA-46565	An-24B	Dalavia	trf	01jun93	f/n KHV 07jul94, in Aeroflot c/s and titles; soc and canx 02nov98 as life-time expired
8 73 047 05	--	An-24	history unknown	mfd	oct68	
8 73 047 06	not known	An-24B	Soviet Air Force	mfd	30oct68	was the personal aircraft of the commander of the Kiev military district
	"40" black	An-24B	Ukraine Air Force	trf	1992	f/n EIN 10jan95, in official papers with UR-71663 as registration, c/n from engine covers
	"40" blue	An-24B	Ukraine Air Force	KBP	11sep96	c/n checked KBP 19mar97
	"01" yellow	An-24B	Ukraine Air Force	KBP	02may98	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 Syly 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 Syly Ukrayiny' 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
8 73 047 07	CCCP-46566	An-24B	AFL/Moldova	mfd	30sep68	toc 03oct68; rgd 05nov68; 50 pax configuration
	CCCP-46566	An-24B	AFL/Azerbaijan	trf	11apr72	
	CCCP-46566	An-24B	AFL/N.Kavkaz-MCX	trf	01jan74	
	RA-46566	An-24B	Aeroflot	UFA	10jul93	
	RA-46566	An-24B	Avialin. Dagestana	trf	01apr94	soc and canx 30sep98 as life-time expired
8 73 047 08	CCCP-46567	An-24B	AFL/GosNII GA	toc	12nov68	
	CCCP-46567	An-24B	AFL/Moscow SPiMVL	trf	15jul69	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 smoke, the aircraft made a wheels-up forced landing in a field near Sakhanskoye (Shiryayevo district of the Odessa region) and burnt out, all 5 crew and 22 passengers escaped unhurt; soc 03mar83
8 73 047 09	CCCP-46568	An-24B	AFL/Armenia	mfd	16oct68	toc 25oct68; rgd 14nov68; 48 pax configuration
	CCCP-46568	An-24B	AFL/Privolzhsk-RTW	trf	27apr72	
	RA-46568	An-24B	Bashkirian Al	trf	unknown	on charge as of 01jul92; f/n KUF 25apr93, in Aeroflot c/s and titles
	RA-46568	An-24B	Bashkirian Al	BKA	sep94	l/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
8 73 047 10	CCCP-46569(1)	An-24B	AFL/Ukraine	mfd	09oct68	toc 30oct68; rgd 25nov68; 50 pax configuration; f/n IEV 11sep87; see c/n 77303207
	UR-46569(1)	An-24B	Avialini. Ukrayiny	IEV	16jun93	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, l/n jul05 as such; seen nov06 with diagonal blue/yellow stripes; l/n 23sep07/03jul13
	'UR-46801'	An-24B	blue/yellow c/s	IEV	18aug13	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; l/n oct21
8 73 048 01	not known	An-24B	Soviet Air Force	mfd	oct68	was based at Vinnitsa according to Antonov
	"24" blue	An-24B	Ukraine Air Force	VIN	06sep08	in white c/s with grey undersides, very faded c/s and code was probably red in the past; l/n VIN aug13, stored; probably the An-24B mentioned in documents sep08/sep11 for disposal, with military unit A1231 at Vinnytsya at the time, manufactured in 1968; damaged Vinnytsya 06mar22 during the Russian missile strike
8 73 048 02	CCCP-47787	An-24B	Soviet AF/AFL c/s	mfd	nov68	f/n SVO 22jun70; rgd only 24jul73
	RA-47787	An-24B	Russ. Navy/AFL c/s	no	reports	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 03	not known	An-24B	Soviet Air Force	mfd	29nov68	overhaul completed 26aug92
	"01" red	An-24B	Russian Air Force	Kub	04sep93	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; l/n Kubinka aug12/jun15 stored in a fenced compound (N55.611109 E36.636639)
8 73 048 04	CCCP-46570	An-24B	AFL/Tajikistan	mfd	19nov68	toc 30nov68; rgd 14jan69; 50 pax configuration
	CCCP-46570	An-24B	AFL/Northern	trf	13apr72	
	CCCP-46570	An-24B	AFL/East Siberia	trf	09jun80	f/n IKT 04sep89
	RA-46570	An-24B	Aeroflot	UUD	07jun93	last overhaul was in 1993
	RA-46570	An-24B	Ulan-Ude Avn Ent.	trf	28dec94	f/n UUD 21apr97, in Aeroflot c/s and titles; the Ulan-Ude Aviation Enterprise was renamed Buryatskiye Avialinii (Bural) in 1998
	RA-46570	An-24B	Bural	UUD	26nov06	not in 2000 fleet list; in Aeroflot c/s and titles; seen UUD (N51.802510 E107.45313) 26nov06 wfu; l/n 09jul09 engineless; not canx from the Russian register; listed in Bural's assests 13feb20 for a bankruptcy hearing on 24apr20
8 73 048 05	CCCP-46571	An-24B	AFL/Kazakhstan	mfd	27nov68	toc 11dec68; rgd 14jan69
	CCCP-46571	An-24B	AFL/West Sib.-Ovn	trf	25mar72	f/n Novosibirsk-Severny 01jul92
	RA-46571	An-24B	Aeroflot	Ovn	21apr93	
	RA-46571	An-24B	Novosibirsk AE	trf	11mar94	soc and canx 19sep98 as life-time expired
8 73 048 06	CCCP-46572	An-24B	AFL/Ukraine	mfd	27nov68	toc 08dec68; rgd 03mar69; 50 pax configuration
	CCCP-46572	An-24B	AFL/Georgia	trf	06apr72	actual day difficult to read in MGA document
	CCCP-46572	An-24B	AFL/North Kavkaz	trf	16feb79	f/n TAS 15sep87
	RA-46572	An-24B	Avialin. Dagestana	trf	01apr94	soc and canx 30sep98 as life-time expired
8 73 048 07	CCCP-46573	An-24B	AFL/Uzbekistan-SKD	mfd	27nov68	toc 13dec68; rgd 05feb69; 50 pax configuration; f/n SKD 13mar79; l/n TAS 16apr92
	UK-46573	An-24B	Uzbekistan Airways	TAS	08may95	l/n BHK 06apr10
8 73 048 08	CCCP-46574	An-24B	AFL/Moscow SPiMVL	mfd	24nov68	toc 02dec68; rgd 15jan69; 48 pax configuration; photo mar81; l/n BKA 15aug92
	RA-46574	An-24B	Aeroflot	BKA	27apr93	
	RA-46574	An-24B	Kurskavia	trf	04mar94	l/n URS 01sep97, in Aeroflot c/s and titles; soc 26may98 as life-time expired; canx 08jun98; part of the fuselage seen apr12 at the Rylsk Civil Aviation Technical College, (N51.555988 E34.729805) in use as an instructional airframe; l/n nov14
8 73 048 09	not known	An-24B	Soviet Air Force	toc	30dec68	salon version
	CCCP-47792	An-24B	Soviet AF/AFL c/s	rgd	20dec73	salon version; f/n in East Germany 07feb76 (reportedly based there until 1982); last overhaul completed 25apr91
	RA-47792	An-24B	Russian AF/AFL c/s	Uue	jul02	salon version; opb military unit 35451-2 (filial 320 AvB) at Ulan-Ude-Vostochny; in standard 'blue' Aeroflot c/s including titles; stored at Ulan-Ude-Vostochny, seen oct05; soc 11mar08 (as the last An-24 of the unit); t/t 8,435 hours and 1,398 cycles; sat wfu at Ulan-Ude-Vostochny (N51.854781, E107.746570), l/n 01sep19
8 73 048 10	CCCP-46575	An-24B	AFL/Moscow SPiMVL	mfd	20dec68	toc 02jan69; rgd 14feb69; 48 pax configuration; f/n LED 10jun82; l/n BKA 10sep92
	RA-46575	An-24B	Aeroflot	BKA	20mar93	
	RA-46575	An-24B	Bykovo Avia	trf	by1994	dbr 17jul94 on a flight from Kherson to Moscow-Bykovo when the flight engineer retracted the landing gear too early on take-off, the tail struck the runway and the aircraft sank back to the runway, coming to rest on its belly, all 4 crew and 28 passengers escaped unhurt; soc 20sep94; canx 30sep94

8 73 049 01	CCCP-46576	An-24B	AFL/Northern-PKV	mfd	20dec68	toc 30dec68; rgd 07feb69; 48 pax configuration; f/n LED 19oct85; l/n LED 06apr91
	RA-46576	An-24B	Aeroflot	PKV	25oct94	l/n PKV 08aug99 wfu; soc 15mar00 as life-time expired; canx 15may00; seen alongside road 41, Turku to Tampere, near Oripöö next to a Shell fuel station; l/n jul05; seen sep06/jun10 at the Power Park Amusement Park (N63.229415 E22.852172), Alaharma 21, Finland; seen 13jun20 in need of a coat of paint; l/n 14aug20
8 73 049 02	CCCP-46577	An-24B	AFL/Ukraine	mfd	06jan69	toc 07jan69; rgd 20feb69
	CCCP-46577	An-24B	Aeroflot/KShVLP	trf	07jan74	Kirovograd Advanced Flying Training College; f/n BKA 07jul92
	UR-46577	An-24B	Ukr Flt State Ac	KGO	15jul93	in Aeroflot c/s, no titles
	UR-46577	An-24B	Ukr Flt State Ac	KGO	21sep94	in Aeroflot c/s, no titles; Air Urga logo
	UR-46577	An-24B	Air Urga	IEV	02jul96	l/n KGO 05may98; in 1999/2001 fleet list, see below
	UR-46577	An-24B	Ukr Flt State Ac	KGO	24apr99	l/n KGO 24jul99; in Aeroflot c/s, no titles
	UR-46577	An-24B	Air Urga	KGO	29may02	without props; seen engineless KGO 08sep06/05aug08 no titles; still in fleet list oct06; l/n KGO 23sep12, reg removed but just readable; was already canx 20nov06
8 73 049 03	"08" yellow	An-24B	Soviet Air Force	OVB	21apr93	VIP aircraft; based at OVB from around 1993/95; in basic Aeroflot c/s
	"20" yellow	An-24B	Russian Air Force	OVB	mar03	stored; last flight was in 2004; seen OVB aug08, stored; broken up at OVB in 2011
8 73 049 04	"02"	An-24B	FSB/Border Guards	no	reports	based at Murmansk; offered for sale by Russian privatisation agency 12jan99
8 73 049 05	RA-47750(2)	An-24B	FSB	VVO	19apr97	in Aeroflot c/s; opb 7 oao at VVO; offered for sale by Russian privatisation agency nov05, was at Artyom-Ozyornyye Klyuchi airfield at that time; see c/n 79901203
8 73 049 06	not known	An-24B	FSB/Border Guards	no	reports	based in Kaliningrad region; was offered for sale by Russian privatisation agency 12jan99, but could not be sold; broken up on the basis of a decree issued 07apr03
9 73 049 07	CCCP-46578	An-24B	AFL/Komi-SCW	mfd	10jan69	toc 21jan69; rgd 03mar69; 48 pax configuration; c/n given as 87304907 in the MGA document; carried additional 'Komi Upravleniye' titles and a reindeer on the fin in the 1970s; l/n BKA 09jun92
	RA-46578	An-24B	Komiavia	trf	22feb94	f/n SCW 10jun94 in Aeroflot c/s and titles, c/n checked; l/n SCW 13jul94; soc 02aug99 as life-time expired; canx 06aug99
9 73 049 08	CCCP-46579	An-24B	AFL/Azerbaijan	mfd	30jan69	toc 07feb69; rgd 03mar69; 48 pax configuration
	CCCP-46579	An-24B	AFL/N.Kavkaz-MCX	trf	jan74	
	RA-46579	An-24B	Aeroflot	BKA	13sep93	
	RA-46579	An-24B	Avialin. Dagestana	trf	01jan94	soc and canx 30sep98 as life-time expired
9 73 049 09	CCCP-46580	An-24B	AFL/Lithuania-VNO	mfd	30jan69	toc 05feb69; rgd 03mar69; 50 pax configuration
	CCCP-46580	An-24B	AFL/Yakutiya	trf	10jun87	f/n IKT 05sep89; l/n MJZ 02jul92
	CCCP-46580	An-24B	Almazy Ros.-Sakha	trf	18oct94	soc 22jan96 as life-time expired; canx 21feb96; fuselage only seen MJZ 28oct16 in Aeroflot c/s and titles, with no sign of it having become RA- prior to cancellation
9 73 049 10	CCCP-46581	An-24B	AFL/Moscow SPiMVL	mfd	30jan69	toc 04feb69; rgd 20feb69; 50 pax configuration; f/n BKA 02aug90
	RA-46581	An-24B	Aeroflot	BKA	05jul93	for Aviata; on charge 01apr97 as with Tyumen according to the MGA document; l/n TBW 16aug01; soc 30sep03 as to Armenia
	EK-46581	An-24B	red/white c/s, n/t	rgd	28oct03	f/n SHJ 20dec03; opf Sarit Airlines ?; l/n SHJ 18may05, in blue/white c/s
	EK-46581	An-24B	Trade Aero Space	SHJ	22may05	in blue/white c/s with 'www.trast-aero.com' titles; offered for sale by Aquiline International jul05; canx 30dec05
	EX-041 (2)	An-24B	Trade Aero Space	ADD	30nov06	ex reg from cockpit; in blue/white c/s with 'www.trast-aero.com' titles; l/n FJR 15nov07; see c/n 99901908
	3X-GEG	An-24B	no titles	rgd	14oct09	CofA no 03/042/CN; f/n ADD 03jan11, in all white c/s; seen MGQ 15mar12; opb Jubba Airways; de-registered may13; l/n BBO 11oct13
9 73 050 01	CCCP-46582	An-24B	AFL/Kazakhstan-GUW	mfd	31jan69	rgd 14feb69; toc 21feb69; f/n GUW 12apr74
	46582	An-24B	Kazakstan Airlines	IEV	16jun93	opb Atyrauavia; in basic Aeroflot c/s, no titles
	UN-46582	An-24B	Euro-Asia Air	trf	09jul97	in basic Aeroflot c/s, no titles; stored at ALA, seen 08oct02
	UN-46582	An-24B	Atyrau Airways	GUW	28jan03	
	UN-46582	An-24B	Avia Jaynar	TSE	18jun04	l/n TSE 24mar05
	UN-46582	An-24B	Tulpar Air Service	TAS	18oct05	l/n KGF 23mar08
	UP-AN427	An-24B	Tulpar Air Service	TSE	31aug08	l/n KGF 14oct19 in the scrapping area
9 73 050 02	CCCP-46583	An-24B	AFL/Privolzhsk-GOJ	mfd	30jan69	toc 07feb69; rgd 03mar69; 50 pax configuration; f/n CSY 10jan80
	RA-46583	An-24B	Aeroflot	KUF	26apr93	l/n CSY 27aug97
	RA-46583	An-24B	Cheboksary Avn Ent	trf	12jan94	soc 20sep05 as life-time expired; was b/u before 2013 as the nose was seen displayed near the cieling of the Cheboksary terminal by 21sep13
9 73 050 03	CCCP-46584	An-24B	AFL/North Kavkaz	mfd	31jan69	toc 20feb69; rgd 07mar69
	CCCP-46584	An-24B	AFL/Sasovo Fl.Sch.	trf	12jul70	year looks to be 1976 in the MGA document, but see the trf next line and final fate; f/n VKO 02oct72
	CCCP-46584	An-24B	Aeroflot/KShVLP	trf	12jan76	Kirovograd Advanced Flying Training College; soc 25dec87 as life-time expired; l/n KGO 15jul93/21sep94 derelict
9 73 050 04	CCCP-46585	An-24B	AFL/Ukraine	mfd	31jan69	toc 14feb69; rgd 14mar69; 48 pax configuration; f/n ODS 16sep87
	UR-46585	An-24B	Avialini. Ukrayiny	IEV	29aug93	l/n DOK 04may98
	UR-46585	An-24B	Donbass	IEV	04may99	seen IEV 02jun02; l/n DOK 25mar05, seen stored at DOK 10jun06; still in fleet list nov06; canx 01oct08
9 73 050 05	SP-LTN	An-24V	LOT	rgd	17mar69	named 'Nysa'; crashed 19apr78 near Rzeszów during a training flight; canx 12jun78
9 73 050 06	CCCP-46586	An-24B	AFL/Georgia-SUI	mfd	22feb69	toc 03mar69; rgd 14mar69; f/n SUI 12jul74
	CCCP-46586	An-24B	AFL/Ukraine	trf	15jun77	l/n IEV 08sep92
	UR-46586	An-24B	Donbass	DOK	28apr99	l/n DOK 25mar05, 'Donbass' or 'Donbassaero' titles ?; seen stored at DOK 10jun06; still in fleet list nov06; canx 01oct08
9 73 050 07	CCCP-46587	An-24B	AFL/Moscow SPiMVL	mfd	22feb69	toc 28feb69; rgd 14mar69; 48 pax configuration; f/n ODS 16sep87
	RA-46587	An-24B	Tula Air	trf	30mar94	soc 02oct00 and canx 04oct00 as to Moldova
	ER-AFC (2)	An-24B	Aerocom	rgd	23oct00	canx 15may02; see c/n 17307006
	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 Aeromost 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; soc and 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
	EZ-46592	An-24B	Hazar AC	ASB	06nov08	with titles; reported broken up 2012
9 73 051 03	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	f/n TAS 15sep87; seen TAS 16apr92; l/n SKD 13mar93; canx 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
	UR-46595	An-24B	all primer	IEV	11sep96	on overhaul
	EY-46595	An-24B	Tajikistan Al	DYU	23nov96	in full c/s with 'Tajikistan' titles; seen LBD 12oct06 as such; 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	mfd	25apr69	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); seen 29aug14; l/n Hong Shan 27jul24, stored
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
9 73 053 03	not known	An-24V	China	mfd	nov69	confirmed exported to China
9 73 053 04	CCCP-46309	An-24B	Aeroflot/KShVLP	toc	04jun69	Kirovograd Advanced Flying Training College; rgd 04jul69
	CCCP-46309	An-24B	AFL/Ukraine	trf	07jan74	soc 27dec78 as life-time expired
9 73 053 05	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 25oct24
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 27jul20; 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	mfd	31may69	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	An-24B	AFL/Kazakhstan	mfd	16jun69	toc 07jul69; rgd 05aug69; photo aug74; l/n ALA 24apr93
	UN-46313	An-24B	Aeroflot c/s, n/t	TSE	oct98	
	UN-46313	An-24B	Kazakstan Airlines	TSE	03sep03	not in 1999 fleet list; still present apr05 stored; no titles; l/n TSE apr07/may15, derelict
9 73 053 10	CCCP-46314	An-24B	AFL/Turkmenis.-KRW	mfd	28jun69	rgd 14aug69; on charge as of 01oct69; f/n KRW 18jul87
	EZ-46314	An-24B	Aeroflot c/s, n/t	IEV	03jun93	
	EZ-46314	An-24B	Turkmenistan Al	IEV	22sep94	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 01	CCCP-46315	An-24B	AFL/Privolzhsk	mfd	30jun69	toc 08jul69; rgd 13aug69; f/n Sperenberg 14jan80
	RA-46315	An-24B	Orenburg Airlines	trf	25nov93	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
9 73 054 02	CCCP-46316	An-24B	AFL/Kyrgyzstan	toc	09jul69	rgd 11aug69
	CCCP-46316	An-24B	AFL/Uzbekistan	trf	10jan75	f/n SKD 26apr84; canx 22oct87; trf 30oct87 as to Bulgaria based on a decree dated 22oct87
	LZ-ANP	An-24B	Balkan	SOF	06dec87	l/n VAR 23sep97; broken up
9 73 054 03	CCCP-46317	An-24B	AFL/Ukraine	mfd	30jun69	toc 04jul69; rgd 12aug69; f/n SVO 03mar70
	CCCP-46317	An-24B	Aeroflot/KShVLP	trf	11mar76	Kirovograd Advanced Flying Training College
	CCCP-46317	An-24B	AFL/Belarus	trf	09jun80	
	CCCP-46317	An-24B	Aeroflot/KShVLP	trf	unknown	on charge as of 01jul80; Kirovograd Advanced Flying Training College; soc 07apr88 as life-time expired; canx 21apr88
9 73 054 04	CCCP-46318	An-24B	AFL/Privolzhsk-REN	mfd	14jul69	toc 19jul69; rgd 15aug69; f/n UFA 22oct75
	RA-46318	An-24B	Balakovo Avn Ent.	trf	20oct93	soc 22may02 and canx 28may02 as sold to Cambodia in a non-airworthy condition
	XU-385	An-24B	President Airlines	PNH	jan03	white c/s with red/black cheatline and titles
	XU-385	An-24B	President Al c/s	PNH	nov03	and PNH 09jan04; white c/s with red/black cheatline, no titles; l/n PNH 23nov04
	XU-385	An-24B	PMT Air	PNH	23apr05	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	An-24B	AFL/Lithuania-VNO	mfd	21jul69	toc 24jul69; rgd 19aug69
	LY-AAF	An-24B	Lithuanian Al	VNO	jun92	l/n VNO 10sep93; CofA expired 18feb96; reported canx from register during 1996
	ST-AOE	An-24B	Federal Airlines	KRT	nov98	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	An-24B	AFL/Georgia-SUI	mfd	28jun69	toc 31jul69; rgd 29aug69
	CCCP-46321	An-24B	AFL/West Sib.-OVB	trf	unknown	on charge as of 01jul77; f/n OVB 25sep86
	RA-46321	An-24B	Aeroflot	OVB	12jul93	
	RA-46321	An-24B	Sibir	trf	29dec94	f/n OVB 01aug96; l/n OVB 1997; not in 2000 fleet list; seen Novosibirsk-Severny 23jul00, no titles
	RA-46321	An-24B	Novosibirsk AE	rgd	13sep01 ?	f/n Novosibirsk-Severny 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
	CCCP-46322	An-24B	Komiavia	trf	22feb94	f/n SCW 10jun94; in Aeroflot c/s and titles; l/n SCW 13jul94; soc 14jun95 as life-time expired; canx 14jul95
9 73 054 09	CCCP-46323	An-24B	AFL/North Kavkaz	mfd	03jul69	toc 06aug69; rgd 17oct69; f/n Sperenberg 08may73
	CCCP-46323	An-24B	AFL/N.Kavkaz-STW	trf	jan74	photo STW jul85
	RA-46323	An-24B	Aeroflot c/s, n/t	VKO	25sep94	
	RA-46323	An-24B	Stavropol Avia	trf	20oct94	soc and canx 15oct97 as life-time expired
9 73 054 10	CCCP-46324	An-24B	AFL/North Kavkaz	mfd	30jul69	toc 08aug69; rgd 03oct69; c/n given in the Soviet register as 97305401 in error
	CCCP-46324	An-24B	AFL/N.Kavkaz-STW	trf	22apr77	f/n KUF 1973
	RA-46324	An-24B	Aeroflot	BKA	05sep93	
	RA-46324	An-24B	Stavropol Avia	trf	20oct94	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
9 73 055 01	CCCP-46325	An-24B	AFL/Latvia	mfd	04aug69	toc 21aug69; rgd 27aug69; f/n LED 11sep87
	YL-LCB	An-24B	Latavio	rgd	14dec92	f/n RIX 25may93; canx 30apr96
	N93110	An-24B	Aztec Capital Corp	rgd	23jul96	transferred aug96; f/n OST 14jun97; l/n FXE 05feb00
	no reg	An-24B	T doble A	FXE	18mar00	full colours and large TAA on tail; small 'Espiritu del Peru' name on forward fuselage; l/n FXE 27mar00
	N93110	An-24B	T doble A	LIM	07mar01	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	An-24B	AFL/Ukraine-LWO	mfd	28aug69	toc 03sep69; rgd 07oct69; f/n AER 21sep87
	UR-46326	An-24B	Avialini. Ukrayiny	LWO	27jun95	l/n VKO 22aug99
	UR-46326	An-24B	Lviv Airlines	VKO	2001	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	An-24B	AFL/Privolzhsk-GOJ	mfd	30aug69	toc 07sep69; rgd 03oct69; f/n BKA 13nov77
	RA-46328	An-24B	Avial. Tatarstana	trf	unknown	on charge as of 01jul92; f/n KUF 26apr93, in Aeroflot c/s and titles
	RA-46328	An-24B	Tat.Nizhnekamsk Al	trf	19apr94	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	An-24B	AFL/Moscow SPiMVL	mfd	30aug69	toc 05sep69; rgd 06oct69; f/n IEV 14apr92
	RA-46329	An-24B	Tula Air	trf	30mar94	soc 04apr01 as life-time expired; canx 24apr01
9 73 055 07	CCCP-46330	An-24B	AFL/Ukraine	mfd	30aug69	toc 05sep69; rgd 07oct69; f/n AER 18aug80; l/n IEV 14apr92
	UR-46330	An-24B	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 02may99
	UR-46330	An-24B	Ukraine National	IEV	30jun99	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	An-24B	AFL/Privolzhsk	mfd	29aug69	toc 30aug69; rgd 03oct69; opb 148 LO Gorkovskogo OAO; f/n UFA in late 1977
	RA-46331	An-24B	Aeroflot	KUF	26apr93	opb Saratov Aviation Enterprise
	RA-46331	An-24B	Saravia	trf	28dec94	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-Tsentralny to the square in front of the terminal 12jul14, reassembled and repainted in basic 'blue' Aeroflot c/s with 'Saratovskiye Avialinii' titles jul14 and preserved there (N51.558296 E46.030495) since, l/n 24sep23
9 73 055 09	CCCP-46332	An-24B	AFL/East Siberia	mfd	15sep69	toc 23sep69; rgd 07oct69; f/n LED 01aug70
	CCCP-46332	An-24B	AFL/Tyumen	trf	04apr72	
	RA-46332	An-24B	Aeroflot	IKT	11may95	
	RA-46332	An-24B	TyumenAviaTrans	Ovn	29jul96	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
	no reg	An-24B	Solyaris	ph.	mid2009	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
9 73 055 10	CCCP-46333	An-24B	AFL/Belarus	mfd	26sep69	toc 07oct69; rgd 04dec69
	CCCP-46333	An-24B	AFL/Yakutiya	trf	31may87	f/n YKS 03jul92
	RA-46333	An-24B	Aeroflot	YKS	13may95	
	RA-46333	An-24B	Polyarnyye Avial.	trf	19oct94	f/n YKS 14aug03; l/n GYG (N62.101121 E129.54022) 27jun12/05apr19 no engines, wfu
9 73 056 01	CCCP-46334	An-24B	AFL/Kazakhstan-TSE	mfd	30sep69	toc 10oct69; rgd 17nov69; f/n IEV 11sep87
	UN-46334	An-24B	Aeroflot	TSE	14jul93	reported for Kazakstan 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
	UN-46334	An-24B	Airport Astana			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 Ostafyevo; for CCCP-46336 see An-24T c/n 8910709
9 73 056 04	CCCP-46337	An-24B	AFL/Tyumen	mfd	30sep69	toc 10oct69; rgd 23oct69
	RA-46337	An-24B	TyumenAviaTrans	IKT	06jul94	soc 23mar99 as life-time expired; canx 31mar99
9 73 056 05	5605	An-24V	Czechoslovak AF	mfd	31oct69	d/d nov69; f/n SXF 31jul72
	5605	An-24V	Slovak Air Force	trf	01jan93	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	An-24B	AFL/Privolzhsk-GOJ	mfd	23oct69	toc 06nov69; rgd 25nov69; f/n EVN 01jul72
	RA-46338	An-24B	Avial. Tatarstana	trf	unknown	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	An-24B	AFL/Privolzhsk	mfd	30oct69	toc 13nov69; rgd 16dec69; f/n UFA 12nov71
	RA-46339	An-24B	Orenburg Airlines	trf	25nov93	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
9 73 056 08	CCCP-46340	An-24B	AFL/Kazakhstan	mfd	31oct69	toc 14nov69; rgd 27nov69; f/n AKX 25apr93
	UN-46340	An-24B	Aeroflot	VKO	05sep93	
	UN-46340	An-24B	Kazakstan Airlines	IEV	28jun95	l/n ALA 24oct97; not in 1998 fleet list
	UN-46340	An-24B	Tulpar			reported in JP-01
	UN-46340	An-24B	SCAT	ALA	10sep02	l/n ALA 30may08
	UP-AN408	An-24B	SCAT	rgd	29feb08	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
9 73 056 09	CCCP-46341	An-24B	AFL/Moscow SPiMVL	mfd	27oct69	toc 11nov69; rgd 16dec69; f/n LOS 14may70
	RA-46341	An-24B	Aeroflot	BKA	05sep93	
	RA-46341	An-24B	Ivanovo Avn Ent.	trf	30mar94	l/n IWA 26aug97, in Aeroflot c/s and titles, stored
9 73 056 10	CCCP-46342	An-24B	AFL/Kazakhstan	mfd	15nov69	toc 29nov69; rgd 11dec69; f/n KSN 24jul73
	UN-46342	An-24B	Kazakstan Airlines	ALA	oct94	titles not reported; was trf 26sep96 to Air Kazakstan, Kostanai based, but never had such titles; seen DME 17aug96 with Kazakstan Airlines titles
9 73 057 01	011 (2)	An-24V	Polish Air Force	mfd	dec69	rgd 24dec69; opb 36 splt; canx 10oct73; see c/n 67302801
	SP-LTT	An-24V	LOT	rgd	10jan74	named 'Notec'; canx 14jan92; d/d ex WAW 19feb92
	CCCP-49255	An-24V	Avialini. Ukrayiny	rgd	12mar92	
	49255	An-24V	Avialini. Ukrayiny	IEV	14apr92	c/n confirmed in Ukraine register; very small additional 'Aeroflot' titles under cheatline beneath cockpit; l/n IEV 08sep92
	UR-49255	An-24V	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 10jun94
	UR-49255	An-24V	Avial. Ukr c/s n/t	IEV	25may98	l/n IEV 03may99; canx 15nov01
9 73 057 02	012 (2)	An-24V	Polish Air Force	rgd	24dec69	opb 36 splt; 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
9 73 057 03	CCCP-46343	An-24B	AFL/Northern	mfd	01nov69	toc 04dec69; rgd 22dec69; f/n LED 06jul70
	CCCP-46343	An-24B	AFL/Tajikistan	trf	28apr72	
	CCCP-46343	An-24B	AFL/Kazakhstan	trf	16apr75	not canx from the Soviet register
	UN-46343	An-24B	Aeroflot	GUW	27may04	derelict
9 73 057 04	CCCP-46344	An-24B	AFL/Yakutiya	mfd	11dec69	on charge as of 01jan70; rgd 09jan70; f/n SVO 22jul70; l/n IEV 08sep92
	RA-46344	An-24B	Sakha Avia	trf	19oct94	f/n YKS 13may95, in Aeroflot c/s and titles; not in 2000 fleet list
	RA-46344	An-24B	Sakha Avia	YKS	aug03	wfu; l/n jun08 as such; in official fleet list 04may09 as "awaiting to be wfu"
9 73 057 05	CCCP-46346	An-24B	AFL/Privolzhsk	toc	24dec69	rgd 08jan70
	CCCP-46346	An-24B	Aeroflot/KShVLP	trf	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
9 73 057 06	CCCP-46347	An-24B	AFL/Centr.Reg.-TYA	mfd	27dec69	toc 14jan70; rgd 23jan70; f/n RVH 07jan91
	RA-46347	An-24B	Tula Air	trf	30mar94	cannibalised at TYA by 1995; soc 04apr01 as life-time expired; canx 20apr01
9 73 057 07	CCCP-46348	An-24B	AFL/Turkmenis.-KRW	mfd	30dec69	on charge as of 01feb70; rgd 30mar70; f/n ASB 16apr75
	CCCP-46348	An-24B	Turkmenistan Al	BAK	08dec92	
	EZ-46348	An-24B	Turkmenistan Al	IEV	21jun93	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 08	CCCP-46349	An-24B	AFL/Belarus-GME	mfd	31dec69	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
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 Baikonur 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 Budyonnovsk (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
9 73 057 10	CCCP-46351	An-24B	AFL/Moscow SPiMVL	mfd	21dec69	toc 15jan70; rgd 23jan70; f/n BKA 11apr91; l/n BKA 10sep92
	RA-46351	An-24B	Aeroflot	BKA	20mar93	
	RA-46351	An-24B	Ivanovo Avn Ent.	trf	30mar94	l/n IWA 26aug97, in Aeroflot c/s and titles, stored
9 73 058 01	CCCP-46352	An-24B	AFL/Yakutiya-Mirny	mfd	31dec69	toc 22jan70; rgd 19aug70; f/n MJZ 19may84

	RA-46352	An-24B	Almazy Ros.-Sakha	trf	18oct94	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
0 73 058 02	CCCP-46353	An-24B	AFL/Far East-UUS	mfd	30jan70	toc 10mar70; rgd 17apr70; photo Kurilsk 1990, in Aeroflot 'polar' c/s
	RA-46353	An-24B	Aeroflot	UUS	24may93	
	RA-46353	An-24B	Chukotavia	trf	26may93	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
0 73 058 03	5803	An-24V	Czechoslovak AF	d/d	feb70	salon version; f/n PRG 29jun70; was used during jun74 by the VZLÚ for distance measurement tests
	5803	An-24V	Czech Air Force	trf	01jan93	l/n POV 18sep98; sold to Ukraine nov98
	5803	An-24V	bare metal	IEV	07jul99	on overhaul and sold to Slovakia
	5803	An-24V	Slovak Air Force	PZY	summ'01	l/n Malacky-Kuchyna (N48.395887 E17.123262) mar08/02sep23 stored
0 73 058 04	CCCP-46354	An-24B	AFL/West Sib.-OMS	mfd	30jan70	toc 16feb70; rgd 26mar70; f/n OMS 07sep89
	RA-46354	An-24B	Omskavia	trf	30mar94	f/n OMS 12jun94, in Aeroflot c/s and titles
	RA-46354	An-24B	Novosibirsk AE	Ovn	jul00	in Aeroflot c/s and titles; l/n Novosibirsk-Severny 30aug07 wfu; probably one of the three An-24 cockpit sections seen there jul08
0 73 058 05	CCCP-46355	An-24B	AFL/Moscow SPiMVL	mfd	03jan70	toc 14feb70; rgd 28apr70; f/n BKA 25sep91
	RA-46355	An-24B	Ivanovo Avn Ent.	trf	30mar94	f/n IWA 21aug96, in Aeroflot c/s and titles; l/n IWA 02sep97, stored
0 73 058 06	CCCP-46356	An-24B	AFL/Kazakhstan-CIT	mfd	27jan70	toc 17feb70; rgd 27mar70; f/n ALA 22sep87
	UN-46356	An-24B	Kazakstan Airlines	no	reports	was under rework at ARZ-412 from 14sep95 according to document dated 26sep96, see next line
	UN-46356	An-24B	Air Kazakstan	trf	26sep96	Shymkent based; seen ALA 14may98, titles not reported; f/n ALA 24sep99
0 73 058 07	CCCP-46357	An-24B	AFL/Ukraine-IEV	mfd	23jan70	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
0 73 058 08	CCCP-46358	An-24B	AFL/Yakutiya-Mirny	mfd	28jan70	toc 27feb70; rgd 08apr70; f/n MJZ 02jul92
	RA-46358	An-24B	Almazy Ros.-Sakha	trf	18oct94	f/n YKS 13may95; last overhaul completed 27mar96; reported for Katekavia in JP-99
	RA-46358	An-24B	Alrosa	no	reports	in fleet list 31dec07, t/t 45,994 hours and 35357 cycles; in official fleet list 04may09 as "awaiting to be wfu"
0 73 058 09	CCCP-46359	An-24B	AFL/Belarus	mfd	25feb70	toc 13mar70; rgd 02jun70; f/n MHP 10sep87; l/n IEV 14apr92
	EW-46359	An-24B	Belavia	ROV	14jul94	reported for Omega, Ukraine
	UR-46359	An-24B	Crimea Airlines	SIP	06jul96	was reported for Omega
	EW-46359	An-24B	Belavia	SVO	14apr97	
	EW-46359	An-24B	Air Pabson	GOM	06nov97	l/n GOM 09nov97; seen derelict IRP (N2.8223972 E27.596666) may03/23nov11; no longer visible on GE image dated 01nov13
0 73 058 10	040	An-24V	Bulgarian AF	SXF	06aug71	l/n SOF 11feb97
	LZ-MNI	An-24V	Scorpion Air, n/t	BUD	05feb98	l/n BUD 22jun99
	no reg	An-24V	no titles	SOF	05sep99	
	040	An-24V	Bulgarian AF	SXF	20mar00	sold sep00
	LZ-CBC	An-24V	Heli Air Services	MLA	08jun01	no titles
	LZ-CBC	An-24V	Dandy Indep. Al	VAR	09aug01	in white c/s with 'DANDY' titles; seen SZZ 13jun04 with "Dandy The Different Airline" and "www.transcard.bg" titles; last flight around 2005/06; stored at SOF; canx ordered 30jan07, version given as An-24B; seen SOF 18apr07 without titles; broken up at SOF around 31aug07
0 73 059 01	CCCP-46360	An-24B	AFL/Kyrgyzstan	mfd	24feb70	toc 17mar70; rgd 15apr70
	CCCP-46360	An-24B	AFL/Uzbekistan-SKD	trf	28mar75	l/n SKD 13mar93
	UK-46360	An-24B	Uzbekistan Airways	IEV	28jun95	l/n Termez 31aug09
0 73 059 02	CCCP-46361	An-24B	AFL/Privolzhsk	mfd	24feb70	toc 12mar70; rgd 03jun70; f/n BKA 02aug90; l/n BKA 18aug92
	RA-46361	An-24B	Penza Air	trf	13dec93	canx 07apr95; soc 09jun95 as life-time expired
0 73 059 03	CCCP-46362	An-24B	AFL/Tyumen	mfd	27feb70	toc 16mar70; rgd 02apr70
	RA-46362	An-24B	TyumenAviaTrans	TJM	27jul00	
	RA-46362	An-24B	UTair	rgd	10dec02	f/n OVB 02jul03; l/n GOJ 14apr08
	RA-46362	An-24B	UTair Express	VKO	24apr08	l/n SCW 04jul12; broken up
0 73 059 04	CCCP-46363	An-24B	AFL/N.Kavkaz-STW	mfd	09mar70	toc 20mar70; rgd 08apr70; f/n STW 21jun81
	RA-46363	An-24B	Stavropol Avia	trf	20nov94	canx 30jan96; soc 01feb96 as life-time expired
0 73 059 05	CCCP-46364	An-24B	AFL/Moscow SPiMVL	toc	13mar70	rgd 06apr70; trf 03jul73 to Vietnam based on a decree dated 31jan73
0 73 059 06	CCCP-46365	An-24B	AFL/Northern	mfd	11mar70	toc 23mar70; rgd 20may70; f/n LED 11jul70
	CCCP-46365	An-24B	AFL/Tajikistan-LBD	trf	24apr72	
	EY-46365	An-24B	Tajikistan Al	DYU	30may98	in basic ex Aeroflot c/s with 'Tajikistan' titles and tail logo; in fleet list 02oct07 as "awaiting write off"; a photograph taken at LBD on 19jul16 of a stored Tajik Air An-24B with no reg quoted is likely to be this one and a photo taken on 16aug18 on GE suggests it was still there on this date
0 73 059 07	CCCP-46366	An-24B	AFL/Urals	toc	26mar70	rgd 21apr70
	RA-46366	An-24B	Aeroflot	SVX	20apr93	
	RA-46366	An-24B	Kurgan Air	trf	30mar94	l/n SVX 28aug97, in Aeroflot c/s and titles; soc and canx 29may98 as life-time expired
0 73 059 08	CCCP-46367	An-24B	AFL/Latvia	mfd	29mar70	toc 25mar70; rgd 16apr70; f/n LED 29jul90
	YL-LCC	An-24B	Latavio	rgd	21dec92	f/n RIX mar93; canx 24apr95; fate unknown
0 73 059 09	CCCP-46368	An-24B	AFL/Kazakhstan	mfd	23mar70	toc 30mar70; rgd 29apr70; f/n ALA 23apr93
	UN-46368	An-24B	no titles	ALA	13may99	l/n ROV 10aug99 titles not reported
	UN-46368	An-24B	SCAT	ALA	07sep02	l/n GUW 19apr08, see next line
	UP-AN409	An-24B	SCAT	rgd	29feb08	see l/n previous line; f/n ALA 21sep09; l/n CIT 13jul19/23nov23, wfu
0 73 059 10	CCCP-46369	An-24B	AFL/Azerbaijan	mfd	20mar70	toc 03apr70; rgd 27apr70
	CCCP-46369	An-24B	AFL/N.Kavkaz-MCX	trf	01jan74	f/n ODS 16sep87
	RA-46369	An-24B	Avialin. Dagestana	trf	01apr94	f/n VOG 18sep94, in Aeroflot c/s and titles; soc and canx 05apr02 as to Armenia
	EK-46369	An-24B	Avialin. Dagestana	SHJ	05aug02	l/n SHJ 23sep02
	EK-46369	An-24B	Marsland Aviation	KRT	26jan03	in white c/s with blue/brown stripes, titles and tail logo; l/n SHJ 08feb04
	ST-RAS	An-24B	unknown	no	reports	reported in data base
	ST-ARQ	An-24B	Ababeel Aviation	KRT	21mar06	c/n from Sudanese CAA
	ST-ARQ	An-24B	Marsland	KRT	17jun06	in red/white c/s; seen KRT 10feb09; l/n FJR 01aug09, operator not reported
	ST-ARQ	An-24B	Sasco Air Lines	JUB	20aug09	l/n KRT 31aug09
	ST-ARQ	An-24B	Tarco Air	ELF	09sep10	with titles and Tarco badge on tail; w/o Zalingei 11nov10 on a flight from KRT, when the undercarriage collapsed on landing, the fuselage split in two and burst into flames, of the 6 crew and 36 passengers onboard, at least 2 passengers were reported killed
0 73 060 01	CCCP-46370	An-24B	AFL/Komi	toc	01apr70	rgd 23apr70; trf 22oct87 to Bulgaria, canx same date
	LZ-ANR	An-24B	Balkan	SOF	13jun88	l/n VAR 23sep97; broken up; registration was previously worn by an An-2 in the late 1960s, c/n unknown
0 73 060 02	CCCP-46371	An-24B	AFL/Georgia-SUI	mfd	03mar70	toc 03apr70; rgd 24apr70
	CCCP-46371	An-24B	AFL/Uzbekistan-SKD	trf	22jan79	f/n BHK 27apr84; seen TAS 15apr92; l/n SKD 13mar93
	UK-46371	An-24B	Uzbekistan Airways			wfu 08jan98 and used for spares Samarkand; canx but date unknown
0 73 060 03	CCCP-46372	An-24B	AFL/Ukraine	mfd	31mar70	toc 15apr70; rgd 04may70; f/n TAS 23mar86; l/n IEV 08sep92
	UR-46372	An-24B	Avialini. Ukrayiny	IEV	28aug93	l/n IEV 22sep94; l/n IEV 02may99, stored
0 73 060 04	CCCP-46373	An-24B	AFL/Uzbekistan-SKD	mfd	31mar70	toc 04apr70; rgd 28apr70; f/n TAS 12jun71
	UK-46373	An-24B	Uzbekistan Airways	TAS	28jul93	l/n TAS 24mar06 active; still in fleet list oct00/jan03 as stored and 14dec07/10may08 believed as active; l/n TAS jul10
0 73 060 05	CCCP-46374	An-24B	AFL/Urals-SVX	mfd	16apr70	toc 23apr70; rgd 26may70; named 'Kievski Komsomolets' in honour of the 100th anniversary of Lenin's birthday (22apr70); h/o to the winner of the socialist competition within Aeroflot, 318 LO; f/n LED 29sep70
	CCCP-46374	An-24B	AFL/Urals-MQF	trf	30sep71	
	CCCP-46374	An-24B	AFL/Urals-KVX	trf	1980	
	RA-46374	An-24B	Kirov Avn Enterpr.	trf	18apr94	based at Nyurba by early 1997
	RA-46374	An-24B	Vilyui	trf	jun97	f/n in ARZ-403 at IKT 06jun01
	RA-46374	An-24B	Polyarnyye Avial.	rgd	10jan02	f/n YKS 01jul04; in fleet list 04may09 as active; l/n YKS 28jun12 wfu, no engines; preserved as, see next line
'	CCCP-47755'	An-24B	Aeroflot	ph.	10nov12	preserved at YKS (N62.086522 E129.74496) since 02nov12 painted in early 1960s Aeroflot colour scheme with fake reg 'CCCP-47755'; see c/n 79901208; l/n YKS 18jun24
0 73 060 06	SP-LTR	An-24V	LOT	rgd	18may70	named 'Raba'; canx 04dec87 and delivered ex WAW same day
	LZ-ANS	An-24V	Balkan	SOF	13jun88	
	LZ-ANS	An-24V	Palair Macedonian		early91	leased to Palair Macedonian as a substitute aircraft for LZ-ANC/ANK
	LZ-ANS	An-24V	Balkan	SOF	oct92	l/n SOF jun99 in service; wfu VAR 1999 and scrapped; not in fleet list 31dec99
0 73 060 07	015	An-24V	Polish Air Force	rgd	26may70	canx 27jun74
	SP-LTU	An-24V	LOT	rgd	01oct74	named 'Drawa', crashed on approach to Slupsk-Redzikowo 26mar81 on a flight from Warsaw, when a propeller separated from the engine, all 5 crew and 46 of the 47 passengers survived; canx 15may81
0 73 060 08	CCCP-46375	An-24B	AFL/Belarus-MVQ	mfd	27apr70	toc 28apr70; rgd 20may70; f/n MHP 09sep87; l/n MHP 08sep93
	EW-46375	An-24B	Belavia	trf	31dec93	f/n RVH 20sep94; l/n MHP 13may96
	EW-46375	An-24B	Oriole Express	HAH	13nov97	
	EW-46375	An-24B	Belavia	IEV	09jun99	l/n MHP may05, stored without props
0 73 060 09	CCCP-46376	An-24B	AFL/Moldova	mfd	28apr70	toc 12may70; rgd 08jun70; Air Moldova titles by 1992
	ER-46376	An-24B	Air Moldova	rgd	12apr94	KIV 20sep94; l/n SOF 01may99; canx 16sep99 as written off, fate ?
0 73 060 10	CCCP-46377	An-24B	AFL/N.Kavkaz-KRR	mfd	21apr70	toc 13may70; rgd 15jun70; f/n AER 06jul70
	RA-46377	An-24B	Kuban Airlines	trf	22feb94	f/n KRR 15jul94, in Aeroflot c/s and titles; canx 14feb97; soc 21mar97 as life-time expired
0 73 061 01	CCCP-46378	An-24B	AFL/Ukraine-SIP	mfd	30apr70	toc 12may70; rgd 02jun70; opb 84 LO Simferopolskogo OAO; w/o 13nov71 on a flight from Simferopol to Kerch when encountered an area of local fog on final approach to Kerch, dropped below the glide path, hit a concrete mast of a high-voltage power-line 2,610 metres short of the runway threshold on the outskirts of Voikovo (while flying 17 metres below the level of the runway !), collided with the roof of a warehouse and crashed, all 4 crew and 2 of the 7 passengers killed; t/t 3,020 hours and 2,388 cycles; soc 24feb72
0 73 061 02	CCCP-46379	An-24B	AFL/Privolzhsk-GOJ	toc	11may70	rgd 28may70; f/n IKT 07sep89; l/n BKA aug92 with a Russian federation flag
	RA-46379	An-24B	Penza Air	trf	31dec93	f/n BKA 24sep94, in Aeroflot c/s and titles; soc 06nov97 as life-time expired; canx 09aug98
0 73 061 03	CCCP-46380	An-24B	AFL/N.Kavkaz-STW	mfd	18may70	toc 04jun70; rgd 17jun70
	46380	An-24B	primer	ROV	19sep94	

	RA-46380	An-24B	Stavropol Avia	trf	21oct94	
	RA-46380	An-24B	Trans Air Congo	ph.	nov95	leased from Stavropol Avia; trf 22jul98 as to Ghana, canx same date
	TN-AFL	An-24B	Trans Air Congo	rgd	10jul99	c/n from register; f/n SHJ 12oct01, in white c/s with blue tail, no titles; l/n SHJ 02mar02; no c/n worn externally; officially canx only 26apr15
	EX-24103	An-24B	Trans Air Congo	PNR	14oct04	in fleet list oct04; l/n SHJ 20dec04, titles not reported
	EK-24103	An-24B	Aquiline ?	SHJ	06feb05	in white c/s with blue tail, no titles; reg painted out by 07feb05, c/n not checked; l/n SHJ 13mar05, again as EK-24103; canx 25feb05; offered for sale by Aquiline International jul05
	EX-030	An-24B	Aquiline	FJR	26nov05	seen TSH 17mar06 reportedly opb Africa One, blue/white c/s, no titles; l/n NLO 05dec06; reported for Djibouti Airlines jul07; same c/s with blue tail, no titles (similar to TN-AFL above); w/o 23jul07 on a flight from Dire Dawa (Ethiopia) to Djibouti with a shipment of 6 tonnes of qat when one engine failed at an altitude of 3,500 feet, the aircraft did not make it back to Dire Dawa and crashed near Shinile while the pilot attempted an emergency landing, cockpit and tail sections broke off but no fire broke out, 1 passenger killed while all 6 crew and the other 2 passengers escaped with minor injuries; also canx 23jul07 from the Kyrgyz register
0 73 061 04	CCCP-46381	An-24B	AFL/Kazakhstan	mfd	20may70	toc 29may70; rgd 09jul70; f/n ALA 21apr84
	UN-46381	An-24B	not reported	CIT	10may98	seems to be wfu
	UN-46381	An-24B	SCAT	ALA	30jun99	l/n ROV 27jun06
	UP-AN410	An-24B	SCAT	rgd	29feb08	f/n ALA 24aug09; l/n CIT 13jul19, wfu
0 73 061 05	CCCP-46382	An-24B	AFL/Urals-KVK	mfd	25may70	toc 03jun70; rgd 29jun70; f/n UFA late 1977
	RA-46382	An-24B	Aeroflot	DME	06may94	
	RA-46382	An-24B	Kirov Avn Enterpr.	trf	18apr94	l/n URS 01sep97, in Aeroflot c/s and titles; soc 08jun98 as life-time expired; canx 08jul98
0 73 061 06	CCCP-46383	An-24B	AFL/Ukraine-LWO	mfd	25may70	toc 04jun70; rgd 17jun70; f/n BKA 11apr91
	UR-46383	An-24B	Avialini. Ukrayiny	IEV	30aug93	reported in fleet list oct96 as stored
	UR-46383	An-24B	primer	IEV	04may99	on overhaul
	UR-46383	An-24B	Lviv Airlines	IEV	04jul99	carried 'Air Lviv' titles; l/n VKO 02sep04; canx 01oct08; seen wfu/engineless LWO 18nov08/09oct12
0 73 061 07	CCCP-46384	An-24B	AFL/West Sib.-OVB	mfd	30may70	toc 10jun70; rgd 30jun70
	RA-46384	An-24B	Aeroflot	OVB	12jul93	
	RA-46384	An-24B	Sibir	trf	29dec94	f/n Novosibirsk-Severny 23jul00 stored, no titles; seen Novosibirsk-Severny jul03/aug04, engineless with titles visible again (bleeding through); soc 10apr05 as life-time expired; not seen 2007, broken up ?
0 73 061 08	CCCP-46385	An-24B	AFL/Uzbekistan	toc	06jun70	rgd 29jun70; f/n AER 30jun70; soc 23dec85 as life-time expired
0 73 061 09	CCCP-46386	An-24B	AFL/Moscow SPiMVL	mfd	31may70	toc 05jun70; rgd 17jun70; f/n LED 04aug88
	RA-46386	An-24B	Kurskavia	trf	04mar94	canx 25mar98; soc 31mar98 as life-time expired
0 73 061 10	CCCP-46387	An-24B	AFL/Yakutiya	mfd	12jun70	toc 23jul70; rgd 19aug70
	CCCP-46387	An-24B	AFL/Uzbekistan-SKD	trf	30may74	f/n UGC oct85; l/n SKD 13mar93
	UK-46387	An-24B	Uzbekistan Airways	SKD	23mar99	used for spares SKD oct97; not in fleet list
	46387	An-24B	bare metal	IEV	07jul99	on overhaul; in Uzbekistan fleet list again jan03
	UK-46387	An-24B	Uzbekistan Airways	SKD	27sep08	l/n in Uzbekistan 2011
0 73 062 01	CCCP-46388	An-24B	AFL/Privolzhsk-REN	mfd	25jul70	toc 03jul70; rgd 23jul70
	RA-46388	An-24B	Aeroflot	UFA	10jul93	
	RA-46388	An-24B	Orenburg Airlines	trf	25nov93	l/n REN 22apr97, in Aeroflot c/s and titles; seen REN 26aug03, in Aeroflot c/s, no titles; still as Orenburg Airlines in technical inspection document 27jun06, but see f/n next line
	RA-46388	An-24B	UTair	GOJ	20may05	l/n GOJ 18mar08
	RA-46388	An-24B	UTair Express	VKO	24apr08	seen VKO sep08; l/n REN 11jul11, all-white c/s, no titles, reported as operated by Orenair; preserved in the Orenburg Aviation Museum which opened 17aug15, no titles; l/n 14sep24
0 73 062 02	CCCP-47195	An-24LR1	AFL/GosNII GA	toc	24sep70	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; version painted on as 'An-24RV'; originally built for AFL/Polar; ADB document gives mfd as 03nov71
	CCCP-47195	An-24LR1	AFL/Central Region	trf	22jan72	rgd 06mar72; first intercepted by the USAF over the Bering Sea 18may72; encountered very strong head wind on the return leg of a flight from Anadyr 27feb74, intended to divert to Provideniya, but could not land there because of fog, ran out of fuel and landed at Gambell on St. Lawrence Island (Alaska), with one engine flaming out before touch-down; was refuelled by a USAF 17th TAS C-130 28feb74 and departed the same day; received a new "Nit'-S" SLAR (designed by NPO "Leninets") in 1978 (as the sole An-24); f/n BKA early 1978; l/n SXF 23mar88
	RA-47195	An-24N	NPP "MIR"	trf	1993 ?	in basic 'polar' Aeroflot c/s with a 'Polyarnaya Aviatsiya' logo on the nose, no titles; f/n Pechora dec94; soc by 01jan01 as life-time expired; sat wfu at Pushkin (N59.697677 E30.335255), seen aug01/nov12
0 73 062 03	CCCP-46390	An-24B	AFL/Magadan	toc	15jul70	rgd 12aug70; f/n Khakam 21aug75
	CCCP-46390	An-24B	AFL/Uzbekistan-SKD	trf	02jul74	l/n TAS 15apr92
	UK-46390	An-24B	Uzbekistan Airways	SKD	23mar99	wfu 15aug97 used for spares Samarkand oct97; canx but date unknown
0 73 062 04	CCCP-46391	An-24B	AFL/East Sib.-HTA	mfd	30jun70	toc 01jul70; rgd 27jul70
	RA-46391	An-24B	Aeroflot	HTA	18apr97	derelict; already soc 04dec95 as life-time expired; canx 08dec95; was reported for Chita Avia
0 73 062 05	CCCP-46392	An-24B	AFL/Lithuania-VNO	mfd	30jun70	toc 01jul70; rgd 22jul70
	CCCP-46392	An-24B	AFL/Uzbekistan	trf	14jan88	f/n BHK 27apr89; l/n TAS 16apr92
	UK-46392	An-24B	Uzbekistan Airways	TAS	08may95	l/n SKD 27sep08; in fleet list 14dec07 as stored
0 73 062 06	CCCP-46393	An-24B	AFL/Moscow SPiMVL	mfd	30jun70	toc 02jul70; rgd 27jul70; f/n IEV 11sep87
	RA-46393	An-24B	Ivanovo Avn Ent.	trf	30mar94	f/n IWA 24apr97, in Aeroflot c/s and titles, stored; l/n IWA 26aug97 as such
0 73 062 07	BNMAU-6207	An-24V	MIAT Mongolia	ULN	20jun79	l/n ULN 10may95
	MT-1003	An-24V	MIAT Mongolia			already allocated by early 1995
	JU-1003	An-24V	MIAT Mongolia	ULN	22jul98	l/n ULN 27jun01; JU- prefix reported allocated by mar98; according to jan02 fleet list, cannibalised during 2001
0 73 062 08	CCCP-46394	An-24B	AFL/Moscow SPiMVL	mfd	10jul70	toc 28jul70; rgd 14aug70
	CCCP-46394	An-24B	AFL/Centr.Reg.-IWA	trf	unknown	f/n BKA 13nov77
	RA-46394	An-24B	Aeroflot	BKA	28aug93	
	RA-46394	An-24B	Bryansk Avn Ent.	trf	31dec93	soc 22feb99 as life-time expired; canx 14jul99
0 73 062 09	CCCP-46395	An-24LR	AFL/GosNII GA	mfd	13aug70	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
	CCCP-46395	An-24LR	AFL/Central Region	trf	08feb74	rgd 21feb74; in 'polar' c/s, no titles, but carried a 'Polyarnaya Aviatsiya' badge on the nose; f/n BKA 25sep91; l/n BKA 10sep92; converted by 20 ARZ at Pushkin to, see next line
	RA-46395	An-24B	Aeroflot	BKA	16mar93	laboratory aircraft (experimental navaids aircraft) with ASLK equipment; in standard 'blue' Aeroflot c/s with titles and version painted as 'An-24B'; l/n BKA 24sep94
	RA-46395	An-24B	Bykovo Avia	trf	30sep94	laboratory aircraft (experimental navaids aircraft) with ASLK equipmwnt; 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
	RA-46395	An-24B	Lyotnyye proverki	rgd	02jul02	to Spetsavia; laboratory aircraft (experimental navaids 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
0 73 062 10	CCCP-46396	An-24B	AFL/Kazakhstan	mfd	04aug70	toc 04aug70; rgd 01sep70; f/n ALA 21apr84
	UN-46396	An-24B	Aeroflot	ALA	23apr93	
	UN-46396	An-24B	Air Kazakstan	trf	26sep96	Shymkent based; seen as UR- primer IEV 04may99 on overhaul; f/n ALA 13may99; l/n ALA 08oct02
0 73 063 01	CCCP-46397	An-24B	AFL/Far East-UUS	mfd	30jul70	toc 19aug70; rgd 23sep70; photo UUS, in 'polar' c/s
	RA-46397	An-24B	Sakhal. AviaTrassy	trf	26may93	f/n UUS 07jul94, in Aeroflot c/s and titles
	UR-46397	An-24B	Sakhal. AviaTrassy	IEV	02jul96	UR- on overhaul, soc 1996 as life-time expired; canx 16may98 as to Factory No. 410, see next line
	UR-46397	An-24B	Avialini. Ukrayiny	KBP	12may98	Avialiniyi Ukrayiny; l/n CKY 10mar01
	UR-46397	An-24B	Podillia Avia	SAW	09jan05	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
0 73 063 02	CCCP-46398	An-24B	AFL/Turkmenis.-ASB	mfd	30jul70	rgd 23sep70; on charge as of 01oct70
	EZ-46398	An-24B	Turkmenistan Al	ASB	18may96	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
0 73 063 03	CCCP-46399(2)	An-24B	AFL/Tajikistan-LBD	mfd	31jul70	on charge as of 01oct70; rgd 27oct70; f/n SKD 25aug75; l/n SKD 18sep87; see c/n 57302005
	EY-46399	An-24B	Tajikistan Al	SHJ	apr96	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
	EY-46399	An-24B	Trans Air Congo	ph.	2005	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"
0 73 063 04	CCCP-47266	An-24B	AFL/Ukraine	mfd	31jul70	toc 06aug70; rgd 01sep70; f/n HRK 1975, in non-standard c/s with red cheatline; l/n IEV 08sep92
	UR-47266	An-24B	Avialini. Ukrayiny	BKA	20mar93	l/n IEV 28aug01
	UR-47266	An-24B	Ukraine National	no	reports	Natsionalni avialiniyi Ukrayiny; based at Kiev; still in fleet list 31dec03; canx 13aug08
0 73 063 05	CCCP-47267	An-24B	AFL/North Kavkaz	mfd	18aug70	toc 26aug70; rgd 02oct70
	RA-47267	An-24B	Kuban Airlines	trf	22feb94	f/n KRR 15jul94, in Aeroflot c/s and titles; soc 05dec96 as life-time expired; canx 14apr97
0 73 063 06	CCCP-47268	An-24B	AFL/East Siberia	mfd	29aug70	toc 09sep70; rgd 12oct70; f/n TAS 29oct79
	RA-47268	An-24B	Chita Avia	trf	29jul93	f/n IKT 06jul94 in Aeroflot c/s and titles; leased to Eastern Airlines Mongolia
	RA-47268	An-24B	Dauriya	rgd	24oct01	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
	RA-47268	An-24B	Angara	sld	11may12	f/n at the Technical School at IKT 26jun12 (E52.265654 E104.36096) with titles; l/n IKT 18may19/21aug22, derelict, many parts missing
0 73 063 07	CCCP-47269	An-24B	AFL/Moscow SPiMVL	mfd	21aug70	toc 03sep70; rgd 23sep70; f/n IEV 11sep87
	RA-47269	An-24B	Aviata	trf	25jan94	seen ULN 26jul94, in Aeroflot c/s, no titles; leased to Mongolia 29mar98; canx from the Russian register 08sep98
	MT-7048	An-24B	Hangard	ULN	10may95	l/n ULN 10sep05; c/n confirmed
0 73 063 08	CCCP-47270	An-24B	AFL/Kazakhstan	mfd	28aug70	toc 11sep70; rgd 23oct70; f/n ALA 22sep87
	UN-47270	An-24B	SCAT	ALA	27aug99	l/n ALA 23feb08
	UP-AN420	An-24B	SCAT	rgd	29feb08	f/n ALA 14jun08; l/n CIT 13jul19/19sep23, wfu
0 73 063 09	VN-B224 (2)	An-24B	Hàng Không Viêtnam	d/d	oct76	see c/n 67302302; c/n confirmed by operator; ex reg unknown; photo HAN sep84
	VN-B224 (2)	An-24B	Vietnam Airlines	fr.	1990	seen SGN 25oct93 operational, l/n SGN mar96/mar00 wfu, version painted as An-24B

0 73 063 10	not known	An-24V	Vietnam	mfd	oct70	confirmed exported to Vietnam; soc in 1974
0 73 064 01	CCCP-47271	An-24B	AFL/Tyumen	mfd	31aug70	toc 15sep70; rgd 12oct70
	BNMAU-6401	An-24B	MIAT Mongolia	ULN	20jun79	leased from Tyumen directorate
	RA-47271	An-24B	TyumenAviaTrans	rgd	15feb94	
	RA-47271	An-24B	UTair	rgd	07apr03	f/n OVB 03jul03; l/n VKO 22jun05
	RA-47271	An-24B	UTair Express	GOJ	22dec07	l/n SCW 11aug13; reported broken up in late 2014; no longer visible on GE image dated 08may15
0 73 064 02	CCCP-47272	An-24B	AFL/Yakutiya	mfd	31aug70	toc 20sep70; rgd 15oct70; f/n IKT 04sep89
	RA-47272	An-24B	Alrosa	trf	18oct94	f/n YKS 24mar07; seen SVX 24apr11; l/n MJZ 31oct16 without engines
0 73 064 03	CCCP-47273	An-24B	AFL/Urals	mfd	17sep70	toc 01oct70; rgd 17nov70
	RA-47273	An-24B	Kurgan Air	trf	30mar94	f/n IKT 06jul94, in Aeroflot c/s and titles; l/n DME 25aug97, as such
	RA-47273	An-24B	UTair	rgd	14nov02	f/n TJM 25aug03; l/n VKO 24jun07
	RA-47273	An-24B	UTair Express	NNM	02jun08	l/n SCW 04jul12; no longer visible on GE image dated 08may15 and presumed broken up
0 73 064 04	CCCP-47274	An-24B	AFL/Magadan	mfd	24sep70	rgd 12nov70; on charge as of 01jan71
	CCCP-47274	An-24B	AFL/Uzbekistan	trf	20jun77	f/n BHK 15mar79; l/n BKA 16jul93
	UK-47274	An-24B	Uzbekistan Airways	IEV	30aug93	l/n BHK 07apr11, flying
0 73 064 05	CCCP-47275	An-24B	AFL/West Sib.-OMS	mfd	26sep70	toc 06oct70; rgd 04nov70; f/n jun79
	RA-47275	An-24B	Aeroflot	OMS	11jul93	
	RA-47275	An-24B	Omskavia	trf	30mar94	
	RA-47275	An-24B	Novosibirsk AE	trf	aug98	f/n Novosibirsk-Severny 23jul00, green cheatline (ex Omskavia), no titles; l/n Novosibirsk-Severny 03jul03/30aug07 without engines; probably one of the three An-24 cockpit sections seen there jul08; still current on register nov09
0 73 064 06	CCCP-47276	An-24B	AFL/Komi	mfd	28sep70	toc 06oct70; rgd 27oct70; photo exists, carried a reindeer badge and 'Komi' titles on the fin in the 1970s
	RA-47276	An-24B	Aeroflot	SCW	13jul93	l/n SCW 13jul94
	RA-47276	An-24B	Komiinteravia	trf	unknown	soc 02aug99 as life-time expired; canx 06aug99
0 73 064 07	CCCP-47277	An-24B	AFL/Kazakhstan	mfd	30sep70	toc 08oct70; rgd 02nov70
	UN-47277	An-24B	Aeroflot c/s, n/t	TAS	08may95	reported for Kazakstan Airlines
	UN-47277	An-24B	Air Kazakstan	trf	26sep96	based at Shymkent
	UP-AN421	An-24B	SCAT	rgd	29feb08	f/n ALA 28nov09; l/n CIT 13jul19/19sep23 wfu
0 73 064 08	CCCP-47278	An-24B	AFL/Ukraine	mfd	30sep70	toc 06oct70; rgd 30oct70; f/n IEV 27aug92; l/n IEV 08sep92
	UR-47278	An-24B	Avialini. Ukrayiny	IEV	16jun93	l/n VKO 24aug97
	UR-47278	An-24B	Ukraine National	IEV	11jun99	Natsionalni avialiniyi Ukrayiny; l/n UDJ 30jun99; still in fleet list by 31dec03
	UR-47278	An-24B	Kiev ARP 410 Al	KBP	08dec03	in white/dark blue c/s; l/n in flight 31jul07
	UR-47278	An-24B	South Airlines	SIP	05sep07	leased from Natsionalni avialiniyi Ukrayiny; in white/dark blue c/s with large titles and SAL logo on tail; canx 08oct10; sat wfu without engines at IEV, seen apr10/10may13
0 73 064 09	CCCP-47279	An-24B	AFL/Northern	mfd	14oct70	toc 26oct70; rgd 17nov70; f/n LED 05may89
	RA-47279	An-24B	Pskovavia	trf	30apr93	f/n LED 16jun93, in Aeroflot c/s and titles; soc 06may97 as life-time expired; canx 14may97
0 73 064 10	CCCP-47280	An-24B	AFL/Urals-KVX	mfd	21oct70	toc 27oct70; rgd 02feb71; opb Kirovski OAO; dbr 13jan76 on the leg from Riga to Leningrad-Smolnoye (now Rzhevka) of a flight from Riga to Kirov when dropped below the glide path on final approach to Smolnoye in below-minima weather conditions at night and the captain switched off the ground proximity warning system so that the aircraft touched tree tops 1,700 metres before the inner marker and came down in a forest 2,165 metres before the runway threshold, all 5 crew and 23 of the 39 passengers injured; t/t 11,711 hours 21 minutes and 8,920 cycles; soc 17feb76
0 73 065 01	CCCP-47281	An-24B	AFL/Georgia-SUI	mfd	24oct70	toc 04nov70; rgd 30nov70
	CCCP-47281	An-24B	AFL/Ukraine	trf	08jun77	f/n IEV 27aug92; l/n IEV 08sep92
	UR-47281	An-24B	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 04jul99; canx 15nov01
0 73 065 02	CCCP-47282	An-24B	AFL/West Sib.-OMS	mfd	27oct70	toc 06nov70; rgd 30nov70; f/n ALA 24mar86
	RA-47282	An-24B	Omskavia	trf	30mar94	f/n OMS 12jun94, in Aeroflot c/s and titles; soc 28may03 as life-time expired; canx 24jun03
0 73 065 03	CCCP-47283	An-24B	AFL/Central Region	mfd	30oct70	toc 12nov70; rgd 23nov70; f/n SVO 01oct72
	RA-47283	An-24B	Aeroflot	BKA	09jul93	
	RA-47283	An-24B	Kurskavia	trf	04mar94	l/n URS 01sep97, still in Aeroflot c/s and titles; seen URS 09aug99, titles not reported; soc 09jul01 and canx 11jul01 as sold to Bulgaria
	ER-AWJ	An-24B	Aerocom	rgd	18jul01	canx 22aug01
	LZ-VVI	An-24B	Vivant Air	SOF	03aug02	l/n SOF 21oct03; in dark blue/white c/s with purple trim; sold to South Airlines 01nov04
	UR-SLI	An-24B	Pivdenni Avialin.	rgd	24dec04	(South Airlines); f/n ODS 20mar05, in basic ex Vivant Air c/s; l/n POZ 07jul06 as such; seen KBP 22aug06 without titles
	UR-SLI	An-24B	AeroSvit	GDN	06sep06	in full c/s with titles; l/n ODS 31dec06
	UR-SLI	An-24B	South Airlines	ODS	30apr07	canx 02oct09; seen ODS 06oct10; l/n ODS 19jun11 in very poor condition with outer wings removed
0 73 065 04	CCCP-47284	An-24B	AFL/Kazakhstan	mfd	30oct70	toc 10nov70; rgd 25nov70; not canx from Soviet register
	UN-47284	An-24B	Air Kazakstan	trf	26sep96	based at Shymkent; f/n ALA 23apr98
	UN-47284	An-24B	SCAT	TSE	08jun06	l/n ALA 2008
	UP-AN422	An-24B	SCAT	rgd	29feb08	f/n MRV 03sep08; l/n CIT 26may14
	UP-AN422	An-24B	Southern Sky	ALA	03may15	carrying Ontystik Aspani (Southern Sky) titles in Cyrillic; l/n ALA 03jul24
0 73 065 05	CCCP-47285	An-24B	AFL/Privolzhsk-GOJ	mfd	31oct70	toc 09dec70; rgd 23dec70; f/n BKA 15mar90
	RA-47285	An-24B	Aeroflot	BKA	30jun96	l/n BKA 22apr97
	RA-47285	An-24B	Yoshkar-Ola AE	trf	14jan94	
	47285	An-24B	all primer	IEV	26jun99	
	RA-47285	An-24B	Cheboksary Avn Ent	rgd	12sep01	
	RA-47285	An-24B	Yoshkar-Ola AE	JOK	03nov11	wfu, engineless; in basic Aeroflot c/s no titles; l/n JOK (N56.698411 E47.900315) 23aug12
0 73 065 06	CCCP-47286	An-24B	AFL/Yakutiya	mfd	31oct70	toc 25dec70; rgd 04dec70
	CCCP-47286	An-24B	AFL/Uzbekistan-SKD	trf	07jun74	f/n TAS 29oct79; seen TAS 15sep87; l/n SKD 13mar93
	UK-47286	An-24B	Uzbekistan Airways	no	reports	wfu 15aug97, used for spares at Samarkand oct97; canx but date unknown
0 73 065 07	CCCP-47287	An-24B	AFL/Ukraine-IEV	mfd	12nov70	toc 02dec70; rgd 14dec70
	CCCP-47287	An-24B	Avialini. Ukrayiny	IEV	08sep92	
	UR-47287	An-24B	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 11may98
	UR-47287	An-24B	Ukraine National	IEV	28aug01	Natsionalni avialiniyi Ukrayiny; carried 'Ukraine National Airlines' and 'Natsionalni avialiniyi Ukrayiny' titles; t/t 43,700 hours and 32,904 cycles by jun00; stored at IEV from 09nov00, but still in fleet list by 31dec03; canx 13aug08; sat wfu on the grass at IEV, seen jun02/nov14; bought by Kiev Airport in 2013 and prepared for display jul14; seen 16oct15, still hangared, painted in a multi-coloured c/s; for display on the square in front of Terminals A and D at Zhulyany; moved into position 29oct15 (appx N50.413615, E30.444292); seen as such 20mar17; seen 21apr17, now in a basic blue c/s with red patterns; l/n 02may17; seen 15jun17 now painted black and red; seen 26aug17 with 'Celebrate Diversity' and 'Eurovision Song Contest, Kyiv 2017' titles; l/n oct21
0 73 065 08	CCCP-47288	An-24B	AFL/Northern-ARH	mfd	29nov70	on charge as of 01jan71; rgd 08jan71
	CCCP-47288	An-24B	AFL/Northern-PKV	trf	1972	f/n LED 12mar90; l/n LED 16apr92
	RA-47288	An-24B	Pskovavia	trf	30apr93	f/n LED 16jun93, in Aeroflot c/s and titles; soc and canx 14may97 as life-time expired
0 73 065 09	CCCP-47289	An-24B	AFL/Tyumen-SGC	mfd	29nov70	toc 11dec70; rgd 28dec70; opb 121 LO Surgutskogo OAO; f/n IEV 04apr72
	RA-47289	An-24B	TyumenAviaTrans	TJM	27jul00	l/n TJM 13aug01
	RA-47289	An-24B	UTair	rgd	05dec02	in white c/s with grey belly; f/n SGC 26aug03; l/n PES 02aug07
	RA-47289	An-24B	UTair Express	rgd	11feb08	in white c/s with grey belly; f/n VKO 26oct08; l/n SCW 04jul12, operational; seen dismantled at SCW 30jun14; transported on flat-bed trailers to Yemva 30jun14
	RA-47289	An-24B	Aeroflot	ph.	20nov14	in white c/s with grey belly and fake 'Aeroflot' titles; used by the training centre of the Federal Penitentiary Service (UFSIN) at Yemva (N62.573111 E50.847291) as a ground instructional airframe (for training the escort of prisoners during air transportation) from aug14, f/n nov14
0 73 065 10	CCCP-47290	An-24B	AFL/Far East	mfd	29nov70	toc 18jan71; rgd 29jan71
	RA-47290	An-24B	Dalavia	trf	01jun93	f/n KHV 07jul94, in Aeroflot c/s and titles; l/n KHV 12may95, as such; soc 25dec00 as life-time expired; canx 16jan01; broken up at KHV
0 73 066 01	CCCP-47291	An-24RV	AFL/Belarus-MHP	mfd	30nov70	toc 25dec70; rgd 12feb71; the first serial production An-24RV
	EW-47291	An-24RV	Belavia	RVH	13jul94	l/n DME 05sep05; l/n MSQ aug07/may12 wfu; preserved at MSQ (N53.893073 E28.031879) with Gomelavia titles; l/n 08aug24
0 73 066 02	CCCP-47292	An-24RV	AFL/Central Region	toc	25dec70	rgd 20jan71; trf 29jan81 to Afghanistan based on a decree dated 26may80
	YA-BAG	An-24RV	Bakhtar Afghan Al	d/d	1984	
0 73 066 03	CCCP-47293	An-24RV	AFL/Kazakhstan-TSE	mfd	30nov70	toc 25dec70; rgd 19jan71; f/n TAS 29apr89
	UN-47293	An-24RV	Aeroflot	TSE	14jul93	
	UN-47293	An-24RV	Aeroflot c/s, n/t	IKT	06jul94	
	UN-47293	An-24RV	Air Guinée	DKR	nov95	in full c/s; l/n MLA 17apr96
	UN-47293	An-24RV	Air Kazakstan	trf	26sep96	based at Astana
	UN-47293	An-24RV	Weasua Air Transp	ABJ	mar97	with titles; seen TAS 05oct97 without titles
	UN-47293	An-24RV	Air Kazakstan	ALA	30jun99	l/n ALA 22mar03, wfu in the main graveyard
0 73 066 04	CCCP-47294	An-24RV	AFL/Privolzhsk-CSY	mfd	16dec70	toc 16jan71; rgd 10mar71; f/n jan74
	RA-47294	An-24RV	Cheboksary Avn Ent	trf	12jan94	f/n CSY 27aug97, in Aeroflot c/s and titles; soc 19apr00 and canx 24may00 as sold to Ukraine in a non-airworthy condition
	UR-47294	An-24RV	no titles	SIP	23jun01	l/n IEV 28aug01
	UR-47294	An-24RV	Kiev ARP 410 Al	IEV	15oct01	l/n KBP 01dec07; reportedly flew IEV-SIP 15dec07; canx 07sep09
0 73 066 05	3C-FMN	An-24RV	Equat. Guinea Gvt	mfd	jan70	confirmed exported to Equatorial Guinea, but registration not confirmed for this c/n; f/n SSG aug71 marked as 'PGE 3C-FMN', 'PGE' probably means 'Presidente de Guinea Ecuatorial' and 'FMN' Francisco Macias Nguema (who was president from 1968 to 1979); in white c/s with grey undersides, large flag below windows and (presidential ?) badge on fin, no titles; may have become, see next line
	3C-1GE	An-24RV	L.A. Guinea Ecuat	LBG	mid1983	possibly opb government or Air Force; no further details known; airframe was soc, date unknown according to the Antonov list
1 73 066 06	TN-ABX	An-24RV	Lina Congo	d/d	may71	in white c/s with dark blue cheatline and grey undersides; l/n PRG early 1970s; not canx from the register until 26apr15
	TN-111	An-24RV	Congo Air Force	MUC	14jul75	
	TN-222	An-24RV	Congo Air Force	MUC	16feb80	in white c/s with two red cheatlines and red top of the tail, grey undersides, no titles; seen Brazzaville mar96/jun97, wfu

1 73 066 07	TN-ABY	An-24RV	Lina Congo	d/d	may71	f/n LBG 09jun72, in white c/s with dark blue cheatline and grey undersides; not canx from the register until 26apr15
	TN-224	An-24RV	Congo Air Force	LBG	27aug77	in white c/s with dark blue cheatline and grey undersides, no titles; l/n MUC 02nov77; seen Brazzaville oct91/jun97, wfu
0 73 066 08	CCCP-47295	An-24RV	AFL/Urals-KVX	mfd	18jan71	toc 18mar71; rgd 14apr71; f/n MMK 30jul90
	RA-47295	An-24RV	Aeroflot	SVX	20apr93	
	RA-47295	An-24RV	United Nations	LCA	12oct94	
	RA-47295	An-24RV	Kirov Avn Enterpr.	trf	23jan95	still as United Nations; l/n LCA 19sep95
	RA-47295	An-24RV	Air Troika	BKA	30jun96	leased from Kirov Aviation Enterprise
	RA-47295	An-24RV	Air Mali	TOM	05nov97	leased from Kirov Aviation Enterprise; in basic ex Aeroflot c/s with Air Mali titles; l/n MZI 05nov98
	RA-47295	An-24RV	Kirov Avn Enterpr.	PRG	17oct01	in all-white c/s, no titles; l/n VKO 08aug02
	RA-47295	An-24RV	United Nations	IST	25jun05	in all-white c/s; carried code 'UNO030'; l/n IST 29dec06
	RA-47295	An-24RV	Kirov Avn Enterpr.	NNM	08mar09	in all-white c/s, no titles; l/n NNM 28mar10
	RA-47295	An-24RV	UTair Express	TJM	26apr10	leased from Kirov Aviation Enterprise; in all-white c/s; seen NNM 04aug11; force-landed at SCW 09feb12 due to engine problems, t/t 56,555 hours by then; l/n VKO 02feb14
	RA-47295	An-24RV	Turukhan	trf	mar15	seen KUF 28may15, still with only UTair Express titles; seen TOF 27sep15, now with just Turukhan titles; seen Krasnoyarsk Cheremshanka
	RA-47295	An-24RV	UTair	ARH	01oct19	all white with just UTair titles; l/n Arkhangelsk-Vaskovo 13oct23
0 73 066 09	CCCP-47296	An-24RV	AFL/Ukraine-SIP	mfd	15jan71	toc 06feb71; rgd 15mar71; f/n IEV 22aug91
	UR-47296	An-24RV	Aeroflot c/s, n/t	VKO	28aug93	
	UR-47296	An-24RV	Crimea Airlines	SIP	20sep94	l/n PRG 04jan00
	UR-47296	An-24RV	Donbass	ATH	31may00	in basic Crimea Airlines c/s; l/n SAW 22sep06; still in fleet list nov06
	UR-47296	An-24RV	AeroSvit	KBP	27aug07	l/n KBP 02feb08; canx 20jul10
0 73 066 10	CCCP-47297	An-24RV	Aeroflot/KShVLP	mfd	28jan71	Kirovograd Advanced Flying Training College; toc 15mar71; rgd 15apr71
	CCCP-47297	An-24RV	AFL/Ukraine-IEV	trf	27jun73	f/n BKA 02aug90; l/n IEV 14apr92
	UR-47297	An-24RV	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 26jun99
	UR-47297	An-24RV	Kiev ARP 410 Al	DXB	04nov01	l/n IEV 10jul09, with additional EuroLine titles; c/n painted as just 6610; offered for sale nov09 by ARZ 410 overhaul plant, 46,635 hours, 38,625 cycles; l/n IEV 05jul13
	UR-47297	An-24RV	Motor Sich	IEV	04dec13	in full colours with titles; l/n LWO 16feb22; current on register 13aug22
0 73 067 01	CCCP-47298	An-24RV	AFL/Yakutiya-Mirny	mfd	19jan71	toc 29mar71; rgd 10may71; f/n BTK 31aug91
	RA-47298	An-24RV	Aeroflot	Ovn	12jul93	
	RA-47298	An-24RV	Almazy Ros.-Sakha	trf	18oct94	soc 27mar95 as life-time expired; canx 21feb96
1 73 067 02	CCCP-47299	An-24RV	AFL/Kazakhstan-TSE	mfd	29jan71	toc 28mar71; rgd 04may71; f/n AKX 03may89; l/n AKX 25apr93
	UN-47299	An-24RV	ex Aeroflot c/s	ALA	13may98	was trf 26sep96 to Air Kazakstan, Astana based, but never had such titles, see next line
	UN-47299	An-24RV	Kazakstan Airlines	TSE	02oct02	seen TSE jun02/11jul13 derelict; l/n TSE 08may15, derelict with without prefix; moved to the scrap area (N51.033724 E71.469161), visible on GE image dated 12jul15; l/n 14jul17; scrapped may18
1 73 067 03	CCCP-46826	An-24RV	AFL/West Sib.-NOZ	mfd	09mar71	toc 17mar71; rgd 20apr71; f/n early80
	RA-46826	An-24RV	Aerokuznetsk	trf	31mar94	soc 22jan97 as life-time expired; canx 28jan97
1 73 067 04	CCCP-46827	An-24RV	AFL/West Siberia	mfd	29jan71	toc 19mar71; rgd 20apr71; f/n IKT 05jul92
	RA-46827	An-24RV	Aeroflot	OVB	21apr93	
	RA-46827	An-24RV	Aerokuznetsk	trf	31mar94	soc and canx 28aug98 as life-time expired; in dec99 fleet list as scrapped
1 73 067 05	CCCP-46828	An-24RV	AFL/Tyumen	mfd	23mar71	toc 03apr71; rgd 06may71; f/n SLY mar72
	RA-46828	An-24RV	Aeroflot	BKA	01jul95	l/n TBW 31aug97; reported for TyumenAviaTrans
	RA-46828	An-24RV	UTair	rgd	27aug02	f/n SVX 06jul03; l/n VKO 22aug06
	RA-46828	An-24RV	UTair Express	GOJ	04nov08	l/n SCW oct11/jul12 partly dismantled; broken up jun13
1 73 067 06	CCCP-46829	An-24RV	AFL/Belarus	mfd	17mar71	toc 19mar71; rgd 19apr71; f/n SXF 01sep71
	EW-46829	An-24RV	Belavia	DME	07may94	l/n IEV 25may98, titles not noted; reported for Gomelavia
	EW-46829	An-24RV	Lionair	RML	14dec98	leased from Gomelavia
	EW-46829	An-24RV	Gomelavia, n/t	MLA	10mar01	in full c/s but no titles, on its way to an African operator, see next line; no longer in Gomelavia fleet list dec05
	EW-46829	An-24RV	Guinée Inter Air	BKO	27dec02	in ex Gomelavia c/s with Guinée Inter Air S.A titles
	EW-46829	An-24RV	Kam Air	KBL	28mar04	l/n KBL dec05, wrecked
1 73 067 07	CCCP-46830	An-24RV	AFL/Privolzhsk-GOJ	mfd	09mar71	toc 16mar71; rgd 20apr71; f/n CSY 23oct74
	RA-46830	An-24RV	Aeroflot	BKA	05sep93	
	RA-46830	An-24RV	Ust-Ilimsk Avn.Ent	trf	11apr94	soc 06nov97 as life-time expired; canx 09sep98
1 73 067 08	CCCP-46831	An-24RV	Aeroflot/KShVLP	toc	01apr71	Kirovograd Advanced Flying Training College; rgd 15apr71; soc 19apr83 as life-time expired; canx 1983; seen KGO jul93/mar97 derelict
1 73 067 09	CCCP-46832	An-24RV	AFL/Central Region	toc	23mar71	rgd 20apr71; f/n BKA 13nov77; trf 29jan81 as to Afghanistan based on a decree dated 26may80
	YA-BAH	An-24RV	Bakhtar Afghan Al	d/d	1984	
1 73 067 10	CCCP-46833	An-24RV	AFL/Ukraine-SIP	mfd	17mar71	on charge as of 01apr71; rgd 27apr71
	UR-46833	An-24RV	Avialini. Ukrayiny	BQT	02jul93	
	UR-46833	An-24RV	Crimea Airlines	SIP	20sep94	last overhaul completed 13feb97; sat wfu at SIP, seen jul04/may05; offered for sale by SkyBirdHeli 27may06 with t/t 48,978 hours and 31,366 cycles
	UR-EUR	An-24RV	Jet Ukrayina	SIP	06jul07	with dark blue engine cowls and rudder minus one engine; reported based at Kiev; canx 02oct09; l/n SIP (N45.015990 E33.995641) jan10/sep11, without engines and titles; no longer visible on GE image dated 25apr12
1 73 068 01	CCCP-46834	An-24RV	AFL/North Kavkaz	mfd	16mar71	toc 26mar71; rgd 25may71; f/n LED 04may89
	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 ROV 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 Tiksi 06jun23 in service
1 73 068 02	CCCP-46835	An-24RV	AFL/Belarus-GME	mfd	17mar71	toc 19mar71; rgd 19apr71
	EW-46835	An-24RV	Belavia	MHP	01jul96	
	EW-46835	An-24RV	Gomelavia	SHJ	05may98	
	EW-46835	An-24RV	no titles	SHJ	30nov98	l/n IEV 04may99/26jun99 in all primer c/s, on overhaul; in Gomelavia fleet list dec05
	EW-46835	An-24RV	Gomelavia	MHP	22mar07	last flight 16jan08; sat wfu at GME, l/n may08/apr11; transferred to Brest (N52.113108 E23.88758) for user as a trainer by the MChS and MVD; f/n 07jun14; l/n 04jul15
1 73 068 03	CCCP-46836	An-24RV	AFL/Privolzhsk-GOJ	mfd	18mar71	toc 24mar71; rgd 06may71; f/n Sperenberg 05feb87; l/n RVH 30may92
	RA-46836	An-24RV	Aeroflot	BKA	15may93	
	RA-46836	An-24RV	Ust-Ilimsk Avn.Ent	trf	11apr94	f/n BKA 12may94, in Aeroflot c/s and titles; canx 25mar96; soc 06nov97 as life-time expired
1 73 068 04	CCCP-46837	An-24RV	AFL/Lithuania-VNO	mfd	23mar71	toc 31mar71; rgd 25may71; f/n VNO feb90
	LY-AAH	An-24RV	Aeroflot c/s, n/t	VNO	24jul92	l/n VNO 10sep93; CofA expired 20jan95; canx from register during 1996
	ST-FAL	An-24RV	Federal Airlines	KRT	nov98	c/n from Sudanese CAA; l/n KRT 26jan03 in basic Lithuanian Airlines c/s with Federal Al titles and logo, stored; canx before jan07
1 73 068 05	CCCP-46838	An-24RV	AFL/Ukraine	mfd	18may71	toc 14jul71; rgd 09aug71; f/n Sperenberg 05dec86; l/n BKA 20jul91; l/n IEV 08sep92
	CCCP-46838	An-24RV	AFL/GosNII GA	trf	23aug72	
	CCCP-46838	An-24RV	AFL/Ukraine	trf	28aug72	
	UR-46838	An-24RV	Avialini. Ukrayiny	IEV	16jun93	l/n Corlu-Tekirdag 06oct99
	UR-46838	An-24RV	Med-Air	OPF	17nov99	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)	An-24RV	Soviet AF/AFL c/s	Spr	02oct72	not confirmed as Air Force; Salon version; see An-24T c/n 7910201
	CCCP-46839(1)	An-24RV	MAP Kiev MSZ	rgd	25sep79	canx 09jan84
1 73 068 07	BNMAU-6807	An-24RV	MIAT Mongolia	VKO	18jun75	l/n ULN 10may95
	MT-1004	An-24RV	MIAT Mongolia			already allocated by early 1995
	JU-1004	An-24RV	MIAT Mongolia	ULN	jul00	JU- prefix reported allocated by mar98; according to jan02 fleet list cannibalised during 2001, no longer in fleet list 31oct05; l/n ULN 10sep05
	BNMAU-6807	An-24RV	MIAT Mongolia	ULN	25mar14	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
1 73 068 08	CCCP-47799	An-24RV	AFL/Kyrgyzstan	mfd	03jul71	toc 02apr71; f/n FRU 01may71; rgd 04may71; 48 pax configuration; first FRU based An-24
	CCCP-47799	An-24RV	AFL/East Siberia	trf	09feb74	f/n IKT 05sep89
	RA-47799	An-24RV	Aeroflot	Niz	11jun93	
	RA-47799	An-24RV	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-47799	An-24RV	Bural			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
	RA-47799	An-24RV	Polyarnyye Avial.	YKS	18may09	
	RA-47799	An-24RV	Bural	YKS	09jul09	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
	RA-47799	An-24RV		rgd	10may23	
1 73 068 09	CCCP-47800	An-24RV	AFL/Centr.Reg.-TBW	mfd	31mar71	toc 02apr71; rgd 09jul71; 52 pax configuration; f/n mar77
	RA-47800	An-24RV	Aeroflot	BKA	05jul93	
	RA-47800	An-24RV	Aviata	trf	29aug95	l/n TBW 31aug97, in Aeroflot c/s and titles
	RA-47800	An-24RV	Karat	VKO	17jun99	leased from Aviata; l/n TBW 18aug99
	RA-47800	An-24RV	Tambov Avia	DME	28jun03	leased from Aviata 06feb03/31dec05; in basic Aeroflot c/s, no titles
	RA-47800	An-24RV	Katekavia	Kjc	09jul05	l/n TJM 22jun06
	RA-47800	An-24RV	UTair	GOJ	02jan07	already reported in technical inspection document 07dec06; l/n VKO 28sepb07
	RA-47800	An-24RV	UTair Express	AAQ	aug08	seen KJA 31jul1; seen IKT 12mar12 in nose down position, possibly after the nosewheel undercarriage collapsed; l/n TJM 08sep13 active
	RA-47800	An-24RV	Pskovavia	URS	nov14	all white, not titles, operator from rusianplanes.net; seen LED 14mar15, white with small motif and titles on forward fuselage; l/n Vladimir Semyazin0 29jun15; suffered a taxiway excursion as it taxied for take off at Pskov Airport 20jul15, there were no injuries; l/n NNM 12apr17
1 73 068 10	CCCP-47801	An-24RV	AFL/Ukraine	mfd	31mar71	toc 04apr71; rgd 10may71; 52 pax configuration; f/n SIP 19sep87; l/n IEV 08sep92

	UR-47801	An-24RV	Avialini. Ukrayiny	IEV	16jul93	l/n IEV 11may98; seen IEV 02may99, titles not reported
	UR-47801	An-24RV	Ukraine National	IEV	25jun00	Natsionalni avialiniyi Ukrayiny; based at Kiev; sat wfu on the grass at IEV, seen jun02/jan12; still in fleet list 31dec03; canx 13aug08
1 73 069 01	CCCP-47802	An-24RV	AFL/Kazakhstan-KSN	mfd	31mar71	toc 15apr71; rgd 12may71; 52 pax configuration; f/n BKA 19may91
	UN-47802	An-24RV	Lionair		oct95	l/n jan96; leased from Kazakstan Airlines
	UN-47802	An-24RV	Air Kazakstan	trf	26sep96	based at Kostanai
	EY-47802	An-24RV	Tajikistan Al	SHJ	14feb01	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
1 73 069 02	CCCP-47803	An-24RV	AFL/East Siberia	mfd	31mar71	toc 12apr71; rgd 26may71; 52 pax configuration; f/n IKT 1977
	RA-47803	An-24RV	Baikalavia	trf	30jun92	seen IKT 06jul94, bare metal c/s; seen IKT 10may00, in Aeroflot c/s and titles; l/n IKT 04jul04, wfu
1 73 069 03	CCCP-47804	An-24RV	AFL/Privolzhsk-CSY	mfd	14apr71	toc 12may71; rgd 29jun71
	CCCP-47804	An-24RV	Avial. Tatarstana	trf	unknown	on charge as of 01jul92
	RA-47804	An-24RV	Nizhnekamskoye Al	trf	19apr94	f/n BKA 24aug95, in Aeroflot c/s and titles; l/n IEV 11may98
	RA-47804	An-24RV	Nizhnekamskoye Al	DME	03nov98	l/n DME 21aug99; c/n painted as just 6903
	RA-47804	An-24RV	Tatarstan	rgd	12jul01	f/n DME 27aug03; l/n ROV 20nov04; still as such in technical inspection document 26jul06
	RA-47804	An-24RV	IrAero	IKT	14aug07	l/n IKT 15oct21
1 73 069 04	YR-AMA	An-24RV	TAROM	rgd	29jun71	f/n FRA 11sep71; crashed on landing in bad weather at OTP 15nov71, all 4 crew and 18 passengers survived
1 73 069 05	YR-AMB	An-24RV	TAROM	mfd	30apr71	rgd 30jun71; f/n CPH 03mar73
	RA-49279	An-24RV	Aeroflot		04feb94	supplied to owner this date according to Russian register; f/n Krasnoyarsk-Cheremshanka 12jun94; l/n Krasnoyarsk-Cheremshanka 09jul94
	RA-49279	An-24RV	KrasAir	trf	22dec95	current on Russian register by feb98, see next line
	UN-49279	An-24RV	Aeroflot c/s, n/t	ALA	04jun97	
	RA-49279	An-24RV	Sibaviatrans	rgd	23dec99	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
	RA-49279	An-24RV	Katekavia	KJA	29jun09	in white c/s with titles and motif on fin; l/n UFA 09jan15
	RA-49279	An-24RV	Turukhan	trf	mar15	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
1 73 069 06	YR-AMC	An-24RV	TAROM	mfd	17apr71	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
1 73 069 07	CCCP-47805	An-24RV	AFL/Privolzhsk	mfd	29apr71	toc 12may71; rgd 29jun71; f/n BKA 11apr91
	RA-47805	An-24RV	Penza Air	trf	31dec93	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
	ER-AWD	An-24RV	Aerocom, n/t ?	rgd	12apr01	f/n IEV 06aug02 at the overhaul plant
	ER-AWD	An-24RV	Getra	SSG	31mar03	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
	RA-47805	An-24RV	IrAero		28may08	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 04sep24
1 73 069 08	CCCP-47806	An-24RV	AFL/Turkmenistan	mfd	30apr71	f/n 12jun71; on charge as of 01jul71; rgd 19jul71; 48 pax configuration
	EZ-47806	An-24RV	Turkmenistan Al	ph.	jun93	on register 31dec93; not in nov99 fleet list; for sale early 2008, t/t 41,597 hours and 38,998 cycles
1 73 069 09	CCCP-47807	An-24RV	AFL/Uzbekistan	mfd	30apr71	toc 17may71; rgd 30jun71; 52 pax configuration; f/n sep80
	CCCP-47807	An-24RV	AFL/Yakutiya	trf	06jun74	
	RA-47807	An-24RV	Aeroflot	IKT	06jul94	in Aeroflot c/s and titles
	RA-47807	An-24RV	Almazy Ros.-Sakha	trf	18oct94	soc 21mar95 as life-time expired; canx 21feb96
1 73 069 10	CCCP-47808	An-24RV	AFL/Belarus	mfd	31may71	toc 07jun71; rgd 19jul71; 52 pax configuration; f/n LED jun78
	EW-47808	An-24RV	Belavia	BKA	12may94	l/n GME 30jun95
	EW-47808	An-24RV	Gomelavia	SVO	25apr97	l/n MLA 04dec98
	EW-47808	An-24RV	Air Ivoire	ABJ	23feb99	leased from Gomelavia
	EW-47808	An-24RV	Inter Tropic Al	CKY	14aug99	leased from Gomelavia; see previous and next line
	EW-47808	An-24RV	Air Ivoire	ABJ	jun00	leased from Gomelavia
	EW-47808	An-24RV	Gomelavia	MHP	21may03	l/n MHP 22may03
	EW-47808	An-24RV	Kam Air	MZR	23jan04	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
	EW-47808	An-24RV	Gomelavia, n/t	GME	06aug06	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 73 070 01	CCCP-47809	An-24RV	AFL/Latvia	toc	07jul71	rgd 12jul71; 52 pax configuration; f/n LED 04sep81; l/n PNH 13nov88; trf 08feb82 to Kampuchea (Aviaexport)
	XU-314	An-24RV	Kampuchea Airlines	TV	nov88	and PNH 30sep92, c/n checked nov93; damaged on landing 25feb96 at Banlung airport, l/n PNH 20nov05/feb12; faded paint from both registrations makes it look like XU- 750 from a distance; fate ?
1 73 070 02	CCCP-47810	An-24RV	AFL/Magadan	mfd	31may71	on charge as of 01jul71; rgd 12aug71; 52 pax configuration
	RA-47810	An-24RV	Kolymaavia	trf	24feb95	f/n IKT 11may95, in Aeroflot c/s and titles; soc 02aug01 and canx 09aug01 as leased to Congo, see next line
	RA-47810	An-24RV	Trans Air Congo	ph.	mar02	in white/dark blue and gold c/s with titles
	RA-47810	An-24RV	UTAGE	DLA	26may02	l/n COO jan03; leased from Kolymaavia
	ER-AZP	An-24RV	Pecotox Air	rgd	31jan03	in fleet list dec05, see next line
	ER-AZP	An-24RV	Aero Service	PNR	19oct03	in white c/s with multiple red/dark blue and black stripes, black undersides; leased from Pecotox Air; l/n SSG 31may05
	ER-AZP	An-24RV	Pecotox Air			in fleet list 02nov06
	ER-AZP	An-24RV	SkyLink Arabia	lsd	feb07	f/n KIV 08sep12; in all-white c/s with blue/white engines and small titles to the rear; SkyLink Arabia are ground handling agents at Baghdad; seen KIV 28feb15; as such; current on register 31dec15; operated by Pecotox; canx between 01jan16 and 11mar16 l/n KIV 21may19, derelict
1 73 070 03	CCCP-47811	An-24RV	AFL/N.Kavkaz-STW	mfd	28may71	toc 09jun71; rgd 16jul71; 52 pax configuration; photo STW jun83; l/n AER 20sep87
	RA-47811	An-24RV	Stavropol Avia	trf	21oct94	see rgd next line
	TC-KHY	An-24RV	Karadeniz Airlines	rgd	31aug94	leased from Stavropol Avia; photo AYT 15jun95, in white c/s with blue/red/blue cheatlines, Karadeniz Airlines titles, 'dolphin' logo on the tail and named 'H.Osman'; canx aug95
	RA-47811	An-24RV	Stavropol Avia	rgd	16aug96	
	RA-47811	An-24RV	Trans Air Congo	BZR	19apr97	in basic ex Karadeniz Airlines c/s; leased from Stavropol Avia; soc and canx 22jul98 as to Ghana; reported in JP as leased from Aquiline
1 73 070 04	CCCP-47812	An-24RV	AFL/Northern-PKV	mfd	14may71	toc 14jun71; rgd 20jul71; f/n LED 04sep81; l/n LED 05sep92
	RA-47812	An-24RV	Pskovavia	trf	30apr93	f/n LED 23may93, in Aeroflot c/s and titles; l/n PRG 11may95
	RA-47812	An-24RV	Air Mali		oct95	seen in Africa; l/n 05jan97; leased from Pskovavia
	RA-47812	An-24RV	Guinée Inter Air	PRG	24may97	leased from Pskovavia; made a rough landing 14mar98 at Cancan (Republic of Guinea), the subsequent accident investigation found it had been overloaded
	RA-47812	An-24RV	Sud Air Transport	PRG	20apr98	leased from Pskovavia; soc and canx 20jul98 as to Armenia
	EK-47812	An-24RV	Aeroflot c/s, n/t	EVN	18apr00	l/n EVN 28apr01; with an Armenian Airlines logo since mar01
	EK-47812	An-24RV	Armenian Airlines	LCA	03aug01	l/n EVN 12nov01
	EK-47812	An-24RV	Armenian, n/t	EVN	29dec01	l/n EVN 25may04
	EK-47812	An-24RV	Air Atlantic Congo	PNR	30oct05	named both 'Lion' and 'Princesse de Fouta'; mentioned in ICAO/BV document jun08 as owned by Phoenix Avia Gulf Ltd. and opb Phoenix Avia
	4L-MJX	An-24RV	EuroLine	rgd	10jun08	owned by Air Highness; in white/light grey c/s with additional 'www.avia.ge' titles; f/n AER 09jul08; w/o TBS 18sep08; on the approach to landing at the Tbilisi Airport (TBS) the crew flew past the inner marker at an altitude of 204 ft; the landing was carried out at a speed of 224 km/h (the prescribed landing speed was 170-180 km/h) at a G-force of 1.81-1.97, and the aircraft bounced up from the runway four times with G-forces ranging from 1.81 to 4.82, as a result, the nose landing gear broke and folded under the fuselage; the aircraft continued moving along the runway with the nose inclined toward the runway; l/n TBS (N41.673623 E44.953023) 07mar12/oct22, wfu
1 73 070 05	LZ-ANK	An-24RV	Balkan	mfd	17may71	f/n IST 22jul71; l/n SOF 17sep90
	LZ-ANK	An-24RV	Palair Macedonian	RJK	03sep91	returned to Balkan, date unknown and operated in these full c/s from at least jul92; l/n SOF aug92; t/t 32,585 hours 36,615 cycles at 01aug92
	LZ-ANK	An-24RV	Balkan	ATH	nov93	in all-white c/s, no titles; l/n SOF 30dec93; returned to Russia in 1994, fate unknown
1 73 070 06	CCCP-47813	An-24RV	AFL/Central Region	mfd	02jun71	toc 20jul71; rgd 24sep71; f/n BKA 09jun92
	RA-47813	An-24RV	Ivanovo Avn Ent.	trf	30mar94	f/n IWA 24aug95, in Aeroflot c/s and titles; l/n IWA 26aug97 stored; soc and canx 25may99 as to Moldova
	ER-AFC (1)	An-24RV	Aeroflot c/s, n/t	rgd	27may99	f/n IEV 04jul99; canx 19aug99; see c/n 97305007
	OB-1734	An-24RV	Star Up S.A	rgd	16mar00	f/n LIM 23mar00; l/n LIM 06apr03 active
	OB-1734-P	An-24RV	Star Up S.A	rgd	07may03	f/n LIM 2005, photo proof; CofA expired 09mar06; reportedly de-commissioned in 2007, still current on register in 2016 but with an expired CofA
1 73 070 07	B-428	An-24V	Civ Avn Adm China	rgd	1971	f/n CAN 24may79
	B-3405	An-24V	Civ Avn Adm China	rgd	may85	wfu 1990 and stored at Hohhot until may97 when purchased by Hohhot City and trucked to Chingcheng Entertainment Park and placed in a kindergarten; seen there and c/n checked apr00/mar04; was visible on GE image dated 19may04 (N40.804872 E111.658741), but no longer by 26feb05
1 73 070 08	B-424	An-24V	Civ Avn Adm China	rgd	1972	f/n SHA late84; l/n SIA 06apr85
	B-3403	An-24V	Civ Avn Adm China	rgd	may85	f/n SIA 08apr86; l/n SIA 27sep88
	B-3403	An-24V	China Northwest	post	feb92	l/n LHW mar95 wfu; broken up there
1 73 070 09	B-426	An-24V	Civ Avn Adm China	rgd	1971	f/n SHA 21mar85

	B-3404	An-24V	Civ Avn Adm China	rgd	may85	f/n SIA 08may86; l/n CTU 04nov86
	B-3404	An-24V	China Southwest	post	sep87	broken up CTU jun92
1 73 070 10	CCCP-47814	An-24RV	AFL/Urals-MQF	mfd	22jun71	toc 16jul71; rgd 04feb72; f/n IKT 04sep89
	RA-47814	An-24RV	Magnitogorsk Air	trf	01apr95	impounded because of debts 02apr98 and offered for sale by Russian privatisation agency 19jun98; soc 25jan01 as life-time expired; canx 06feb01
1 73 071 01	CCCP-47815	An-24RV	AFL/East Siberia	mfd	30jun71	toc 12jul71; rgd 11aug71; f/n IKT 05jul92
	RA-47815	An-24RV	Baikalavia	trf	30jun92	f/n IKT 06jul94, in Aeroflot c/s and titles
	RA-47815	An-24RV	Baikalavia	IKT	05jun01	l/n IKT 04jul04 wfu
1 73 071 02	CCCP-47816	An-24RV	Aeroflot/KShVLP	toc	12jul71	Kirovograd Advanced Flying Training College; rgd 05aug71; soc 22nov82 as life-time expired; seen KGO jul93/sep94, still in good condition; seen 04jun11, now preserved in the new museum at Kirovograd (N48.538021 E32.271911); l/n dec21
1 73 071 03	CCCP-47817	An-24RV	AFL/North Kavkaz	mfd	12jul71	toc 03aug71; rgd 20aug71; f/n VKO 04oct72
	RA-47817	An-24RV	Kuban Airlines	trf	22feb94	f/n KRR 19sep94, in Aeroflot c/s and titles
	RA-47817	An-24RV	Lucky Air	VAR	02aug95	leased from Kuban Airlines
	LZ-VPB	An-24RV	Lucky Air	VAR	16jan96	leased from Kuban Airlines
	RA-47817	An-24RV	Kuban Airlines	IST	22sep97	l/n VKO 08aug02; soc and canx 17mar04 as sold to Georgia
	EX-023	An-24RV	white/blue n/t	SHJ	07oct04	c/n confirmed by CAA; photo exists wearing 'Air Bagh' titles; seen SHJ 15may05 with one engine cover marked 47817; seen SHJ 14jan06; cancelled 15may06; l/n Erbil, 12jul12/02dec13, derelict
1 73 071 04	71291	An-24V	Chinese Air Force	mfd	1971	exact version not known, but based upon an An-24V/B; training aircraft for H6 (Tu-16) bomber crews, equipped with a blister on the right side, a radar from the H6 under the fuselage and cameras; in white/light grey c/s with dark blue cheatline and military roundels; preserved without serial in the China Aviation Museum at Shahezhen AFB (N40.183628 E116.35833), seen jun97/22jun24
1 73 071 05	B-430	An-24V	Civ Avn Adm China	rgd	1971	f/n PEK 12mar82
	B-3406	An-24V	Civ Avn Adm China	rgd	may85	f/n CAN 13nov85
	B-3406	An-24V	China Eastern	post	apr88	f/n CAN 14dec90; seen wfu Shanghai Longhua 24apr00; preserved Shanghai Longhua (N31.173191 E121.45262) may05 marked 'SVS-001' (SVS means Shanghai Vocational School), l/n 29sep11; no longer visible on GE 2013, possibly now inside a building at this location
1 73 071 06	not known	An-24V	China	mfd	jul71	confirmed delivered to China, the last of 6 delivered in 1971 version confirmed in Russian MGA documents
1 73 071 07	CCCP-47818	An-24RV	AFL/Privolzhsk-RTW	mfd	27jun71	toc 03aug71; rgd 20aug71
	RA-47818	An-24RV	Aeroflot	KZN	13jun94	with Tatarstan flag
	RA-47818	An-24RV	Avial. Tatarstana	trf	unknown	on charge as of 01jul92; f/n KZN 26nov97, in Aeroflot c/s, no titles
	RA-47818	An-24RV	Karat	VKO	29may00	l/n VKO 22aug00
	RA-47818	An-24RV	Tatarstan	VKO	28aug03	l/n KZN 11oct07
	RA-47818	An-24RV	Angara	Kir	02feb09	l/n Taksimo 20may19
	RA-47818	An-24RV	IrAero	IKT	20jul21	white, no titles; IrAero motif on tail; l/n YKS 22sep21, no titles; l/n IKT 21may24
1 73 071 08	CCCP-47819	An-24RV	AFL/Far East	mfd	29jul71	toc 17aug71; rgd 30aug71; photo at Khabarovsk 17jun81 as An-24LP fire-fighting aircraft; f/n KHV 30aug89 as An-24RV
	RA-47819	An-24RV	Aeroflot	KHV	12may95	
	RA-47819	An-24RV	Dalavia	trf	01jun93	in basic Aeroflot c/s; f/n KHV sep03; l/n KHV 11feb08
	RA-47819	An-24RV	Yakutiya	YKS	22apr09	leased in 2009; in official Yakutiya fleet list dated 04may09; l/n YKS 13jul09
	RA-47819	An-24RV	Dalavia	ret	2009	seen KHV 14aug12, stored titles not visible
1 73 071 09	7109	An-24V	Czechoslovak AF	d/d	sep71	based at Prague-Kbely; f/n PRG 13oct73; operated as a navaids laboratory aircraft with RTZ bypass equipment received from Il-14 0507 c/n 4340507 from 1986 onwards
	7109	An-24V	Czech Air Force	trf	01jan93	finally opb 24. zdl at Prague-Kbely; repainted in white c/s with 'Czech flag' cheatline and trim, light grey belly and 'Czech Air Force' titles; version painted on as such; the navaids laboratory equipment was removed in 1996; last flight 08dec05; t/t 10,712 hours and 15,602 cycles; version given as An-24V series II in the official press statement on the army.cz website; preserved in the aviation museum (Letecké muzeum) at Prague-Kbely (N50.125719 E14.536461) from 11sep06, seen jul07/09jun24
1 73 071 10	7110	An-24V	Czechoslovak AF	d/d	sep71	salon version; f/n SXF 09jul72; version painted as such
	7110	An-24V	Czech Air Force	trf	01jan93	salon version, in VIP c/s; version painted as such; wfu 2005; seen Kbely 03sep06, stored; seen Kbely nov08 dismantled prior to transfer to Air Park Zruc Museum; seen at Zruc may09; l/n may24
1 73 072 01	CCCP-47820	An-24RV	AFL/GosNII GA	mfd	31aug71	toc 05oct71; rgd 03apr72; f/n SVO 13sep75
	CCCP-47820	An-24RV	AFL/Central Region	trf	09jul77	
	CCCP-47820	An-24RV	AFL/Komi-SCW	trf	17nov88	opb Syktyvkarski OAO
	RA-47820	An-24RV	Komiavia	trf	22feb94	initially still in full Aeroflot c/s including titles; l/n SCW 10jun94 as such; f/n KUF 28nov97 with 'Komiavia' titles; l/n KUF 30nov97
	RA-47820	An-24RV	Komiinteravia	trf	15jun98	trf date not confirmed; f/n KJA 04jul03; l/n YKS 14aug03
	RA-47820	An-24RV	Yakutiya	lsd	22jan03	f/n YKS 01jul04
	RA-47820	An-24RV	Komiinteravia	SCW	29jun05	in fleet list dec05
	RA-47820	An-24RV	UTair Express	rgd	19dec06	initially in light blue c/s with titles in Russian; f/n NNM 05sep07; l/n NNM 09oct07 as such; repainted in white c/s with light grey undersides, titles in English and Russian; f/n as such NJC 14oct09; t/t 46,770 hours and 30,104 cycles by 01jan10; l/n VKT 04jul14
	RA-47820	An-24RV	Katekavia	ARH	14aug14	in white c/s with light grey undersides, 'UTair' titles and logo and additional 'Katekavia' titles; l/n VKO 07jan15
	RA-47820	An-24RV	Turukhan	trf	mar15	in white c/s with light grey undersides, 'UTair' titles and logo and additional 'Turukhan' and 'Katekavia' titles; f/n NNM 07feb16; l/n NNM 19mar16
	RA-47820	An-24RV	UTair	rgd	13oct16	in white c/s with light grey undersides, titles and logo; f/n KJA 25oct16; l/n OVB 19aug17
	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
1 73 072 02	CCCP-47821	An-24RV	AFL/West Sib.-NOZ	mfd	31aug71	toc 13sep71; rgd 28sep71; f/n ALA 24mar86; l/n Novosibirsk-Severny 01jul92
	RA-47821	An-24RV	Aeroflot	Ovn	12jul93	
	RA-47821	An-24RV	Novosibirsk AE	trf	11mar94	f/n Novosibirsk-Severny 23jul00 no titles; f/n Novosibirsk-Severny 08jul05 with Novosibirsk Avia titles; l/n Novosibirsk-Severny 21aug08 active
	RA-47821	An-24RV	UTair Express	NNM	20sep11	all-white, small titles; reportedly operated by Komiinteravia; l/n SCW 04sep14
	RA-47821	An-24RV	KrasAvia	OVB	14jun15	all-white c/s, small titles; l/n OVB 17jan16
	RA-47821	An-24RV	IrAero	OVB	20feb16	all white c/s, no titles; seen IKT 04jun16, now with titles; l/n IKT 03mar17
	RA-47821	An-24RV	Polyarnyye Avial.	YKS	20sep18	full colours and titles; l/n YKS 07jul22; landed on the frozen Kolyma River, 80 metres to the right of the airstrip at Zyryanka Airport 28dec23, all 34 passengers and crew were not injured and the aircraft was not damaged and towed back to the airport; l/n YKS 11jul24
1 73 072 03	CCCP-47822	An-24RV	AFL/Kazakhstan	mfd	30aug71	toc 10sep71; rgd 21sep71; f/n ALA 02may89; reported for Kazakstan Airlines
	UN-47822	An-24RV	Air Kazakstan	trf	26sep96	based at Kostanai; leased to Lionair 1996/1997; f/n ALA 04jun97, in Aeroflot c/s, no titles; l/n ALA 24sep99
	UN-47822	An-24RV	Air Kazakstan	ALA	08jun01	l/n ALA 08oct02 stored, reported without prefix; seen ALA 04jan03 with titles, but engineless
1 73 072 04	CCCP-47823	An-24RV	AFL/Privolzhsk-KZN	mfd	31aug71	toc 13sep71; rgd 30sep71
	CCCP-47823	An-24RV	AFL/Moldova	trf	11nov82	
	CCCP-47823	An-24RV	AFL/Privolzhsk-KZN	trf	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
1 73 072 05	CCCP-47824	An-24RV	AFL/Ukraine-IEV	mfd	31aug71	toc 08sep71; rgd 24sep71
	CCCP-47824	An-24RV	AFL/Kirovograd FS	trf	01feb84	
	CCCP-47824	An-24RV	AFL/Ukraine-IEV	trf	25apr84	f/n BKA 29aug89; l/n IEV 14apr92
	UR-47824	An-24RV	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 04jul99
	UR-47824	An-24RV	Getra	SSG	02mar00	l/n IEV 28aug01
	UR-47824	An-24RV	Kiev ARP 410 Al	IEV	06aug02	no longer in fleet list 12jan03
	UR-47824	An-24RV	Ukraine National	no	reports	Natsionalni avialiniyi Ukrayiny; already in fleet list 31dec03
	UR-47824	An-24RV	Kiev ARP 410 Al	ph.	jul04	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
1 73 072 06	CCCP-47825	An-24B	AFL/Belarus-MHP	mfd	06sep71	toc 24sep71; rgd 01dec71; f/n MHP 09sep87; l/n MHP 08sep93
	EW-47825	An-24B	Belavia	SVO	25may94	l/n VKO 31aug95
	TC-ANK	An-24B	Han Air	AYT	oct95	in basic Belavia c/s with large Han Air titles and tail logo, named 'Doluhan'; l/n AYT jul96
	EW-47825	An-24B	Belavia, n/t	MHP	18aug97	l/n MHP 08aug06 wfu
1 73 072 07	CCCP-47826	An-24B	AFL/West Siberia	mfd	14sep71	toc 29sep71; rgd 26oct71
	RA-47826	An-24B	Aeroflot	OVB	21apr93	
	RA-47826	An-24B	Tomsk Avia	trf	30mar94	stored without engines at TOF, seen jul04; t/t 49,793 hours and 36,392 cycles
	CCCP-47826	An-24B	Aeroflot	ph.	29jun11	repaired and repainted in 2010 in the original old Aeroflot 'blue' c/s and preserved at Tomsk, l/n 29jun24, opposite the terminal (N56.390595 E.85.20987) t/t 49,793 hours, 36,392 cycles
1 73 072 08	CCCP-47827	An-24B	AFL/Tyumen-SGC	mfd	16sep71	toc 27sep71; rgd 19oct71; f/n KJA 01jul92
	RA-47827	An-24B	TyumenAviaTrans	UFA	13jun01	seen IEV 19jun01 as 'UR-', but titles no reported, for flight testing ?
	RA-47827	An-24B	UTair	rgd	05dec02	seen SGC aug03/feb04, reportedly stored; seen GOJ 18dec06, back in service; l/n SVX 31aug07
	RA-47827	An-24B	UTair Express	TJM	22aug08	l/n SGC 03may14
1 73 072 09	CCCP-47828	An-24B	AFL/Centr.Reg.-TBW	mfd	16sep71	toc 30sep71; rgd 21oct71; f/n BKA 15mar90; l/n BKA 10sep92
	UN-47828	An-24B	not reported	BKA	11nov94	reported for Kazakstan Airlines
	RA-47828	An-24B	Aviata	trf	29aug95	f/n TBW 18aug99, in Aeroflot c/s, no titles; soc and canx 27nov03 as sold to Armenia
	EK-47828	An-24B	all white c/s, n/t	ADD	16mar05	
	EK-47828	An-24B	South Airlines	SHJ	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)
1 73 072 10	CCCP-47829	An-24B	AFL/Urals-KRO	mfd	20sep71	toc 30sep71; rgd 28oct71
	RA-47829	An-24B	Kurgan Air	trf	30mar93	f/n LED 15jun93, in Aeroflot c/s and titles; not in 1998 fleet list; l/n TJM 15aug99, titles not reported
	RA-47829	An-24B	TyumenAviaTrans	OVB	07jun01	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

	RA-47829	An-24B	UTair	rgd	03feb03	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
	RA-47829	An-24B	UTair Express	GOJ	23sep08	l/n SCW 26dec14, possibly wfu; scrapped SCW 17jan15
1 73 073 01	CCCP-47830	An-24B	AFL/Yakutiya	mfd	22sep71	toc 19oct71; rgd 10nov71; f/n YKS 03jul92
	RA-47830	An-24B	Aeroflot	YKS	08jul94	l/n YKS 13may95
	RA-47830	An-24B	Sakha Avia	trf	19oct94	not in 2000 fleet list; seen YKS aug03/jun08 wfu; listed in official Yakutiya fleet list dated 04may09 as "awaiting wfu"
1 73 073 02	CCCP-47831	An-24B	AFL/Far East-KHV	mfd	23sep71	toc 14oct71; rgd 02nov71; f/n KHV 30aug89
	RA-47831	An-24B	Dalavia	trf	01jun93	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
1 73 073 03	CCCP-26196	An-24B	MRP NPO "Leninets"	mfd	01oct71	rgd 21sep71; f/n LED 05sep92; l/n Pushkin 06jul94; 'Aeroflot' titles; reported for NPP-MIR; canx 21feb03 as sold to Kazakhstan
	UN-26196	An-24B	SCAT	ALA	19may04	l/n TSE 19sep06
	UP-AN404	An-24B	SCAT	rgd	29feb08	f/n as such ALA jun08; l/n ALA 03sep16
	UP-AN404	An-24B	Southern Sky	ALA	20sep16	with titles; l/n Tashkent Yuzhny 24sep24
1 73 073 04	CCCP-47833	An-24B	AFL/Kazakhstan	mfd	03oct71	toc 08oct71; rgd 15nov71; f/n ALA 02may89
	UN-47833	An-24B	Air Kazakstan	trf	26sep96	based at Shymkent; f/n ALA 04jun97; l/n ALA 01mar03; c/n confirmed
1 73 073 05	CCCP-47832	An-24B	AFL/Kazakhstan	mfd	13oct71	toc 29oct71; rgd 15nov71
	UN-47832	An-24B	Air Kazakstan	trf	26sep96	based at Shymkent; f/n ALA jun03; seen ALA jan03/mar03 stored engineless
1 73 073 06	CCCP-47834	An-24B	AFL/Privolzhsk	mfd	22oct71	toc 28oct71; rgd 19nov71; f/n KUF 28jan72
	RA-47834	An-24B	Saransk Avn Ent.	SKX	23apr98	l/n Novosibirsk-Severny 08jul05, in Aeroflot c/s, no titles
	RA-47834	An-24B	Aeroflot c/s, n/t	Ovn	08jul05	
1 73 073 07	CCCP-47835	An-24B	AFL/Centr.Reg.-TBW	mfd	21oct71	toc 01nov71; rgd 16nov71; f/n LED 04may89
	RA-47835	An-24B	Aeroflot	BKA	03sep93	
	RA-47835	An-24B	Aviata	trf	25jan94	seen TBW 31aug97; in Aeroflot c/s and titles; l/n TBW 18aug99
	47835	An-24B	ex Aeroflot c/s	TBW	16aug01	soc and canx 27nov03 as sold to Armenia
	EK-47835	An-24B	ex Aeroflot c/s	SHJ	28jan04	Aeroflot titles still visible initially; l/n SHJ 08feb04; seen RKT 15apr05 stored ?
	EK-47835	An-24B	Petchabun Airlines	PHY	dec05	canx 08dec05; l/n PHY mar10/may15 good condition with flat tyres; reported dec15 to be acquired by the Jesada Technik Museum, Nakhon Chaisi, Thailand; dismantled oct16 prior to transportation to the Nakhon Chaisi museum on two trailers 22oct16; now owned by Khun Jesada; re-assembled at the Jesada Technik Museum (N13.814128 E100.196801) oct16; l/n 31oct19
1 73 073 08	CCCP-47836	An-24B	AFL/Ukraine	mfd	20oct71	toc 28oct71; rgd 23nov71; f/n IEV 11sep87; l/n IEV 08sep92
	UR-47836	An-24B	Avialini. Ukrayiny	IEV	16jul93	l/n IEV 04jul99
	UR-47836	An-24B	Ukraine National	IEV	11sep99	Natsionalni avialiniyi Ukrayiny; still in fleet list 31dec03; sat wfu at IEV on the grass (N50.403044 E30.434564) jun02/aug14; already canx 13aug08; broken up aug14
1 73 073 09	CCCP-47837	An-24B	AFL/Ukraine-IEV	mfd	25oct71	toc 29oct71; rgd 17nov71; f/n IEV 08sep92
	UR-47837	An-24B	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 04jul99
	UR-47837	An-24B	Ukraine National	IEV	11sep99	Natsionalni avialiniyi Ukrayiny; still in fleet list 31dec03; sat wfu at IEV on the grass (N50403029 E30.433614) jun02/may13; already canx 13aug08; l/n 25jul14, very derelict, fuselage resting on the ground, no wings; no longer visible on GE image dated 07sep14
1 73 073 10	CCCP-47838	An-24B	AFL/East Sib.-HTA	mfd	02nov71	toc 19nov71; rgd 01dec71; f/n PNH 11mar93
	RA-47838	An-24B	Chita Avia	trf	29jul93	f/n IKT 06jul94; in Aeroflot c/s and titles; l/n HTA 18apr97
	RA-47838	An-24B	Dauriya	IKT	07jun01	in basic Aeroflot c/s with additional 'Avialinii Zabaikalya' titles; seen UUD 19aug09; Dauriya was declared bankrupt 12may11; offered for sale 17sep11/01aug12; l/n HTA (N52.021934 E113.30004) 18jul12, port engine missing, reportedly opb Khabarovsk Avia, no titles; l/n dumped HTA jul13; visible on GE image dated 27jun14, but no longer visible by 17sep14
1 73 074 01	CCCP-47839	An-24B	AFL/West Sib.-KEJ	mfd	19nov71	toc 27nov71; rgd 09dec71
	RA-47839	An-24B	Aeroflot	ABA	13jul93	
	RA-47839	An-24B	Novosibirsk AE	trf	11mar94	f/n Novosibirsk-Severny 02aug96; in Aeroflot c/s and titles; l/n Novosibirsk-Severny 23jul00, seen Novosibirsk-Severny 03jul03, in Aeroflot c/s, no titles with one engine missing
	RA-47839	An-24B	Novosibirsk AE	Ovn	30aug07	l/n Novosibirsk-Severny 05jul08, basic Aeroflot c/s, with Novosibirsk Avia titles, no engines
1 73 074 02	CCCP-47840	An-24B	AFL/Northern	mfd	12nov71	toc 12nov71; rgd 21dec71; f/n LED 04sep87; l/n LED 16jul91
	RA-47840	An-24B	Pskovavia	trf	30apr93	f/n LED 15jun93, in Aeroflot c/s and titles; soc 1998 as to Angola (life-time expired as of jan06); not in 1999 fleet list; see next line
	D2-FRA	An-24B	Alada			photo on their website; not in fleet list jan02
1 73 074 03	CCCP-47841	An-24B	AFL/Tyumen-SGC	mfd	19nov71	toc 29nov71; rgd 13dec71
	RA-47841	An-24B	Aeroflot	OMS	12jun94	reported for TyumenAviaTrans
	RA-47841	An-24B	TyumenAviaTrans	ROV	21jul01	wrecked; l/n there 13aug01 and still current on Russian register mar03
1 73 074 04	CCCP-47842	An-24B	AFL/North Kavkaz	toc	28nov71	mfd given as 29nov71; rgd 13dec71; f/n VKO 02oct72
	RA-47842	An-24B	Kuban Airlines	trf	22feb94	f/n KRR 15jul94, in Aeroflot c/s and titles; not in 2000 fleet list; still not canx from Russian register by mar03
1 73 074 05	CCCP-47843	An-24B	AFL/Centr.Reg.-URS	mfd	03nov71	toc 21dec71; rgd 03jan72; f/n BKA 15mar90
	RA-47843	An-24B	Aeroflot	BKA	15may93	
	RA-47843	An-24B	Kurskavia	trf	04mar94	seen URS 01sep97, in Aeroflot c/s and titles; soc 10jul02 as calendar life of 36 years reached; canx 12jul02; l/n URS (N51.749369 E36.287005) 27aug07/feb17 wfu
1 73 074 06	CCCP-47844	An-24B	AFL/Kazakhstan	mfd	17dec71	toc 30dec71; rgd 17jan72; f/n ALA 23apr93; not canx from Soviet register
	UN-47844	An-24B	white top, n/t	GUW	25feb03	l/n GUW 10apr03
	UN-47844	An-24B	Euro-Asia Air	GUW	16oct03	l/n GUW 24may04
	UN-47844	An-24B	SCAT	CIT	01oct04	l/n ALA 25jan08
	UP-AN426	An-24B	SCAT	rgd	29feb08	f/n ALA 08jun08; l/n CIT 13jul19/19sep23, wfu
1 73 074 07	CCCP-47845	An-24B	AFL/Yakutiya	mfd	24dec71	toc 10jan72; rgd 25jan72; f/n YKS 03jul92
	RA-47845	An-24B	Aeroflot	YKS	13may95	
	RA-47845	An-24B	Sakha Avia	trf	19oct94	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
1 73 074 08	CCCP-47846	An-24B	AFL/Ukraine-HRK	mfd	18dec71	toc 26dec71; rgd 11jan72
	UR-47846	An-24B	Avialini. Ukrayiny	IEV	30aug93	l/n IEV 11may98 in primer
	UR-47846	An-24B	Donbass	KBP	25apr99	l/n KBP 01jun02
	UR-47846	An-24B	Donbassaero	DOK	17sep04	l/n KBP 02aug07
	UR-47846	An-24B	AeroSvit	KBP	01dec07	l/n KBP 10oct08; canx 20jul10
1 73 074 09	CCCP-47847	An-24B	AFL/Privolzhsk	mfd	16dec71	toc 25dec71; rgd 12jan72; f/n UFA late77
	RA-47847	An-24B	Aeroflot	OMS	11jul93	
	RA-47847	An-24B	Orenburg Airlines	trf	25nov93	l/n KUF 20may96, in Aeroflot c/s and titles
	RA-47847	An-24B	Orenburg Airlines	SVX	20aug99	l/n REN 29aug04; seen IEV 20may04 titles not reported and as UR- probably whilst on maintenance
	RA-47847	An-24B	UTair	SGC	06jul05	l/n VKO 06sep08; reportedly for UTair Express but no sightings yet; l/n REN jun11, all white, no titles; broken up
1 73 074 10	CCCP-47848	An-24B	AFL/Urals	mfd	17dec71	toc 28dec71; rgd 22mar72; opb Kirovski OAO
	RA-47848	An-24B	Kirov Avn Enterpr.	trf	18apr94	
	RA-47848	An-24B	Angara	rgd	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; scrapped aug24
1 73 075 01	CCCP-47849	An-24RV	Aeroflot/KShVLP	mfd	16dec71	Kirovograd Advanced Flying Training College; toc 31dec71; rgd 14jan72
	CCCP-47849	An-24RV	AFL/Ukraine	trf	23may72	
	CCCP-47849	An-24RV	Aeroflot/KShVLP	trf	23sep72	Kirovograd Advanced Flying Training College; soc 18aug83 as life-time expired; seen KGO jul93/sep94, still in good condition; l/n 05may07, (N48.540471 E32.274541) derelict
1 73 075 02	CCCP-83968	An-24RV	MAP LII Zhukovski	mfd	dec71	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
	RA-83968	An-24RV	LII im. Gromova	ZIA	15may93	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
	83968	An-24RV	LII im. Gromova	rgd	16apr01	on the Russian experimental aviation register; in basic 'blue' Aeroflot c/s, no titles; f/n ZIA 29jun02
	RA-83968	An-24RV	LII im. Gromova	ZIA	sep05	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)
2 73 075 03	CCCP-46845	An-24RV	AFL/Privolzhsk	mfd	14jan72	toc 27jan72; rgd 14feb72; f/n DME 24sep87; l/n BKA 20mar93
	RA-46845	An-24RV	Saransk Avn Ent.	trf	04mar94	f/n KUF 28nov98, in Aeroflot c/s and titles
2 73 075 04	CCCP-46846	An-24RV	AFL/Privolzhsk	mfd	14jan72	toc 26jan72; rgd 14feb72; f/n IEV 22aug91
	RA-46846	An-24RV	Aeroflot	BKA	28aug93	
	RA-46846	An-24RV	Penza Air	trf	31dec93	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;
	ER-AWC	An-24RV	Aerocom	rgd	02may01	reported see seen IEV 20may04, titles not reported, as UR-46846 which seems strange
	ER-AWC	An-24RV	Tobruk Air	KIV	02sep04	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
	RA-46846	An-24RV	IrAero		25aug08	reported in technical inspection document; l/n YKS 20jun24
2 73 075 05	CCCP-46847	An-24RV	Aeroflot/KShVLP	mfd	14jan72	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

2 73 075 06	CCCP-46848	An-24RV	AFL/Central Region	mfd	24feb72	toc 07mar72; rgd 27mar72; f/n BKA 07jul92; l/n BKA 15aug92
	RA-46848	An-24RV	Aeroflot	SVO	30aug93	
	RA-46848	An-24RV	Aviata	trf	29aug95	l/n TBW 16aug01, in Aeroflot c/s, titles not reported
	RA-46848	An-24RV	Mil ZAK ZAO	rgd	22jan03	
	RA-46848	An-24RV	Skol	rgd	09mar04	leased to UTair since 13mar04
	RA-46848	An-24RV	UTair	TJM	22jun06	l/n VKO dec06
	RA-46848	An-24RV	UTair Express	SGC	29mar10	l/n at a remote place at SGC oct11/sep19, all titles painted out and no engines, probably a rescue trainer
2 73 075 07	CCCP-47690	An-24RV	AFL/Magadan	mfd	26jan72	toc 10feb72; rgd 17mar72; photo Bilibino-Keperveyem date unknown in Aeroflot c/s with blue tail
	RA-47690	An-24RV	Kolymaavia	trf	24feb95	f/n VKO 01jul95, in Aeroflot c/s and titles; l/n IST 23sep97; reported for Adygheya Avia in JP-01; soc 02aug01 and canx 09aug01 as leased to Congo
	RA-47690	An-24RV	Trans Air Congo	SHJ	03apr02	l/n SHJ 09feb03; only 'T.A.C.' titles on tail
	ER-AZB	An-24RV	Pecotox Air	rgd	12feb03	seen KIV date unknown, in red/white c/s and named 'Ivan'
	ER-AZB	An-24RV	Aero Service	BZV	11aug04	according to Antonov the aircraft has been regarded as no longer airworthy from 20apr04; l/n PNR 13oct04, photo proof
	ER-AZB	An-24RV	Pecotox Air	KIV	02dec05	seen KIV 21mar06; the forward fuselage depicts a beach scene, the rear and tail a cascading waterfall, small Pecotox 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
2 73 075 08	CCCP-47691	An-24RV	AFL/N.Kavkaz-STW	mfd	18feb72	toc 01mar72; rgd 24mar72; reported 08feb74 in a near-miss incident over Donetsk; f/n jun78
	RA-47691	An-24RV	Stavropol Avia	trf	21oct94	
	RA-47691	An-24RV	bare metal	ROV	13may96	soc 01dec96 and canx 10dec96 as to Cuba
	CU-T1295	An-24RV	primer c/s, n/t	SXF	26feb97	also seen as such at RKV 28feb87 on delivery to Cubana
	CU-T1295	An-24RV	Cubana	HAV	21nov97	l/n SCU 23apr03 in service; dbr 14jun03 Nueva Gerona, Cuba; on approach the landing gear and flaps would not extend due to hydraulic pressure issues, the gear was finally extended, but the flaps and braking system was still inoperative upon landing and eventually veered off the end of the runway to the left side over uneven terrain and ended up in an artificial lake, breaking the front and left gear in the process; all 48 passengers and 4 crew survived
2 73 075 09	CCCP-47692	An-24RV	AFL/Kazakhstan-TSE	mfd	28jan72	toc 10feb72; rgd 20mar72
	CCCP-47692	An-24RV	AFL/East Siberia	trf	03jul88	
	CCCP-47692	An-24RV	AFL/Kazakhstan-TSE	trf	10oct88	
	UN-47692	An-24RV	Aeroflot	OMS	12jun94	reported for Kazakstan Airlines
	UN-47692	An-24RV	Tselina	TSE	oct98	l/n TSE sep02/mar03 stored/wfu
	UN-47692	An-24RV	SCAT	ALA	12sep03	l/n GYD 08jul07
	UP-AN424	An-24RV	SCAT	rgd	29feb08	f/n ALA 03aug08; l/n ALA 26oct14
	UP-AN424	An-24RV	Southern Sky	TSE	08may15	l/n ALA 04oct22
	RA-47692	An-24RV	IrAero	rgd	20apr23	f/n IKT 03mar24, full c/s with titles
2 73 075 10	CCCP-47693	An-24RV	AFL/Tajikistan-LBD	mfd	28jan72	rgd 22mar72; on charge as of 01apr72; f/n DYU 25mar76
	EY-47693	An-24RV	Daallo Airlines	JIB	may95	l/n ROV 14may96, in full green/white c/s, grey undersides with titles
	EY-47693	An-24RV	Tajikistan Al	SHJ	12oct97	l/n SHJ 14oct98
	EY-47693	An-24RV	Daallo Airlines	SHJ	10may99	returned the next day, see next line
	EY-47693	An-24RV	Tajikistan Al	SHJ	12may99	
	EY-47693	An-24RV	Daallo Airlines	SHJ	07oct00	
	EY-47693	An-24RV	Tajikistan Al	DYU	22may05	in fleet list 01nov04; in full c/s with Tajikistan titles; stored from 20may07 according to an official document of assets dated 01jan18; in Tajikistan fleet list 02oct07 as "in storage"; later returned to service for a period of time and was involved in an attempted hi-jack on 03apr09 when flying between BSA and JIB for Daallo Airlines; seen engineless at LBD aug14; l/n LBD 19jul16, stored with engines; GE image dated 16aug18 suggests it is still there
2 73 076 01	CCCP-47694	An-24RV	AFL/Uzbekistan	mfd	08feb72	rgd 15feb72; toc 02mar72
	CCCP-47694	An-24RV	AFL/Yakutiya	trf	04jun74	f/n MJZ 02jul92
	RA-47694	An-24RV	Aeroflot	KJA	12jun94	
	RA-47694	An-24RV	Almazy Ros.-Sakha	trf	18oct94	f/n IKT 06jun01; l/n IKT 17apr09; was rgd 02sep04 to Mirniy Aviation Enterprise
	RA-47694	An-24RV	Alrosa		31jul06	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 10aug24
2 73 076 02	CCCP-47695	An-24RV	AFL/Tyumen	toc	02mar72	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
2 73 076 03	CCCP-47696	An-24RV	AFL/Komi-SCW	mfd	18feb72	toc 07mar72; rgd 04apr72
	RA-47696	An-24RV	Komiavia	trf	22feb94	f/n SCW 10jun94, in Aeroflot c/s and titles
	RA-47696	An-24RV	Komiinteravia	SCW	24aug02	soc 10oct02 as life-time expired; canx 15oct02; wfu at SCW, l/n jun05/apr12 very derelict
2 73 076 04	CCCP-47697	An-24RV	AFL/Belarus-GME	mfd	24feb72	toc 03mar72; rgd 22mar72; f/n LED 28aug89
	EW-47697	An-24RV	Belavia	MHP	08sep93	
	EW-47697	An-24RV	Gomelavia	SHJ	04jul98	seen as 47697 bare metal IEV 07jul99 on overhaul; l/n MHP 05jan11; stored by mar11 as airline ceased operations; l/n GME 24apr11
	RA-47697	An-24RV	Pskovavia	DME	23may14	CofR renewal 24apr14; basic ex Gomelavia c/s with small badge and titles by the nose; l/n LED oct19; CofR renewal 27sep22
2 73 076 05	CCCP-47698	An-24RV	AFL/Moldova	mfd	25feb72	toc 14mar72; rgd 17apr72; f/n DYU 27aug75
	ER-47698	An-24RV	Air Moldova	rgd	04apr94	f/n IEV 22sep94; l/n KIV (N46.933877 E28.926643) jul03/21may19 stored; no reg visible on the later date; according to Antonov the aircraft has been regarded as no longer airworthy from 06dec01; canx between 09oct14 and 26jan15
2 73 076 06	YR-AMD	An-24RV	TAROM	rgd	28apr72	f/n MLA 20jul72; flew into the side of the Muntii Lotrului 29dec74 at an altitude of 1700 metres; reportedly, the crew was asked to make an unplanned stop at Sibiu, Romania by a high level member of local communist party; all 5 crew and 28 passengers on board were killed
2 73 076 07	YR-AME	An-24RV	TAROM	mfd	17mar72	also given as 25mar72; rgd 22apr72; canx 29jul93 as exported to Russia
	RA-49287	An-24RV	Aeroflot	OMS	12jun94	trf to KrasAir 22dec95
	RA-49287	An-24RV	Sibaviatrans	KJA	04jul03	last overhaul completed 28feb00; reported KJA 27jan02 as Sibir, but this is unlikely (probably misread for Sibaviatrans); operator's certificate revoked 05oct08 and operator declared bankrupt 01oct09; offered for sale by Sberbank 17dec08 with t/t 31,794 hours and sold to KrasAvia; l/n Krasnoyarsk-Cheremshanka 11may09
	RA-49287	An-24RV	KrasAvia	KJA	07jul10	l/n KJA 2013/29jun17 stored, engineless; was auctioned by KrasAvia 16jul18, but there was no bidder
2 73 076 08	CCCP-47699	An-24RV	AFL/Central Region	mfd	21mar72	rgd 19apr72; opb Bykovski OAO; f/n BKA 19may91
	TC-MOB	An-24RV	Mas Air	rgd	05jun92	leased from Bykovo Avia; named 'Yalikavak' after a town near Bodrum; f/n IST 07jul92; l/n BKA 25aug95
	RA-47699	An-24RV	Bykovo Avia	trf	30sep94	while on lease to Mas Air; in basic Mas Air c/s, no titles; f/n BKA 12mar96; l/n IEV 11may98; canx 27jan98 as to Ukraine
	UR-47699	An-24RV	bare metal	IEV	04may99	l/n VKO 29may00
	UR-MSI	An-24RV	Motor Sich	VKO	22aug01	in full c/s with 'Motor-Sich' titles; seen LED 30jun05 with the advertising 'FK Metallurg Zaporozhye' for a Zaporozhye football team; l/n as such 23jan10; seen in bare metal under overhaul at IEV 29mar10; f/n painted again IEV 06may10; new CofR issued 26aug11; seen ODS 15jan22; current on register 13aug22; damaged during the fighting at NLV probably on 27feb22 (received several hits in the rear fuselage)
2 73 076 09	CCCP-47258	An-24RV	AFL/Northern	mfd	17mar72	toc 04apr72; rgd 25apr72; f/n IEV 21jun72; l/n LED 31may92; registration is out of sequence
	RA-47258	An-24RV	Aeroflot	LED	14jun93	l/n IST may98, but titles not reported; soc and canx 04sep97 as to Ukraine
	UR-47258	An-24RV	Motor Sich	IST	06aug98	l/n IST 13mar05; deleted from dec05 fleet list; in SCAT fleet list 29jun06; in Motor Sich fleet list dec07 as "for sale"
	UN-47258	An-24RV	SCAT	ALA	early08	in full c/s with titles
	UP-AN419	An-24RV	SCAT	rgd	29feb08	f/n CIT 15feb10; l/n CIT 13jul19/19sep23, wfu
2 73 076 10	CCCP-47196	An-24RV	AFL/Latvia	mfd	21mar72	toc 04apr72; rgd 19apr72; soc 18mar85 as trf to Cuba and canx the same day
	CU-T1262	An-24RV	Cubana	PRG	27apr85	seen HAV dec95, in revised Cubana c/s without cheatline; one of three aircraft substantially modified in Cuba to reduce weight and improve fuel consumption, in order to compete with the Fokker 27s; named 'La Santa Maria' after completion; w/o 11jul97 on a flight from Santiago de Cuba to Havana when started to bank to the left while climbing through a height of 150 metres (reportedly the left engine had failed), lost height and crashed into the sea some 5 km from the airport, all 5 crew members and 39 passengers were killed; the wreckage could not be recovered from the Cayman Trough
2 73 077 01	CCCP-47197	An-24RV	AFL/Urals-MQF	mfd	27mar72	toc 06apr72; rgd 26apr72
	RA-47197	An-24RV	Spair Airlines	ph.	1994	in Turkey, possibly 1994 or 1995; basic Aeroflot colours and large SPAIR titles in red on forward port fuselage
	RA-47197	An-24RV	Magnitogorsk Air	trf	12apr94	impounded because of debts 02apr98 and offered for sale by Russian privatisation agency 19jun98; soc and canx 25may98 as to Ukraine
	EL-WTA	An-24RV	Air Cess	SHJ	oct98	in basic Aeroflot c/s
	3C-KKH	An-24RV	Air Cess, n/t	SHJ	14feb99	c/n confirmed, l/n SHJ 19sep99
	3C-KKH	An-24RV	Damal Airlines	SHJ	28mar00	l/n SHJ 15jan01
	3C-KKH	An-24RV	all-white c/s, n/t	SHJ	29jan01	l/n SHJ 24apr01
	3C-KKH	An-24RV	Royal Airlines	SHJ	09may01	l/n SHJ jul01
	3C-KKH	An-24RV	all-white c/s, n/t	SHJ	15sep01	l/n FIH 21may04
	9Q-CYF	An-24RV	all-white c/s, n/t	FIH	21mar09	reportedly opb Government of DR Congo; l/n FIH 19aug09
2 73 077 02	CCCP-47198	An-24RV	AFL/GosNII GA	mfd	06apr72	toc 20apr72
	CCCP-47198	An-24RV	AFL/Far East-UUS	trf	31may83	rgd 27jun73; f/n VVO 27mar92, in Aeroflot 'polar' c/s; l/n KHV oct92
	RA-47198	An-24RV	Aeroflot	KHV	24may93	l/n UUS 07jul94
	RA-47198	An-24RV	Sakhal. AviaTrassy	trf	26may93	in full c/s with large 'SAT' titles; f/n UUS 15apr06; seen UUS 28sep13, no tail; l/n UUS 20dec13, complete, being lifted on to a pedestal for preservation and display (N46.886383 E142.74645) at the intersection to the approach road to the airport; l/n 21nov24
2 73 077 03	CCCP-47199	An-24RV	AFL/Central Region	mfd	03apr72	toc 05may72; rgd 30may72; f/n LED 01sep88
	RA-47199	An-24RV	Aviata	trf	25jan94	f/n UFA 13jul94 in Aeroflot c/s and titles; l/n TBW 18aug99 in Aeroflot c/s, titles not reported
	RA-47199	An-24RV	Aeroflot c/s, n/t	TBW	16aug01	
	RA-47199	An-24RV	Arkhangelsk Al	IEV	22may04	in full c/s with small 'Arkhangelskiye Vozdushnyye Linii' titles on the rear fuselage and large 'AVL' on the nose; the airline was bought by Aeroflot aug04 and renamed Aeroflot-Nord, but the aircraft was not repainted but the large 'AVL' on the nose was painted out; l/n SVO 29aug10

	RA-47199	An-24RV	Nordavia	ARH	02sep11	in basic Arkhangelsk Airlines c/s; l/n active NNM 30jan12; stored at ARH, seen mar12/01aug19
2 73 077 04	CCCP-47252	An-24RV	AFL/Centr.Reg.-TYA	mfd	06apr72	toc 11may72; rgd 03aug72; f/n IEV 20mar91
	RA-47252	An-24RV	ST Aero	trf	30mar94	f/n ROV 19sep94, in Aeroflot c/s and titles
	RA-47252	An-24RV	ST Aero	STW	23apr98	in Aeroflot c/s, no titles; l/n SHJ 02apr99
	RA-47252	An-24RV	Daallo Airlines	SHJ	nov99	l/n SHJ 29jul01; soc and canx 08apr02 as leased to Djibouti; l/n ASM 02jun03
	RA-47252	An-24RV	all-white c/s, n/t	SHJ	12oct03	
	EX-47252	An-24RV	all-white c/s, n/t	ph.	10apr04	at Hargeisa
	EX-47252	An-24RV	Daallo Airlines	JIB	27mar05	c/n not checked; in all-white c/s no titles; l/n JIB 27jun05
	EX-47252	An-24RV	Canadian Aw Congo	BZV	26jan06	c/n not checked; in all-white c/s with titles; l/n BZV 19mar06; c/n advertised for sale by Avia Traffic jan08, with t/t 45,447 hours and 28,716 cycles
	EX-252	An-24RV	Avia Traffic n/t	FRU	29may08	in white/light grey c/s; c/n confirmed by Kyrgyz CAA; still in fleet listing nov10; canx prior to 20dec13
2 73 077 05	CCCP-47253	An-24RV	AFL/Privolzhsk	mfd	10apr72	toc 21apr72; rgd 25may72
	RA-47253	An-24RV	Saransk Avn Ent.	trf	04mar94	f/n LED 06jul94; in Aeroflot c/s and titles; l/n SVX 17aug99 wfu
2 73 077 06	CCCP-47254	An-24RV	AFL/West Sib.-TOF	mfd	15apr72	toc 27apr72; rgd 18may72
	RA-47254	An-24RV	Tomsk Avia	trf	30mar94	f/n TOF 06jul04
	RA-47254	An-24RV	Inter Avia	DME	25jun05	in basic Aeroflot c/s; l/n as such DME 10sep05; seen in full c/s ROV 27jun06
	RA-47254	An-24RV	Tomsk Avia	TOF	06jun07	in full c/s; seen TOF 26mar13; l/n TOF 29oct16/13sep19 in poor condition
2 73 077 07	CCCP-47255	An-24RV	AFL/West Siberia	mfd	21apr72	also given as 04apr71; toc 30apr72; rgd 18may72; opb Tolmachovski OAO
	RA-47255	An-24RV	Tomsk Avia	trf	30mar94	initially still in full Aeroflot c/s including titles; l/n as such IKT 11may95; repainted in all-white c/s; f/n as such DME 27jul02, titles not read off; f/n with titles TOF 05jul04
	RA-47255	An-24RV	Inter Avia	DME	25jun05	leased from Tomsk Avia; in basic 'blue' Aeroflot c/s with own titles and logo; l/n DME 25aug05
	RA-47255	An-24RV	Tomsk Avia	rgd	24apr08	in full c/s; f/n TOF 08aug09; t/t 56,884 hours and 38,456 cycles by 01jan10; l/n operational TOF 18nov14; the operator's certificate of Tomsk Avia was revoked 17jul15 and the company was declared bankrupt 21mar16; offered for sale 03jun16, but the auction process was stopped by a court order dated 12jul16; stored at TOF, seen sep19/aug20, see dates below
	RA-47255	An-24RV	IrAero	rgd	15apr19	new CofR issued 16dec20; f/n YKS 19jun21 with titles; l/n IKT 20apr24
2 73 077 08	CCCP-47256	An-24RV	AFL/Ukraine	mfd	27apr72	toc 28apr72; rgd 10may72; f/n VKO mid75
	UR-47256	An-24RV	Aeroflot c/s, n/t	VKO	22may93	
	UR-47256	An-24RV	Crimea Airlines	SIP	20sep94	
	UR-47256	An-24RV	Mas Air	IST	17feb95	
	UR-47256	An-24RV	Crimea Airlines	IST	11apr96	l/n SIP 29apr99; l/n CMB 01mar00 no titles; l/n SIP 23jun01, titles not reported
	UR-47256	An-24RV	Kiev ARP 410 Al	KBP	08dec03	l/n IEV 21dec07
	UR-47256	An-24RV	VIP Airlines	IEV	27aug08	with titles; l/n IEV 21nov09
	UR-47256	An-24RV	South Airlines	HRK	20jan10	all-white c/s, no titles; in Sky Georgia fleet list aug10 according to Georgian Govt website; seen ODS 06oct10 undergoing maintenance, all-white c/s, no titles; l/n ODS 10dec14/09aug16, as such; canx between 04/10aug17
2 73 077 09	CCCP-47257	An-24RV	AFL/Ukraine	mfd	10may72	toc 11may72; rgd 19may72; f/n IEV 14apr92; l/n IEV 08sep92
	UR-47257	An-24RV	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 11may98; seen IEV 03may99, titles not reported
	UR-47257	An-24RV	Ukraine National	IEV	28aug01	Natsionalni avialiniyi Ukrayiny; still in fleet list 31dec03; sat wfu at IEV on the grass jun02/oct10; was canx 13aug08; seen cut in half and being scrapped IEV 17may12
2 73 077 10	BNMAU-7710	An-24RV	MIAT Mongolia	ULN	17dec77	crashed on landing Ulaanbaatar 23jan87 according to CAA; seen wfu Uburkhangai Administrative Region (N46.249635 E102.80329) mar92, photo 1998 with broken wings; same location?
2 73 078 01	CCCP-47259	An-24RV	AFL/Belarus	mfd	17may72	toc 25may72; rgd 12jun72; f/n SXF 05jul72
	EW-47259	An-24RV	Belavia	IEV	29aug93	not in 1998 fleet list
	RA-47259	An-24RV	Anadyr Airlines	rgd	08aug95	f/n MHP 18aug97, in full Belavia c/s; l/n MHP 13jun99 still as RA-; soc 05may97 and canx from Russian register as retired to Belarus
	EW-47259	An-24RV	Belavia	MHP	18may05	l/n MHP 08aug06/09may08 wfu; scrapped jun08
2 73 078 02	CCCP-47260	An-24RV	AFL/North Kavkaz	mfd	22may72	toc 26may72; rgd 16jun72; f/n LED 12sep87
	RA-47260	An-24RV	Astrakhan Airlines	trf	14apr94	f/n ASF 19may96, in Aeroflot c/s, no titles; l/n IST 10aug00, titles not reported
	RA-47260	An-24RV	Astrakhan Airlines	EVN	04apr01	l/n SAW 16dec04
	RA-47260	An-24RV	Polyarnyye Avial.	YKS	09apr07	already reported in technical inspection document 28sep04; l/n YKS 26aug24
2 73 078 03	CCCP-47261	An-24RV	AFL/Urals	mfd	17may72	toc 01jun72; rgd 19jul72
	CCCP-47261	An-24RV	Aeroflot/KShVLP	trf	01apr75	Kirovograd Advanced Flying Training College
	CCCP-47261	An-24RV	AFL/Urals	trf	23may75	trf 22mar82 as to Kampuchea
	XU-311	An-24RV	Kampuchea Airlines	PNH	13nov88	c/n confirmed again PNH nov93; l/n PNH 09jan04
	XU-311	An-24RV	PMT Air	PNH	08feb05	in feb05 fleet list as leased; l/n PNH 02jan13/14dec19, wfu
2 73 078 04	CCCP-47262	An-24RV	AFL/Privolzhsk-GOJ	mfd	26may72	toc 03jun72; rgd 16jun72; f/n ANC 29oct90; mentioned in Russian register as canx 19nov92 after an accident 22feb92, see next line
	OB-1439	An-24RV	Trans Amazon	rgd	03jun91	no reports; named 'Ciudad de Qosqo'; dbr Arequipa 22feb92, landed late on the runway and overran by 150 metres, ending up in rough ground causing the landing gear to collapse; canx 30apr93; photo Arequipa 18jan94, just the remains of the cockpit section
2 73 078 05	CCCP-47263	An-24RV	AFL/East Siberia	mfd	05jun72	toc 19jun72; rgd 27jul72; f/n IKT late 1977
	RA-47263	An-24RV	Baikalavia	trf	30jun92	f/n IKT 10may95, in Aeroflot c/s and titles
	RA-47263	An-24RV	Baikalavia	IKT	05jun01	seen IKT aug03/28oct17 stored, no engines; carried 'Baikal Airlines' titles; canx 03apr19; l/n IKT 29aug20, very derelict, scrapped by 31mar21, with only some small parts remaining
2 73 078 06	CCCP-47264	An-24RV	AFL/Privolzhsk	mfd	16jun72	toc 20jun72; rgd 01aug72; f/n UFA late 1977
	RA-47264	An-24RV	Aeroflot	BKA	27jun93	
	RA-47264	An-24RV	Balakovo Avn Ent.	trf	20oct93	
	RA-47264	An-24RV	Karat	VKO	06jun99	leased from Balakovo Aviation Enterprise; l/n VKO 05jul05
	RA-47264	An-24RV	Kirov Avn Enterpr.	KVX	08feb07	in all-white c/s, no titles; already reported in technical inspection document 10jan07; l/n VKO 23mar10
	RA-47264	An-24RV	UTair Express	NNM	02may10	leased from Kirov Aviation Enterprise; l/n SCW 03oct14
	RA-47264	An-24RV	Turukhan	trf	mar15	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 ARH 15sep24
2 73 078 07	CCCP-47265	An-24RV	AFL/Ukraine	mfd	28jun72	toc 30jun72; rgd 25aug72; f/n SIP 19sep87
	UR-47265	An-24RV	Crimea Airlines	IST	18feb94	l/n PRG 12jan99
	UR-47265	An-24RV	Kiev ARP 410 Al	IST	13dec99	l/n SIP 07jul04
	UR-CFO	An-24RV	UM Air	SIP	09apr08	in white c/s with dark blue belly and blue/yellow trim
	UR-CFO	An-24RV	Bukovyna	no	reports	based at Chernivtsi; canx 03feb10
2 73 078 08	CCCP-46462	An-24RV	AFL/N.Kavkaz-STW	mfd	26jun72	toc 12jul72; rgd 08aug72; f/n AER 21sep87
	RA-46462	An-24RV	Stravropol Avia	trf	21nov94	
	RA-46462	An-24RV	Daallo Airlines	JIB	30jan95	full colour scheme and titles; l/n JIB may95
	RA-46462	An-24RV	Africa Cargo Air	HLA	19aug96	l/n HLA 04nov96; leased from Stavropol Avia; slide exists as such dated feb97, probably the slide was developed after, see next line
	RA-46462	An-24RV	Golden Airways	ACC	17jan97	l/n BZV 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
2 73 078 09	CCCP-46463	An-24RV	AFL/Privolzhsk-GOJ	mfd	29jun72	toc 01jul72; rgd 15aug72; f/n GOJ 25jun83
	XU-310	An-24RV	Kampuchea Airlines	PNH	13nov88	c/n not confirmed
	RA-46463	An-24RV	Kampuchea Airlines	REP	02oct93	c/n confirmed and photo proof as RA-; l/n PNH 26mar94; reported leased until jun94; see trf next line
	RA-46463	An-24RV	Nizhni Novgorod Al	trf	25nov93	f/n GOJ 22aug95, in Aeroflot c/s and titles
	RA-46463	An-24RV	Aeroflot c/s, n/t	BUD	16sep96	trf to Cambodia 07oct99; canx 11oct99, see next line
	RA-46463	An-24RV	Royal Phnom Penh	REP	07nov99	
	XU-054	An-24RV	President Airlines	REP	22apr00	in full Royal Phnom Penh Airways c/s
	XU-054	An-24RV	Royal Phnom Penh	REP	15jan01	l/n BKA 24aug03
	UR-ELT	An-24RV	Air Urga	IEV	22may04	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
	UR-ELT	An-24RV	United Nations	ADD	19apr06	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'
	UR-ELT	An-24RV	Air Urga	IEV	22sep12	in all-white c/s, no titles; offered for sale 31mar12 with t/t 48,675 hours; l/n UDJ 06oct12; canx 27oct15
2 73 078 10	CCCP-46464	An-24RV	AFL/Ukraine	mfd	31may72	on charge as of 01jul72; rgd 14jul72; f/n BKA 06dec89; seen with Aeroflot titles and a white tail sep92
	UR-46464	An-24RV	Aeroflot c/s, n/t	IST	21jun93	
	UR-46464	An-24RV	Crimea Airlines	IST	18feb94	
	ER-46464	An-24RV	Air Moldova	rgd	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	An-24RV	not reported	IEV	19jun01	
	UR-46464	An-24RV	Kiev ARP 410 Al	KBP	08dec03	l/n SAW 24jan07
	UR-46464	An-24RV	Mars RK Ltd	no	reports	in Air Urga fleet list mar07 and reported owned by Mars RK Ltd; seen KGO 07may07 in ex ARP-410 c/s no titles
	UR-46464	An-24RV	United Nations	IST	01jun07	seen IST 04jul08 still with UN and United Nations titles; seen SIP 12jul09, white c/s, no titles; l/n IEV 21oct09
	UR-46464	An-24RV	Air Urga	IEV	06nov09	white, with red titles on forward fuselage; l/n OZH 07nov09
	UR-46464	An-24RV	United Nations	FKI	03jan10	seen GOM between apr10 and jul10; l/n KGO 21aug14; canx 01jan14
2 73 079 01	CCCP-46465	An-24RV	AFL/Belarus	mfd	22jun72	toc 06jul72; rgd 09aug72
	EW-46465	An-24RV	Belavia	LED	12sep93	
	EW-46465	An-24RV	Gomelavia	trf	1996	
	EW-46465	An-24RV	Lionair	lsd	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
2 73 079 02	YR-AMF	An-24RV	TAROM	rgd	24jul72	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 03	SP-LTS	An-24V	LOT	mfd	29jun72	d/d 28jul72; named 'San'; canx 25nov87; d/d ex WAW 27nov87
	LZ-ANT	An-24V	Balkan	WAW	23nov87	rgd 24nov87; t/t 23,507 hours, 26,288 cycles at 01aug92; l/n VAR 27jun93
	RA-49290	An-24V	Mostarez	OSR	14dec95	confirmation of titles welcome
	RA-49290	An-24V	Comandor Avia	OSR	19feb96	l/n KGO 05may98
	RA-49290	An-24V	no titles	HRK	27apr99	l/n IST 13may99; was reported for Ukraine Air Alliance

	LZ-ASZ	An-24V	Aviostart	ATH	07apr00	in two-tone blue star-burst c/s, no titles; seen PRG 13jun01 with titles; l/n SOF 15mar08
	Z3-AAJ	An-24V	Airlift Service	SOF	15apr08	l/n SOF mar09/17sep09 stored ?
	YA-PIS	An-24V	Pamir Airways	TZX	01apr10	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 04	CCCP-46466	An-24RV	AFL/Privolzhsk-REN	mfd	07jul72	toc 22jul72; rgd 15aug72; l/n RVH 06sep92
	RA-46466	An-24RV	Aeroflot	BKA	05jul93	trf to Penza Aviation Enterprise 31dec93
	RA-46466	An-24RV	Aeroflot c/s, n/t	IEV	02jul96	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
	RA-46466	An-24RV	KrasAvia	NSK	18apr10	in full c/s; l/n KEJ 20mar22
2 73 079 05	CCCP-46467	An-24RV	AFL/N.Kavkaz-KRR	mfd	21jul72	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. Apshara (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
2 73 079 06	CCCP-46468	An-24RV	AFL/Komi-SCW	mfd	21jul72	toc 27jul72; rgd 16aug72; f/n IEV 08sep92; l/n IEV 08sep93
	RA-46468	An-24RV	Komiavia	trf	22feb94	f/n SCW 10jun94, in Aeroflot c/s and titles
	RA-46468	An-24RV	Komiavia	IEV	11may98	reported for Komiinteravia
	RA-46468	An-24RV	Yakutiya	rgd	17jan03	f/n YKS 14aug03; l/n YKS 01jul04; lsf Komiinteravia since 17jan03
	RA-46468	An-24RV	Komiavia	SCW	29jun05	full latest colours; l/n SVX 21jun06
	RA-46468	An-24RV	UTair Express		21feb07	reported in technical inspection document; f/n SCW 11jun07 in light blue c/s; l/n TJM 06oct13
	RA-46468	An-24RV	Turukhan	trf	jan15	l/n Krasnoyarsk-Cheremshanka 09jun15; canx 11nov19; broken up at Krasnoyarsk-Cheremshanka, remains only by 13may20
2 73 079 07	CCCP-46469	An-24RV	AFL/Ukraine-VSG	mfd	25jul72	toc 02aug72; rgd 31aug72; f/n BKA 25sep91
	CCCP-46469	An-24RV	Avialini. Ukrayiny	IEV	08sep92	
	UR-46469	An-24RV	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 12may98
	UR-46469	An-24RV	Aerotrans	IEV	04may99	
	UR-46469	An-24RV	Ukraine National	IEV	26jun99	Natsionalni avialiniyi Ukrayiny; based at Kiev; l/n IEV 04jul99
	UR-46469	An-24RV	Getra	IEV	04jul00	leased from Natsionalni avialiniyi Ukrayiny; l/n IST 11jul02, titles not reported
	UR-46469	An-24RV	Ukraine National	KBP	30apr03	Natsionalni avialiniyi Ukrayiny; still in fleet list 31dec03; sat wfu at IEV on the grass may04/01apr12; was canx 13aug08
2 73 079 08	CCCP-46470	An-24RV	AFL/Krasnoyar.-ABA	mfd	26aug72	toc 13sep72; rgd 20oct72; f/n IKT 1977; l/n KJA 01jul92
	RA-46470	An-24RV	Khakasiya	trf	25nov93	
	RA-46470	An-24RV	Sakha Avia	rgd	23dec03	
	RA-46470	An-24RV	Magma	IKT	04jul04	in overhaul plant
	RA-46470	An-24RV	Yakutiya	YKS	17oct06	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
2 73 079 09	CCCP-46471	An-24RV	AFL/Lithuania-VNO	mfd	28jul72	toc 15aug72; rgd 29aug72; f/n VNO feb90; l/n SVO 23sep91
	LY-AAG	An-24RV	Lithuanian Al	ARN	16may92	l/n VNO 10sep93; CofA expired 28oct94; reported canx from register during 1996
	ST-FAG	An-24RV	Federal Airlines	w/o	03may96	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
2 73 079 10	CCCP-46472	An-24RV	AFL/Uzbekistan-SKD	mfd	08aug72	toc 18aug72; 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
2 73 080 01	CCCP-46473(1)	An-24RV	AFL/North Kavkaz	mfd	27jul72	toc 18aug72; rgd 01sep72; see c/n 27308101
	RA-46473(1)	An-24RV	Kuban Airlines	trf	22feb94	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
2 73 080 02	CCCP-46474	An-24RV	AFL/Far East	mfd	25aug72	rgd 29sep72; on charge as of 01oct72
	RA-46474	An-24RV	Aeroflot	KHV	24may93	l/n KHV 12may99
	RA-46474	An-24RV	Dalavia	KHV	01aug01	in basic Aeroflot c/s; l/n KHV 03dec07; scrapped at KHV in early 2012, only parts remained by 02apr12
2 73 080 03	CCCP-46475	An-24RV	AFL/Ukraine-VSG	mfd	04aug72	rgd 29sep72; on charge as of 01oct72; f/n VKO 02oct72
	UR-46475	An-24RV	Avialini. Ukrayiny	rgd	27apr93	f/n IEV 28jun95; reported in fleet list oct96 as stored
	UR-46475	An-24RV	Avial. Ukr c/s n/t	IEV	04may99	on overhaul
	UR-46475	An-24RV	Lugansk Airlines	IEV	07jul99	in full c/s but without titles; l/n as such EVN 25feb01; seen IEV 28aug01 with 'Lugansk Aviation' titles
	UR-46475	An-24RV	Ukraine Intl Airl.	LWO	28may05	owned by Lugansk Airlines; seen KBP 10jun06; canx 01oct08; l/n VSG 05jan12
2 73 080 04	CCCP-46476	An-24RV	AFL/Ukraine-IEV	toc	25aug72	rgd 22sep72; opb Kievski OAO; dbr 25apr75 on landing at Poltava in poor visibility when dropped below the glide path and entered a layer of ground fog on final approach, the decision to go around was taken too late and the aircraft crash-landed 2,130 metres before the runway threshold, suffering substantial damage, all 4 crew and 7 passengers escaped unhurt; soc 19may75
2 73 080 05	CCCP-46477	An-24RV	AFL/Ukraine-SIP	mfd	04sep72	toc 14sep72; rgd 23oct72; f/n SIP 19aug87; see c/n 87304409
	UR-46477	An-24RV	Avialini. Ukrayiny	SIP	07may93	in basic Aeroflot c/s, no titles
	UR-46477	An-24RV	Crimea Airlines	IST	18feb94	l/n IEV 07jul99
	UR-46477	An-24RV	Kiev ARP 410 Al	SHJ	mar02	in full c/s with; l/n UDJ 17may04
	4L-GLG	An-24RV	Kiev ARP 410 c/s	HER	23aug04	c/n confirmed; reportedly opb Sakaviaservice; l/n ROV 17jul08
	RA-46447(2)	An-24RV	Desna-Avia	rgd	12may09	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 Novorossiya troops at Donetsk airport sep14, wreck l/n oct14
2 73 080 06	CCCP-46478	An-24RV	AFL/Kazakhstan	mfd	08sep72	toc 14sep72; rgd 11nov72; opb Kustanaiski OAO; f/n LED 01sep88
	46478	An-24RV	Kazakhstan Al	trf		w/o Kostanai 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 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
2 73 080 07	CCCP-46479	An-24RV	AFL/Magadan	mfd	13sep72	on charge as of 01oct72; rgd 22nov72
	RA-46479	An-24RV	Maikon Avia	IST	dec93	l/n IST 19dec99; reported for Adygheya Avia
	RA-46479	An-24RV	Kolymaavia	trf	24feb95	
	RA-46479	An-24RV	Aero Service	rgd	29jul02	in Russian Register as 'AEROSS' 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
	ER-AZM	An-24RV	Aero Service	rgd	27jan04	f/n PNR 11may05 in red/white c/s; named 'Lina'
	ER-AZM	An-24RV	Pecotox Air	KIV	2005	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
	RA-46479	An-24RV	Yakutiya	ROV	03mar10	l/n 26feb13
	RA-46479	An-24RV	Polyarnyye Avial.	lsd	2013	f/n YKS 14jun13 with titles
	RA-46479	An-24RV	Yakutiya	ret	jun15	f/n KHV 25jul15; l/n YKS 08oct19
	RA-46479	An-24RV	Polyarnyye Avial.	trf	nov19	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 11jul24
2 73 080 08	CCCP-46480	An-24RV	AFL/Privolzhsk-GOJ	mfd	21sep72	toc 10sep72; mfd given in some documents as 23sep72; rgd 26oct72
	CCCP-46480	An-24RV	AFL/Privolzhsk-SKX	trf	unknown	
	RA-46480	An-24RV	Saransk Avn Ent.	trf	04mar94	seen BKA 22aug97, in Aeroflot c/s, no titles; CofR renewal 23nov98; l/n SVO mar01
	RA-46480	An-24RV	Vladimir Avn Ent.	trf	apr06	
	RA-46480	An-24RV	IrAero	UUD	10aug07	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
2 73 080 09	CCCP-46481	An-24RV	AFL/Tyumen-SLY	mfd	18sep72	toc 22sep72; rgd 25oct72
	RA-46481	An-24RV	Aeroflot	Ovn	21apr93	
	RA-46481	An-24RV	TyumenAviaTrans	TJM	27jul00	
	RA-46481	An-24RV	UTair	rgd	05feb03	f/n SVX 05jul03; l/n GOJ 18sep07
	RA-46481	An-24RV	UTair Express	GOJ	12dec08	l/n SCW 15feb14, active; scrapped SCW 09feb15
2 73 080 10	CCCP-46482	An-24RV	AFL/North Kavkaz	mfd	26sep72	toc 05oct72; rgd 02nov72; f/n IEV mid77
	CCCP-46482	An-24RV	AFL/Urals-MQF	trf	18oct80	
	RA-46482	An-24RV	Magnitogorsk Air	trf	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
	ER-AFU	An-24RV	Aerocom	rgd	30nov98	f/n BGO 29jan99, ferried BGO-RKV this date; canx 17feb99; see An-26 c/n 12603
	OB-1717	An-24RV	Star Up S.A	rgd	14may99	f/n CUZ feb00, named 'Anna'; CofA expired 28jun03; l/n LIM 23mar04; canx 10mar05
2 73 081 01	CCCP-46483	An-24RV	AFL/Belarus-GME	mfd	28sep72	toc 04oct72; rgd 26oct72; f/n LED 24aug91
	EW-46483	An-24RV	Belavia	TLL	27apr95	
	EW-46483	An-24RV	Gomelavia	SVO	late96	
	EW-46483	An-24RV	Lionair	RML	12sep97	leased from Gomelavia
	EW-46483	An-24RV	LA Félou		jun00	leased from Gomelavia, returned dec00
	EW-46483	An-24RV	Belavia	IEV	06aug02	l/n LED 24apr09; withdrawn from Belavia service 28may09
	EW-46483	An-24RV	Gomelavia	GME	24apr11	
	RA-46473(2)	An-24RV	Pskovavia	rgd	11aug11	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
2 73 081 02	CCCP-46484	An-24RV	AFL/Central Region	mfd	17oct72	toc 26oct72; rgd 27nov72; f/n BKA 14dec77
	RA-46484	An-24RV	Kurskavia	trf	04mar94	f/n IST 07dec95, in Aeroflot c/s and titles
	RA-46484	An-24RV	all-white c/s, n/t	IST	14apr97	l/n URS 01sep97; soc and canx 10oct00 as to Ukraine in a non-airworthy condition
	ER-AWH	An-24RV	Aerocom	rgd	02jul01	canx 22nov01
	CU-T1236	An-24RV	Cubana	SXF	05dec01	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
2 73 081 03	CCCP-46485	An-24RV	AFL/Privolzhsk-UFA	mfd	23oct72	toc 26oct72; rgd 22nov72; f/n BKA 29aug89
	RA-46485	An-24RV	Bashkirian Al	trf	unknown	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
2 73 081 04	CCCP-46486	An-24RV	AFL/Urals	mfd	19oct72	toc 27oct72; rgd 20nov72; f/n SVX 20apr93
	RA-46486	An-24RV	Magnitogorsk Air	trf	12apr94	f/n DME 25aug97; soc and canx 23jun99 as to Moldova
	D2-FCG	An-24RV	Asa Pesada	LAD	19aug99	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
2 73 081 05	CCCP-46487	An-24RV	AFL/Latvia-RIX	mfd	25oct72	toc 26oct72; rgd 20nov72
	CCCP-46487	An-24RV	AFL/Ukraine	trf	unknown	on charge as of 01apr76
	CCCP-46487	An-24RV	AFL/Latvia-RIX	trf	unknown	on charge as of 01jul76; f/n LED 01sep88; l/n IEV 08sep92
	YL-LCF	An-24RV	Latavio	rgd	26oct92	f/n WAW 19apr93; l/n AMS 13jul93; canx 09dec94
	CU-T1294	An-24RV	Cubana n/t	SXF	25may96	in basic former Latavio/Aeroflot c/s with blue cheatline and white tail, Cuban flag behind the cockpit; l/n HAV 19nov96
	CU-T1294	An-24RV	Cubana	HAV	12mar98	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 14jun24
2 73 081 06	CCCP-46488	An-24RV	AFL/Yakutiya	mfd	26oct72	toc 15nov72; rgd 19jan73; f/n Nyurba 02jul92
	RA-46488	An-24RV	Aeroflot	KJA	09jul94	
	RA-46488	An-24RV	Almazy Ros.-Sakha	trf	18oct94	
	RA-46488	An-24RV	Alrosa	YKS	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 14mar24
2 73 081 07	CCCP-46489	An-24RV	AFL/West Siberia	mfd	30oct72	toc 18nov72; rgd 13dec72; opb Kemerovski OAO; f/n ALA 23apr84; l/n IEV 08sep92
	RA-46489	An-24RV	Kemerovo Avn. Ent.	trf	19apr94	leased to C-Air in 1995
	46489	An-24RV	primer	IEV	04jul96	
	RA-46489	An-24RV	Sibaviatrans	Kjc	03jun01	leased from Kemerovo Aviation Enterprise; last overhaul completed mar02
	RA-46489	An-24RV	Kuzbassaviafrakht	rgd	10jun03	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
	RA-46489	An-24RV	Regional Airlines	rgd	20apr04	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
2 73 081 08	CCCP-46490	An-24RV	AFL/Turkmenis.-KRW	mfd	31oct72	toc 24nov72; rgd 18dec72
	EZ-46490	An-24RV	Turkmenistan Al	KRW	18may96	
	UR-46490	An-24RV	not reported	IEV	02may99	presumably just for overhaul; in Turkmenistan fleet list nov99/jan04
	EZ-46490	An-24RV	Turkmenistan Al	ASB	06nov08	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	An-24V	Civ Avn Adm China	rgd	1972	f/n PEK 20apr79
	B-3407	An-24V	Civ Avn Adm China	rgd	may85	f/n PEK 06apr86; l/n HRB 05oct88
	B-3407	An-24V	China Northern	post	sep90	f/n HRB 23nov91, stored in full CAAC c/s and titles; was previously reported broken up at Shenyang jun91
2 73 081 10	B-434	An-24V	Civ Avn Adm China	rgd	1971	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, 32 passengers and 6 crew killed; 2 passengers and 1 crew member survived
	B-3408	An-24V	Civ Avn Adm China			not taken up, see previous line
2 73 082 01	B-436	An-24V	Civ Avn Adm China	rgd	1972	f/n CAN 10dec82
	B-3409	An-24V	Civ Avn Adm China	rgd	may85	f/n CAN 08nov86; seen Tianjin Technical School (N39.112103 E117.34839) 05oct99; l/n 30mar24
2 73 082 02	B-438	An-24V	Civ Avn Adm China	rgd	1972	
	B-3410	An-24V	Civ Avn Adm China	rgd	may85	f/n PEK 10jun85; l/n CTU 04nov86
	B-3410	An-24V	China Southwest	post	sep87	l/n Chengdu Guanghan College sep99/dec21 (N30.94681 E104.32641) in use as an instructional airframe gettitg verry dirty
2 73 082 03	B-440	An-24V	Civ Avn Adm China	rgd	1972	f/n SHA dec80
	B-3411	An-24V	Civ Avn Adm China	rgd	may85	f/n CAN 13nov85; l/n CAN 15oct88
	B-3411	An-24V	China Southern	post	apr91	broken up WUH 1992
2 73 082 04	CCCP-46491	An-24RV	MAP Taganrog MSZ	mfd	17nov72	rgd 25jan73; in standard 'blue' Aeroflot c/s; f/n BKA 25sep91
	RA-46491	An-24RV	TANTK im. Berieva	BKA	09jul93	in standard 'blue' Aeroflot c/s
	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	An-24RV	AFL/Kazakhstan-KSN	mfd	25nov72	toc 25nov72; rgd 02jan73; f/n OMS 19aug92
	UN-46492	An-24RV	Kazakstan Airlines	UKK	22jul94	trf to Air Kazakstan 26sep96; based at Kostanai; not seen until, see next line
	UN-46492	An-24RV	Avia Jaynar	TSE	05nov06	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
	UP-AN403	An-24RV	Avia Jaynar	KGF	26sep08	l/n Kostanay 07may15
	RA-46492	An-24RV	Angara	rgd	30nov22	purchased by Angara 28nov22; transferred to IKT 26dec22; f/n with titles IKT 02jun23; l/n IKT 24apr24
2 73 082 06	CCCP-46493	An-24RV	AFL/West Siberia	mfd	13dec72	on charge as of 01jan73; rgd 15jan73; opb Kemerovski OAO
	RA-46493	An-24RV	Katekavia	trf	19apr94	
	RA-46493	An-24RV	Sibaviatrans	Kjc	03jun01	leased from Katekavia in 1998/2002; l/n KJA 27jan02
	RA-46493	An-24RV	Katekavia	rgd	25dec02	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
	RA-46493	An-24RV	Turukhan	lsd	jan15	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
	RA-46493	An-24RV	Katekavia	rgd	30nov15	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
	RA-46493	An-24RV	UTair	TJM	12dec20	active, with small UTair titles on the starboard side; l/n TJM 25aug24
2 73 082 07	CCCP-46494	An-24RV	AFL/Centr.Reg.-BKA	mfd	15dec72	toc 23dec72; rgd 10jan73
	RA-46494	An-24RV	Komiavia	trf	22feb94	f/n SCW 10jun94, in Aeroflot c/s and titles; l/n KUF 10feb98 as such
	RA-46494	An-24RV	Komiavia	SCW	29jun05	stored; not in fleet list jan04, but in fleet list dec05
	RA-46494	An-24RV	UTair Express		26may06	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	An-24RV	AFL/N.Kavkaz-STW	mfd	09dec72	toc 29dec72; rgd 22jan73; f/n BKA 19may91
	RA-46495	An-24RV	Daallo Airlines	JIB	20feb94	in basic Aeroflot c/s; l/n JIB 30jan95, still lsd to Daallo; see trf date next line
	RA-46495	An-24RV	Stavropol Avia	trf	21oct94	
	RA-46495	An-24RV	Trans Air Congo	BZV	31mar96	leased from Stavropol Avia; seen STW 30jun12, wfu, still with Trans Air Congo and TAC titles; l/n STW 10nov14/1jun24 in poor condition; canx between 26aug16 and 28sep16
2 73 082 09	CCCP-46496	An-24RV	AFL/Privolzhsk	mfd	22dec72	toc 28dec72; rgd 29jan73
	RA-46496	An-24RV	Aeroflot	BKA	20mar93	l/n BKA 27apr93
	RA-46496	An-24RV	Yoshkar-Ola AE	trf	14jan94	in Aeroflot c/s and titles; l/n BKA 21sep98
	RA-46496	An-24RV	blue c/s, n/t	ROV	15nov04	blue tail and blue striped engines
	RA-46496	An-24RV	Yakutiya	YKS	18apr07	l/n IKT 14aug07
	RA-46496	An-24RV	Polet	DME	02jul08	basic Yakutiya c/s, small Polet titles
	RA-46496	An-24RV	Yakutiya	YKS	18sep08	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
2 73 082 10	CCCP-46497	An-24RV	AFL/Krasnoyar.-ABA	mfd	20dec72	toc 29dec72; rgd 22jan73; f/n ABA 07jan80
	RA-46497	An-24RV	Aeroflot	ABA	13jul93	
	RA-46497	An-24RV	Khakasiya	trf	25nov93	
	RA-46497	An-24RV	Sibaviatrans	Kjc	03jun01	leased from Khakasia
	RA-46497	An-24RV	Vladivostok Avia	KEJ	apr05	named 'Abakan'; leased from Khakasia 23jan03/20dec07; l/n VVO 19jun06

	RA-46497	An-24RV	Katekavia	SVX	31aug07	l/n IEV 15jan10; seen IEV 23mar10, bare metal; seen IEV 31mar10 in full c/s and titles; l/n SGC 30nov14
	RA-46497	An-24RV	Turukhan	trf	feb15	f/n URS 03jun16 with titles; l/n PEX 17jul18
	RA-46497	An-24RV	UTAir	KJA	04jun19	l/n TJM 25aug24
2 73 083 01	CCCP-46498	An-24RV	AFL/Belarus	mfd	25dec72	toc 03jan73; rgd 22jan73; f/n SXF 02may73
	EW-46498	An-24RV	Belavia	MHP	08sep93	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
	EW-46498	An-24RV	Malift Air	MHP	21may03	in basic Belavia c/s; named 'Ville de Tshikapa'; l/n MHP jun08/apr09, stored
2 73 083 02	CCCP-46499	An-24RV	AFL/Privolzhsk-GOJ	mfd	26dec72	toc 09jan73; rgd 29jan73
	RA-46499	An-24RV	not reported	CSY	07jun96	l/n IEV 11may98
	RA-46499	An-24RV	Cheboksary Avn Ent	trf	25nov95	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
2 73 083 03	YR-AMG	An-24RV	TAROM	mfd	26apr73	late mfd; rgd 12may73; canx 18aug93 as exported to Russia
	RA-49286	An-24RV	Cheremshanka Al	trf	19nov93	f/n Krasnoyarsk-Cheremshanka 12jun94; in Aeroflot c/s and titles; l/n Krasnoyarsk-Cheremshanka 09jul94
	OB-1571	An-24RV	Expresso Aéreo	rgd	18aug94	f/n IQT 20sep94
	OB-1571	An-24RV	Aero Sur	LPB	sep95	leased from Expresso Aéreo; canx 07aug96
	OB-1651	An-24RV	T Doble A	rgd	07aug96	LIM 05feb97; named 'Niño Jesús de Huamanga'; l/n LIM 17sep97; canx 14oct98 to OB-1706 for TARSA but ntu
	OB-1706	An-24RV	TARSA	rgd	14oct98	but ntu and canx 06jul99; remained as OB-1651
	OB-1651	An-24RV	TARSA	lsd	23aug99	f/n CUZ 25jun00 with TAR logo on tail; l/n LIM 28jun02 as such, see next line
	OB-1651	An-24RV	Aero Condor	lsd	21mar02	l/n CJA 08oct05, in red and white c/s
	OB-1651	An-24RV	Marcel G Alarcon	rgd	10jun05	
	OB-1651	An-24RV	Aero Condor	lsd	13jun05	seen LIM 05mar06 in basic Aero Condor c/s with titles
	OB-1651	An-24RV	TA Cielos Andinos	lsd	16jun06	f/n aug07, in white c/s with red/black thin stripes and trim, grey undersides, with titles and 'CA' on the fin; 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	d/d	1973	salon version; a gift from the Soviet Union to the Bangabandhu nation in 1973; in white c/s with grey undersides and titles in English and Bengali; f/n 1977; seen Jessore oct98, stored; preserved in the Bangladesh Air Force Museum at BAF Base Bashar in Dhaka-Tejgoan, f/n dec98 (which officially opened to the public from 23sep14); l/n 30sep23 (N23.779511 E90.381041)
2 73 083 05	CCCP-46500	An-24RV	AFL/Kazakhstan	mfd	18jan73	toc 02feb73; rgd 09mar73; f/n BKA 20jul91; c/n given as 37308305 in MGA document
	UN-46500	An-24RV	Aeroflot	LED	12sep93	
	UN-46500	An-24RV	Kazakstan Airlines	BKA	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 ?
	UN-46500	An-24RV	Air Kazakstan	trf	26sep96	Kostanai based; see previous line; f/n ALA 13may99; l/n ALA apr03/may04 stored
	UN-46500	An-24RV	Tulpar Air	ALA	01may05	
	UP-AN413	An-24RV	SCAT	rgd	29feb08	c/n given as 37308305 in SCAT document; f/n ALA 22mar10; l/n CIT 13jul19
3 73 083 06	CCCP-46501	An-24RV	AFL/Yakutiya	mfd	05jan73	toc 15feb73; rgd 12mar73; f/n MJZ 02jul92
	RA-46501	An-24RV	Almazy Ros.-Sakha	trf	18oct94	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
3 73 083 07	CCCP-46502	An-24RV	AFL/Centr.Reg.-TYA	mfd	31jan73	rgd 09apr73; on charge as of 01may73; f/n IEV 12sep87
	RA-46502	An-24RV	Tula Air	trf	30mar94	leased to Aerolat; f/n AER 14may96, in Aeroflot c/s and titles; l/n DXB 20feb99
	RA-46502	An-24RV	Daallo Airlines	DXB	27mar99	
	RA-46502	An-24RV	all-white	SHJ	05jan01	with black logo on tail; l/n IST 24sep01
	RA-46502	An-24RV	STAERO	rgd	25sep01	f/n IST 01oct01, with titles ?
	RA-46502	An-24RV	blue logo, n/t	FJR	29dec01	soc 14nov02 and canx 21nov02 as sold to Kyrgyzstan
	EX-008	An-24RV	Djibouti Airlines	SHJ	27jan03	l/n SHJ 02nov03
	EX-008	An-24RV	Canadian Aw Congo	PNR	11oct04	opb Compagnie Aerienne Maouene; l/n BZV 19apr05
	EX-008	An-24RV	Skylink	FJR	19jan07	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
	EX-008	An-24RV	Avia Traffic	OVB	14sep08	freshly painted; c/n not checked; seen TII 07jun10; canx prior to 20dec13; l/n FRU 04may15, stored
3 73 083 08	CCCP-46504	An-24RV	AFL/Centr.Reg.-BKA	mfd	30jan73	toc 15apr73; rgd 26apr73; f/n BKA 15mar90; l/n IEV 14apr92
	TC-MOA	An-24RV	Mas Air	rgd	15may92	f/n IST 07jul92; l/n BKA 24aug95; named 'Bodrum'; leased from Bykovo Avia, see next line
	RA-46504	An-24RV	Bykovo Avia	trf	30sep94	f/n BKA 12mar96, in ex Mas Ar c/s; l/n BKA apr97; soc and canx 11mar97 as to Angola
3 73 083 09	CCCP-46505	An-24RV	AFL/Central Region	mfd	30jan73	toc 18apr73; rgd 04may73; opb Voronezhski OAO; f/n BKA 06dec89
	RA-46505	An-24RV	Aeroflot	VOZ	13sep93	
	RA-46505	An-24RV	Voronezh Avia	trf	01aug94	f/n IEV 25jun97; seen without titles DME 11jul98
	RA-46505	An-24RV	Saransk Avn Ent.	rgd	17jul01	in basic 'blue' Aeroflot c/s, no titles; f/n AER 20jun03; l/n PEE 18aug07
	RA-46505	An-24RV	Avialinii Mordovii	rgd	31aug07	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
	RA-46505	An-24RV	IrAero	GOJ	05mar14	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 30jun24
3 73 083 10	CCCP-13344	An-24RV	MRP ILITs "Vzlyot"	mfd	21apr73	already rgd 05jan73
	RA-13344	An-24RV	Aeroflot c/s, n/t	SHJ	08may94	
	RA-13344	An-24RV	Berezniki Avn Ent.	trf	29aug95	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
	RA-13344	An-24RV	Permskiye Avialin.	IEV	09jul04	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-13344	An-24RV	UTair Express	NNM	05apr09	in white c/s with blue fin and grey belly, with titles; new CofR issued 30dec14; l/n NNM 15aug14
	RA-13344	An-24RV	Katekavia	VKO	20sep14	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	An-24RV	Amur	KHV	05feb15	in white c/s with blue fin and grey belly, no titles; l/n OHA 05dec15
	RA-13344	An-24RV	Pskovavia	LED	22jan16	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
	RA-13344	An-24RV	KomiAviaTrans	SCW	13apr21	in white c/s with blue fin and grey belly, with titles; l/n SCW 26apr22
3 73 084 01	BNMAU-8401	An-24RV	MIAT Mongolia	IKT	1978	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)
3 73 084 02	CCCP-46506	An-24RV	AFL/East Siberia	mfd	20feb73	toc 07mar73; rgd 20mar73; opb Ust'-Kutski OAO; in standard 'blue' c/s; f/n UKX 19nov78
	RA-46506	An-24RV	Aeroflot	UUD	07jun93	
	RA-46506	An-24RV	Ulan-Ude Avn Ent.	trf	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
	RA-46506	An-24RV	Bural	rgd	02aug01	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
	RA-46506	An-24RV	Sibaviatrans	KJA	24jul06	leased from Bural (from 19may06 ?); in basic Bural c/s with own titles; l/n Baikit 02jul09
	RA-46506	An-24RV	KrasAvia	KJA	14oct09	in basic Bural c/s with own titles; l/n Kodinsk 23dec09
	RA-46506	An-24RV	Bural	rgd	09mar10	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	An-24RV		rgd	10may23	
3 73 084 03	CCCP-46507	An-24RV	AFL/West Sib.-NOZ	mfd	20feb73	toc 01mar73; rgd 19mar73; f/n IKT 05sep89
	RA-46507	An-24RV	Aerokuznetsk	trf	31mar93	in dec99 fleet list as sold; reported for Sibir
	RA-46507	An-24RV	Sarit Airlines	SHJ	22mar00	without titles; seen SHJ 23feb01 with titles; l/n SHJ 27feb01, with a Sudanair Express sticker over the Sarit Airlines titles
	RA-46507	An-24RV	Sudanair Express	SHJ	08dec01	soc 11mar02 and canx 14mar02 as sold to Congo
	EK-46507	An-24RV	Sudanair Express	SHJ	21jan04	l/n DXB 03nov04
	EK-46507	An-24RV	no titles	SHJ	21nov04	l/n RKT jan05/apr05 ex Sudanair colours, but yellow now orange
	EK-46507	An-24RV	no titles	KDH	31dec07	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
	3X-GEB (2)	An-24RV	GR Avia	rgd	19aug09	f/n JIB mar10; in basic ex-South Airlines colours; l/n Bosaso 16feb12
	3X-GEB (2)	An-24RV	Jubba Airways	lsd		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; broken up by sep13; see c/n 27308204
3 73 084 04	CCCP-46508	An-24RV	AFL/Moldova-KIV	mfd	20feb73	toc 27feb73; rgd 29mar73; f/n SIP 18jul88
	ER-46508	An-24RV	Air Moldova	rgd	31mar94	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
3 73 084 05	CCCP-46509	An-24RV	AFL/Privolzhsk	mfd	28feb73	toc 09mar73; rgd 03apr73; opb Penzenski OAO; f/n BKA 02aug90
	RA-46509	An-24RV	Aeroflot	BKA	20mar93	opb Penza Aviation Enterprise
	RA-46509	An-24RV	Yoshkar-Ola AE	trf	01apr94	still in full Aeroflot c/s including titles; f/n BKA 15apr97; l/n TJM 15aug99
	RA-46509	An-24RV	Kirov Avn Enterpr.	rgd	29jul02	
	RA-46509	An-24RV	UTair	rgd	28aug07	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-Severny 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
3 73 084 06	CCCP-46510	An-24RV	AFL/Uzbekistan	mfd	28feb73	toc 14mar73; rgd 19apr73
	CCCP-46510	An-24RV	AFL/Magadan	trf	09jul76	year digit not clear in the MGA listing (the register had 01aug78)
	RA-46510	An-24RV	Aeroflot	GDX	08jul94	opb Kolymaavia
	RA-46510	An-24RV	Kolymaavia	trf	24feb95	still in full Aeroflot c/s including titles; l/n as such GDX 12may95; leased to Katekavia from 30jun03
	RA-46510	An-24RV	Magma	YKS	01jul04	

	RA-46510	An-24RV	Yakutiya	rgd	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
	RA-46510	An-24RV	Polyarnyye Avial.	KHV	19jun13	leased from to Aviatekhnika; in basic Yakutiya c/s with own titles; l/n ADH 26may14
	RA-46510	An-24RV	Yakutiya	YKS	28apr15	on register still with the rgd 27jun05; suffered engine problems en route Blagoveshchensk-Yakutsk 15feb18; l/n YKS dec19
	RA-46510	An-24RV	Polyarnyye Avial.	trf	nov19	f/n YKS 09mar20, full colours and titles; l/n YKS 20jul22; CofR renewal 21mar23
3 73 084 07	CCCP-46511	An-24RV	AFL/Arkhangel.-ARH	mfd	28feb73	toc 13mar73; rgd 29mar73; f/n BKA 13nov77
	CCCP-46511	An-24RV	AFL/Centr.Reg.-BZK	trf	19feb74	l/n BKA 19may91
	RA-46511	An-24RV	Aeroflot	BKA	20mar93	
	RA-46511	An-24RV	Bryansk Avn Ent.	trf	31dec93	in Aeroflot c/s and titles; l/n KRR 15jul94
	RA-46511	An-24RV	Special Cargo Al	rgd	18mar97	soc and canx 13jun97 as to United Arab Emirates
	EL-ALF	An-24RV	Santa Cruz Imp.	SHJ	20may97	c/n not confirmed; in full c/s; l/n SHJ 04jul98; probably sold to Afghanistan (Ariana) in 1998; not on Liberian register 13jul01
3 73 084 08	CCCP-46512	An-24RV	AFL/Turkmenis.-ASB	mfd	28mar73	toc 10mar73; rgd 19apr73
	EZ-46512	An-24RV	Turkmenistan Al	ASB	06may98	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
3 73 084 09	CCCP-46513	An-24RV	AFL/Northern	mfd	28feb73	toc 12mar73; rgd 09apr73; f/n LED 12sep87; l/n LED 06sep92
	RA-46513	An-24RV	Guinée Inter Air	CKY	jun93	CofR renewal issued 29oct93 to Pskovavia ?
	RA-46513	An-24RV	Guinée Inter c/s	PKV	25oct94	with orange tail, no titles
	RA-46513	An-24RV	Pskovavia	trf	25apr95	seen PKV 20aug95, still with orange tail, no titles; leased to Ukraine; soc 18feb97 as to Armenia, see two lines down
	UR-46513	An-24RV	Avialini. Ukrayiny	IST	jun96	l/n IST 06nov97; see previous and next line
	EK-46513	An-24RV	Jupiter	LCA	jan99	small titles; l/n SHJ jul99; see two lines up
	EK-46513	An-24RV	Veteran, n/t	Erb	22sep01	l/n EVN 25may04; still in Aviakompany Veteran fleet list jan05
	EK-46513	An-24RV	South Airlines	FJR	15nov07	mentioned in ICAO/BV document jun08 as owned by Adlen Inc and opb South Airlines; in blue/white c/s, no titles; seen SHJ 02nov08; canx before 01jan09; l/n JIB 05may09
3 73 084 10	CCCP-46514	An-24RV	AFL/Ukraine	mfd	05mar73	toc 22mar73; rgd 20apr73; f/n IEV 08sep92
	UR-46514	An-24RV	Avialini. Ukrayiny	rgd	21jan93	f/n IST 07dec95, opb Lugansk Airlines; l/n VKO 20jun99
	UR-46514	An-24RV	Lugansk Airlines	VSG	27apr99	in basic Avialiniyi Ukrayiny c/s; l/n KBP 23aug06
	UR-46514	An-24RV	AeroSvit	KBP	18feb07	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
3 73 085 01	CCCP-46515	An-24RV	AFL/Komi	mfd	22mar73	toc 03apr73; rgd 10apr73; trf to Cuba 23feb84
	CU-T1261	An-24RV	Cubana	d/d	23dec84	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 removed, wfu/derelict, one with the fuselage in two sections
3 73 085 02	CCCP-46516	An-24RV	AFL/N.Kavkaz-STW	mfd	28mar73	toc 02apr73; rgd 26apr73; f/n BKA 20jul91; last overhaul completed 26sep91
	RA-46516	An-24RV	Stavropol Avia	rgd	20jan93	seen VKO 25jan94, titles not noted
	RA-46516	An-24RV	Musee Air Service	trf	21oct94	f/n HRE 15dec94; operated in Africa (Zimbabwe and DR Congo) 15aug94/28dec95
	RA-46516	An-24RV	Stavropol Avia	f/n	jan97	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
3 73 085 03	CCCP-46517	An-24RV	AFL/Ukraine-VSG	mfd	26mar73	toc 01apr73; rgd 20apr73; f/n AER 21sep87; l/n IEV 08sep92
	UR-46517	An-24RV	Avialini. Ukrayiny	rgd	21jan93	f/n VKO 16jun94; l/n VKO 22aug99
	UR-46517	An-24RV	Lugansk Airlines	VSG	23apr98	
	UR-46517	An-24RV	Kiev ARP 410 Al	OSR	07jan00	
	UR-46517	An-24RV	Air Parabat	DAC	17jul00	
	UR-46517	An-24RV	UTAGE	DLA	apr01	
	UR-46517	An-24RV	Kiev ARP 410 Al	IEV	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
	UR-46517	An-24RV	Lugansk Airlines	IEV	20may04	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
3 73 085 04	CCCP-46518	An-24RV	AFL/Belarus	mfd	30mar73	toc 05apr73; rgd 24apr73; opb 105 LO Gomelskogo OAO; w/o 09sep76 on the leg from Donetsk to Sochi of a flight from Gomel 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
3 73 085 05	CCCP-46519	An-24RV	AFL/Centr.Reg.-TBW	mfd	30mar73	toc 04apr73; rgd 17apr73; f/n OVB 25sep86
	RA-46519	An-24RV	Aeroflot	KUF	25apr93	
	RA-46519	An-24RV	Aviata	trf	28sep95	
	RA-46519	An-24RV	Yakutskie Avial.	TBW	16aug01	in Aeroflot c/s, no titles; leased to Tambov Avia 04apr01/31dec05; l/n DME 24aug03
	RA-46519	An-24RV	UTair	SVX	23jun06	l/n TBW 23may12
3 73 085 06	CCCP-46520	An-24RV	AFL/Privolzhsk	mfd	30mar73	toc 04apr73; rgd 03may73
	RA-46520	An-24RV	Aeroflot	RTW	14jul93	
	RA-46520	An-24RV	Balakovo Avn Ent.	trf	20oct93	
	RA-46520	An-24RV	Kuzbassaviafrakht	rgd	16mar01	f/n Krasnoyarsk-Cheremshanka 03jun01 with additional 'Katekavia' titles; l/n KJA 04jul03
	RA-46520	An-24RV	Katekavia	NNM	15jun06	with titles; l/n IAA 24oct12
	RA-46520	An-24RV	Turukhan	trf	feb15	f/n SGC 31oct15, with titles; CofR renewal 30nov15; seen ARH 25jun19, hangared; seen TOM 20oct21 now with UTair titles on the port side; l/n TJM 25aug24
3 73 085 07	CCCP-46600	An-24RV	AFL/Central Region	mfd	30mar73	toc 30mar73; rgd 17apr74; based at TYA; f/n TYA 12jan77; soc before jan01 as life-time expired
3 73 085 08	CCCP-46601	An-24RV	AFL/Privolzhsk	mfd	14apr73	toc 18apr73; rgd 04may73; f/n SIP 19sep87
	RA-46601	An-24RV	Aeroflot	RTW	14jul93	
	RA-46601	An-24RV	Saravia	trf	28dec94	l/n RTW 30aug97, in Aeroflot c/s and titles; soc 09jun98 as life-time expired; canx 19oct98
3 73 085 09	CCCP-46602	An-24RV	AFL/Tajikistan-LBD	mfd	17apr73	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
	EY-46602	An-24RV	Daallo Airlines	JIB	30jun95	in full c/s with titles; named 'Harer'
	EY-46602	An-24RV	Tajikistan Al	IEV	20mar97	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	C.O.A.G.E.Airlines	COO	nov00	
	EY-46602	An-24RV	Tajikistan Al	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
3 73 085 10	CCCP-46603	An-24RV	AFL/Urals	mfd	21apr73	toc 27apr73; rgd 24may73; opb Magnitogorski OAO; f/n BKA 07jul92
	RA-46603	An-24RV	Magnitogorsk Air	trf	12apr94	f/n DME 23apr97
	RA-46603	An-24RV	Komiinteravia	ROV	13aug01	in light blue c/s with titles; not in fleet list jan04 but in fleet list dec05; l/n UFA 27aug06
	RA-46603	An-24RV	UTair Express	rgd	19dec06	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	in light blue c/s, no titles on the left side; l/n SGC 11feb15
	RA-46603	An-24RV	Turukhan	trf	mar15	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
3 73 086 01	CCCP-46604	An-24RV	AFL/West Siberia	mfd	21apr73	toc 29apr73; rgd 24may73; f/n TAS 15sep87
	RA-46604	An-24RV	Kemerovo Avn. Ent.	trf	19apr94	
	RA-46604	An-24RV	Sibaviatrans	KJA	03jun01	
	RA-46604	An-24RV	Kuzbassaviafrakht	rgd	16may03	f/n KJA 04jul03, in red/blue c/s, no titles; l/n NSK 08sep06
	RA-46604	An-24RV	Katekavia		23apr07	reported in technical inspection document; f/n Krasnoyarsk-Cheremshanka 27aug07; l/n IEV 17/20jun09, all metal undergoing maintenance'; seen test flying as 46604 IEV 23jun09; seen 01jul09 repainted in full colours; l/n SGC 29nov14
	RA-46604	An-24RV	Turukhan	trf	mar15	seen PEE 26mar15, Turukhan titles not visible; seen SWT 11may15, now with Turukhan titles; l/n PEX 13sep18
	RA-46604	An-24RV	UTair	IJK	21jul19	with just UTair titles on the port side; l/n UFA oct24
3 73 086 02	CCCP-46605	An-24RV	AFL/Uzbekistan	mfd	25apr73	toc 09may73; rgd 24may73
	CCCP-46605	An-24RV	AFL/Magadan	trf	28jun74	f/n ALA 1976; dbr 26apr91 on landing at Egvekinot-Zaliv Kresta, when a landing gear strut collapsed, causing damage to the lower fuselage; soc 08dec93; hulk seen 8km north of Egvekinot-Zaliv Kresta (N66.409042 W179.125457) 07jul22; l/n 01aug22 with much graffiti
3 73 086 03	CCCP-46606	An-24RV	AFL/N.Kavkaz-STW	mfd	28apr73	toc 08may73; rgd 17aug73; f/n ODS 16sep87
	RA-46606	An-24RV	Stavropol Avia	trf	21oct94	see rgd next line
	TC-KHT	An-24RV	Karadeniz Airlines	rgd	31aug94	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-46606	An-24RV	Stavropol Avia	rgd	16aug96	
	RA-46606	An-24RV	Golden Airways	ACC	17jan97	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
3 73 086 04	CCCP-46607	An-24RV	AFL/Ukraine	toc	15may73	rgd 30may73; f/n VKO mid 1975
	CCCP-46607	An-24RV	AFL/Belarus-MHP	trf	20jun78	trf to the Minsk-Chizovka technical School 20jul78; soc 20jun81 as worn out; seen Minsk-Chizovka sep93/jul95
	EW-46607	An-24RV	Aeroflot		07oct95	painted as such at the Minsk-Chizovka technical School (N53.841797 E27.661530) without flag; l/n 08jun24
3 73 086 05	CCCP-46608	An-24RV	Aeroflot/KShVLP	mfd	11may73	Kirovograd Advanced Flying Training College; toc 21may73; rgd 02jun73
	UR-46608	An-24RV	Ukr Flt State Ac	KGO	15jul93	in Aeroflot c/s, no titles

	UR-46608	An-24RV	Ukr Flt State Ac	KGO	21sep94	in Aeroflot c/s, Air Urga logo
	LZ-MNE	An-24RV	Air Sofia	HAM	08jul96	in Aeroflot c/s, no titles; l/n SOF 01may99
	ER-AWR	An-24RV	all-white c/s, n/t	rgd	02may02	f/n SHJ 26may02; named 'Charlie'
	ER-AWR	An-24RV	Jet Line Internat.	rgd	20oct04	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
	YA-CAH	An-24RV	Pamir Airways	KBL	18mar09	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
	YA-CAH	An-24RV	Ariana	no	reports	offered for sale by Ariana apr17, with location given as KBL
3 73 086 06	CCCP-46609	An-24RV	AFL/Tyumen	mfd	17may73	toc 29may73; rgd 12jun73; opb 2-i Tyumenski OAO
	RA-46609	An-24RV	TyumenAviaTrans	trf	1994 ?	l/n VKO 24jun05; see rgd date below
	RA-46609	An-24RV	UTair	rgd	05dec02	in all-white c/s with titles in English and Russian; f/n GOJ 27dec05; l/n VKO feb08
	RA-46609	An-24RV	UTair Express	rgd	11feb08	in 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
	RA-46609	An-24RV	Katekavia	KUF	27oct14	in all-white c/s with 'UTair' and additional 'Katekavia' titles; l/n KUF 08feb15
	RA-46609	An-24RV	Turukhan	trf	mar15	in all-white c/s with 'UTair' and additional 'Turukhan' titles on the left side only; f/n TOF 12apr15; new CofR issued 17oct16; CofA expired 24aug18; l/n ARH 01aug19; canx 01feb21; scrapped 25/28oct21
3 73 086 07	CCCP-46610	An-24RV	AFL/Komi	mfd	04may73	toc 04jun73; rgd 12jun73
	RA-46610	An-24RV	Aeroflot	KUF	25apr93	
	RA-46610	An-24RV	Komiavia	trf	22feb94	later Komiinteravia; f/n IEV 04jul96 in Aeroflot c/s, no titles
	RA-46610	An-24RV	Aeroflot c/s, n/t	IEV	04jul96	
	RA-46610	An-24RV	Volga Avia	rgd	03feb03	f/n GOJ 09jul03; l/n GOJ 16jan04
	RA-46610	An-24RV	Karat	VKO	27jun04	leased from Volga Avia 30apr04/01may05; l/n GOJ 26jun06
	RA-46610	An-24RV	Komiinteravia		26jun06	reported in technical inspection document; f/n ROV 09aug10
	RA-46610	An-24RV	UTair Express	NNM	15sep07	in basic Aeroflot c/s; l/n SCW 15may12; no longer visible on GE 08may15 and presumed scrapped
3 73 086 08	CCCP-46611	An-24RV	AFL/Kazakhstan	mfd	25may73	toc 04jun73; rgd 13jun73; f/n BKA 22feb92
	UN-46611	An-24RV	Aeroflot c/s, n/t	ROV	14jul94	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
	UN-46611	An-24RV	Air Kazakstan	trf	26sep96	based at Kostanai; see previous line; f/n ALA 13may99; l/n ALA 30jun99
	UN-46611	An-24RV	Avia Jaynar	TSE	07jun06	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
	UP-AN402	An-24RV	Avia Jaynar	TSE	09aug08	in document mar10; l/n ALA 17nov19; reported in the Russian RA- register as canx 01feb21
	RA-46611	An-24RV	Angara	rgd	30nov22	purchased by Angara 28nov22; transferred to IKT 21dec22; f/n IKT 20jun23, non-standard blue colours; l/n IKT 16sep24
3 73 086 09	CCCP-46612	An-24RV	AFL/Centr.Reg.-VOZ	mfd	03may73	toc 05jun73; rgd 14jun73; f/n MHP 11sep87
	RA-46612	An-24RV	Aeroflot	BKA	28aug93	
	RA-46612	An-24RV	Voronezh Avia	trf	01aug94	f/n DME 02sep97; l/n DME 29jun98
	RA-46612	An-24RV	Amur	KHV	14aug03	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 10sep24
3 73 086 10	CCCP-46613	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
3 73 087 01	CCCP-46614	An-24RV	AFL/East Sib.-UUD	mfd	31may73	toc 14jun73; rgd 29jun73; f/n IKT 06sep89
	RA-46614	An-24RV	Aeroflot	UUD	07jun93	
	RA-46614	An-24RV	Ulan-Ude Avn Ent.	trf	20oct93	seen UUD 21apr97, in Aeroflot c/s and titles; the Ulan-Ude Aviation Enterprise was renamed Buryatskiye Avialinii (Bural) in 1998
	RA-46614	An-24RV	Bural	UUD	26nov05	CofR renewals 10aug00 and 31jan03; reported UUD 16jun03 in an incident report; l/n UUD 26nov06 still in Aeroflot c/s and titles
	RA-46614	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 assests 13feb20 for a bankruptcy hearing on 24apr20
	RA-46614	An-24RV		rgd	03feb23	
3 73 087 02	CCCP-46615	An-24RV	AFL/Belarus-MHP	mfd	31may73	toc 06jun73; rgd 13jun73; f/n SXF 25jul73
	EW-46615	An-24RV	Aeroflot	SVO	17may93	
	EW-46615	An-24RV	Belavia	IEV	30aug93	l/n KLV 11oct98
	EW-46615	An-24RV	Guinée Air Inter	KLV	07feb99	leased from Belavia; l/n MHP jun01 titles not reported
	EW-46615	An-24RV	Belavia	SVO	20aug01	l/n MHP 11aug06; l/n MSQ aug07/may12 wfu
3 73 087 03	CCCP-46616	An-24RV	AFL/Magadan-Anadyr	mfd	12jun73	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
	RA-46616	An-24RV	Chukotavia	trf	11aug94	in basic 'polar' Aeroflot c/s with 'Chukotavia' titles; l/n DYR 18aug21
3 73 087 04	CCCP-46617	An-24RV	AFL/Centr.Reg.-BKA	mfd	05jun73	toc 22jun73; rgd 17jul73
	CCCP-46617	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
3 73 087 05	CCCP-46618	An-24RV	AFL/Far East-UUS	mfd	22jun73	toc 09jul73; rgd 06aug73; f/n sep85
	RA-46618	An-24RV	Aeroflot	UUS	24may93	
	RA-46618	An-24RV	Sakhal. AviaTrassy	trf	26may95	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 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 73 087 06	CCCP-46619	An-24RV	AFL/Privolzhsk	mfd	15jun73	also given as 22jun73; toc 04jul73; rgd 14nov73; initially opb Gorkovski OAO; trf to Cheboksarski OAO in 1991
	RA-46619	An-24RV	Aeroflot	ROV	19sep94	reported for Gorizont of Anapa; in 'polar' c/s; l/n KUF 19may96
	RA-46619	An-24RV	Cheboksary Avn Ent	rgd	20jan98	f/n in ARZ-403 at IKT 06jun01; new CofR issued 26dec03; l/n UFA may04
	RA-46619	An-24RV	UTair	lsd	03may05	initially in white/light grey c/s with blue cheatline, with titles in English and Russian; f/n VKO 06jul05; l/n as such VKO 03mar06; repainted in white c/s with light grey undersides and large titles; f/n as such VKO 30sep06; l/n VKO 06aug08
	RA-46619	An-24RV	UTair Express	rgd	16nov07	in white c/s with light grey undersides, with large 'UTair' and small 'UTair Express' titles; f/n BAX 22jan09; t/t 53,500 hours and 33,133 cycles by 01jan10; new CofR issued 04feb14; reportedly leased to Katekavia in 2014, but did not carry such titles; l/n NNM 27nov14
	RA-46619	An-24RV	Turukhan	trf	mar15	initially in white c/s with light grey undersides, still with 'UTair Express' titles and without 'Turukhan' titles; l/n as such KUF apr16; f/n with just 'UTair' titles TOF 17sep16, had probably been returned to UTair by then
	RA-46619	An-24RV	UTair	rgd	17oct16	initially in white c/s with light grey undersides and large 'UTair' titles; f/n IKT 07feb17; l/n as such UFA 12may1); repainted in all-white c/s with small 'UTair' titles; f/n as such PEX nov19; damaged 21apr23 on a flight from Arkhangelsk to Naryan-Mar when lost height on final approach and landed hard with a tail strike, suffering damage to the rear fuselage; l/n NNM 22jun23, not having flown since the incident
3 73 087 07	CCCP-46620	An-24RV	AFL/Urals	mfd	26jun73	toc 09jul73; rgd 23aug73; initially opb 318 LO Sverdlovskogo OAO; f/n LED sep75; trf to Izhevski OAO 23dec77
	RA-46620	An-24RV	Aeroflot	KGO	30aug93	opb Izhavia
	RA-46620	An-24RV	Izhavia	trf	19apr94	initially in basic Aeroflot c/s, no titles; f/n KUF 01dec97; l/n as such IJK 16aug99; new CofR issued 10nov05; repainted in all-white c/s with titles, logo and additional 'Udmurtia' titles; f/n as such IJK 09feb07; l/n SKX 15jul15; still on charge by 31jan16
	RA-46620	An-24RV	Pioner	IJK	03jul16	leased from Izhavia; in all-white c/s, no titles; damaged by hail 11aug16; l/n IJK 18apr18, stored without engines
	RA-46620	An-24RV	RusLine	Boi	16sep18	leased from Izhavia; opb Sirius Aero which became a partner company of the RusLine group in 2011; in all-white c/s with 'RusLine' titles; t/t 54,448 hours and 31,329 cycles by 11sep18; CofA expired 21dec18
	RA-46620	An-24RV	Sirius Aero	Kjc	17apr19	in all-white c/s with tiny titles behind the cockpit; excluded from the operator's certificate of Sirius Aero 01jan19; returned to IJK 17aug19; l/n IJK 30aug19
	RA-46620	An-24RV	RusLine	IJK	16oct19	in all-white c/s with titles; stored at IJK, seen oct19/feb20; current on register 21jul20 with the rgd 10nov05
	RA-46620	An-24RV	Izhavia	IJK	12dec20	all white, very small Sirius Aero titles; no Izhavia titles; l/n IJK 18dec20
	RA-46620	An-24RV	Angara	trf	08aug21	f/n IKT 24aug21, grey and white c/s with titles; seen KHV 10oct22, full c/s and titles; l/n IKT 15jun24
3 73 087 08	CCCP-46621	An-24RV	AFL/Yakutiya	mfd	29jun73	toc 10jul73; rgd 08aug73; f/n IKT 04sep89; l/n Kirensk 02jul92
	RA-46621	An-24RV	Aeroflot	Ovn	21apr93	
	RA-46621	An-24RV	Almazy Ros.-Sakha	trf	18oct94	
	RA-46621	An-24RV	Alrosa		20jun06	reported in technical inspection document; new manual issued 28apr07; l/n MJZ 10aug24
3 73 087 09	CCCP-46622	An-24RV	AFL/Ukraine-SIP	mfd	29jun73	toc 06jul73; rgd 03aug73; f/n VKO mid-1975; still 'CCCP-' by 15dec92, with all-white tail
	TC-JUZ	An-24RV	Sultan Air	IST	apr93	in white c/s with blue/red stripes and tail logo; seen IST 18jun93; l/n IST 09oct93; not c/n 37308902 as reported elswhere
	UR-46622	An-24RV	Crimea Airlines	SIP	20sep94	last overhaul completed 30apr98; l/n VKO 08aug02
	UR-VIK	An-24RV	Kiev ARP 410 Al	SIP	06jul04	already in fleet list jan04; l/n IEV 09jun06
	EX-099	An-24RV	not known	rgd	unknown	canx 16oct06
	UR-WRA	An-24RV	RosaVitriv	IEV	20mar07	c/n confirmed by the operator; Rosa Vitriv means 'Wind Rose'; in white c/s with titles in Ukrainian and English; t/t 50,133 hours and 32,086 cycles by 01mar09; offered for sale 21may09
	UR-WRA	An-24RV	South Airlines	SIP	28apr12	in white c/s with titles in Ukrainian and English; l/n LWO 02jan13; w/o 13feb13 on a charter flight from Odessa to Donetsk with the max. landing weight exceeded by 279 kg, on finals to Donetsk in below-minima weather conditions (low clouds and fog) the crew was not able to align with the runway and initiated a go-around, but the aircraft banked as it was about to stall, the left wing hit a metallic mast of the meteorological complex more than 100 metres from the centreline of the runway, the aircraft crashed, broke up and came to rest upside down, 5 of the 46 passengers killed plus 3 passengers and 5 of the 7 crew injured
3 73 087 10	CCCP-46623	An-24RV	AFL/Uzbekistan-SKD	mfd	29jun73	toc 12jul73; rgd 02oct73; f/n SKD 29oct77; seen BHK 17sep87; l/n SKD 13mar93

	UK-46623	An-24RV	Uzbekistan Airways	TAS	08may95	l/n Uzbekistan 2011
3 73 088 01	CCCP-46624	An-24RV	AFL/North Kavkaz	mfd	09jul73	toc 09aug73; rgd 11nov73
	RA-46624	An-24RV	Aeroflot	KUF	25apr93	
	RA-46624	An-24RV	Kuban Airlines	trf	22feb94	f/n IST 13jan97; l/n IST 01sep98; not in 1999 fleet list
	RA-46624	An-24RV	Aeros	rgd	04jan00	reported as leased abroad
	RA-46624	An-24RV	UTAGE	SSG	11may03	in fantasy c/s, named 'Yegor'; seen SSG 10oct03; soc 22dec03 as to Moldova, but canx 22dec03 as leased to Congo; l/n COO 11feb04, see rgd next line
	ER-AZN	An-24RV	Pecotox Air	rgd	27jan04	named 'Yegor'; photo at KIV, date unknown; in fleet list dec05; l/n KIV 17may06 all-white c/s, no titles; current on register 21dec06; according to Antonov the aircraft has been regarded as no longer airworthy 24jan06 but according to Moldovan CAA it was being worked on in Chisinau sep06 for re-validation; in Pecotox fleet list 02nov06; canx as to Sao Tome 27nov07, but see next line
	ER-AZN	An-24RV	SkyLink Arabia	KIV	16may08	white with titles; seen KIV 21sep10 all-white freshly painted and without registration; seen KIV 27may13/25oct15, still without registration; l/n KIV 21may19 without registration
3 73 088 02	YR-AMH	An-24RV	TAROM	mfd	28jul73	rgd 10aug73; canx 05aug93 as exported to Russia
	RA-49285	An-24RV	Cheremshanka Al	trf	19nov93	soc and canx 11may94 as leased to Peru until 20may95, see next line
	OB-1562	An-24RV	Expresso Aéreo	d/d	24may94	rgd 26may94; f/n LIM 03nov94, reported returned to lessor jul95; CofA expired 27may96; canx 07aug96
	OB-1650	An-24RV	T Doble A	rgd	07aug96	f/n LIM 04feb97, in white c/s with red cheatlines, orange/red tail logo and with titles; l/n CUZ 29may99 in revised c/s with multi blue cheatlines, named 'Santander'; canx 14oct98 to OB-1707 but ntu
	OB-1707	An-24RV		rgd	14oct98	ntu; remained as OB-1650; canx 06jul99
	OB-1650	An-24RV	TARSA	rgd	23aug99	rgd to Transportes Aereo Regional S.A. f/n CUZ 11feb00 in white c/s with light blue/dark blue cheatlines and with 'TAR' logo on the tail and 'Aeroregional' titles; l/n LIM 03may02, see next line
	OB-1650	An-24RV	Aero Condor	lsd	15dec01	seen LIM 03apr03 wfu; in red/white c/s with blue cheatlines; active by oct03; seen ANS 10feb04; l/n LIM 02oct05, as such
	OB-1650-P	An-24RV	Aero Condor Expr.	rgd	13mar06	f/n LIM 22apr06, in dark blue/white c/s; l/n LIM 24may08
	OB-1650-P	An-24RV	TA Cielos Andinos	lsd	02sep08	seen LIM 01may10; CofA expired 19jul11; l/n LIM 04nov11, in wavy dark blue/white c/s, 'CA' on the tail, stored; moved to (S12.037666 W77.104422) by 13may12; still current on register in 2016 but with an expired CofA
3 73 088 03	YR-AMI	An-24RV	TAROM	mfd	jul73	rgd 17aug73; canx 29jul93 as exported to Russia
	RA-49288	An-24RV	Cheremshanka Al	trf	04feb94	f/n Krasnoyarsk-Cheremshanka 12jun94 all-white; l/n Krasnoyarsk-Cheremshanka 08jul94; soc and canx 03sep99 as life-time expired
3 73 088 04	CCCP-46625	An-24RV	AFL/Privolzhsk	mfd	28jul73	toc 10aug73; rgd 28aug73; f/n in (former) East Germany 29jul78
	RA-46625	An-24RV	Avial. Tatarstana	toc	unknown	on charge as of 01jul92; f/n KZN 14jul94, in Aeroflot c/s and titles with Tatarstan flag, engineless
	RA-46625	An-24RV	Avial. Tatarstana	KZN	26nov97	l/n SVX 23jun06
	RA-46625	An-24RV	Tatarstan	DME	15apr07	in full c/s; l/n SVX 09jul08
	RA-46625	An-24RV	Angara	IKT	04jul09	in full c/s and titles; l/n YKS 29may21
	RA-46625	An-24RV	IrAero	GDX	12oct21	all white c/s with motif on tail, no titles; l/n YKS15jun24
3 73 088 05	CCCP-46626	An-24RV	AFL/Kazakhstan	mfd	28jul73	toc 08aug73; rgd 28aug73; f/n IKT 05jul92
	UN-46626	An-24RV	Aeroflot	TSE	14jul93	
	UN-46626	An-24RV	Kazakstan Airlines	ALA	04jun97	see trf date next line
	UN-46626	An-24RV	Air Kazakstan	trf	26sep96	Astana based; f/n ALA 13may99; l/n ALA 01mar03; was stored for a long time, but being worked upon in mar03 and inspected sep03
	UN-46626	An-24RV	SCAT	KZO	24may04	l/n DME apr08, see next line
	UP-AN414	An-24RV	SCAT	rgd	29feb08	see l/n previous line; f/n ALA 19apr09; l/n CIT 13jul19/19sep23, wfu
3 73 088 06	CCCP-46627	An-24RV	AFL/West Siberia	mfd	24jul73	toc 17aug73; rgd 28aug73
	RA-46627	An-24RV	Tomsk Avia	trf	30mar94	f/n TJM 27jul00; l/n TOF 29oct16/13sep19, stored
3 73 088 07	CCCP-46628	An-24RV	AFL/Central Region	mfd	30jul73	toc 09aug73; rgd 28aug73; trf 09apr85 to Mali based on a decree dated 15nov84
	TZ-AJL	An-24RV	Air Mali	rgd	26apr85	c/n confirmed; photo exists 1986 in full c/s
	TZ-AJL	An-24RV	Republique du Mali	TMR	feb90	
	TZ-AJL	An-24RV	Malitas	BKO	nov92	in white/gold c/s with titles; seen TOM 02nov97; seen nov99, with registration removed, wfu; still present there mar03/early 2018 (N16.735249 W2.9962246) derelict with damaged nose section
3 73 088 08	CCCP-46629	An-24RV	AFL/East Sib.-IKT	mfd	09aug73	toc 29aug73; rgd 06sep73; f/n IKT 04sep89
	RA-46629	An-24RV	Baikalavia	trf	30jun92	f/n IKT 06jul94, in Aeroflot c/s and titles
	RA-46629	An-24RV	Baikalavia	IKT	05jun01	l/n IKT (N52.265983 E104.36207) aug03/jul09 wfu; carried 'Baikal Airlines' titles
3 73 088 09	CCCP-46630	An-24RV	AFL/Ukraine-VSG	mfd	09aug73	toc 22aug73; rgd 26sep73; f/n IEV 12sep87
	UR-46630	An-24RV	Avialini. Ukrayiny	rgd	27apr93	f/n VKO 04may94; l/n IEV 11may98 but no titles reported
	UR-46630	An-24RV	Ukraine National	IEV	11sep99	operated by Lugansk Airlines; canx 01oct08
	EK-46630	An-24RV	Air Libya Tibesti	SHJ	09feb03	c/n not checked this date; l/n SHJ 25mar04
	ST-ARP	An-24RV	Ababeel Aviation	KRT	17jan06	c/n from CAA; CofA 08may04; rgd 15aug05; l/n AYT 09nov06;
	ST-ARP	An-24RV	Marsland	KRT	28nov06	l/n KRT 24jun08; reported arrived FJR 13oct08 and l/n FJR 25nov08; seen KRT 31mar09 opb Marsland; l/n KRT 31aug10, titles not reported
	ST-ARP	An-24RV	Alfa Airlines	NLV	18jan11	mainly white c/s with small titles in logo on rear fuselage; reportedly arrived back in KRT 05apr11; seen KRT 08apr12, with titles and in a colour scheme similar to Cubana; l/n Sudan (Wadi Seidna?) 29aug17
3 73 088 10	CCCP-46631	An-24RV	AFL/Belarus-GME	mfd	23aug73	toc 04sep73; rgd 13sep73; f/n MHP 09sep87
	EW-46631	An-24RV	Belavia	MHP	09sep94	
	EW-46631	An-24RV	Belavia, n/t	IEV	04may99	l/n IEV 07jul99; reported for Gomelavia
	EW-46631	An-24RV	Equat Guinée d'Avn	MLA	12apr01	l/n SHJ 13mar04; leased from Gomelavia
	EW-46631	An-24RV	Gomelavia	MHP	05jul04	
	EW-46631	An-24RV	Kam Air	KBL	17may05	
	EW-46631	An-24RV	Belavia c/s, n/t	MHP	jul05	in Gomelavia fleet list dec05; l/n GME 06aug06
	EW-46631	An-24RV	Gomelavia	MHP	16may07	with titles; seen DME 16oct09 operational; seen GME 23apr11, stored; l/n GME 01jul14, without engines
3 73 089 01	CCCP-46635	An-24RV	AFL/Centr.Reg.-VOZ	mfd	29aug73	toc 07sep73; rgd 18sep73; f/n SXF 04aug74
	RA-46635	An-24RV	Voronezh Avia	trf	01aug94	f/n VOZ 18sep94, in Aeroflot c/s and titles
	RA-46635	An-24RV	Voronezh Avia	DME	18aug97	l/n VOZ 31aug97; canx 18jun99 and soc 21jun99 as to Guinea
	3X-GDG	An-24RV	Guinée Paramount	rgd	19jul99	f/n BJL 18oct00; in all-white c/s with titles; l/n CKY 16jul05 wfu; canx 24nov06
3 73 089 02	CCCP-46636	An-24RV	AFL/Privolzhsk-KZN	mfd	28aug73	toc 06sep73; rgd 27sep73; f/n UFA late 1977
	CCCP-46636	An-24RV	AFL/Central Region	trf	06may88	l/n BKA 15aug92
	RA-46636	An-24RV	Aeroflot	BKA	15may93	
	TC-MOC	An-24RV	Mas Air	rgd	28may93	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'
	RA-46636	An-24RV	ex Mas Air, c/s	BKA	11may96	l/n BKA 22apr97; soc and canx 24jun98 as to Ukraine
	UR-46636	An-24RV	Motor Sich	OZH	06may98	
	UR-BXC	An-24RV	Motor Sich	IST	26nov98	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
3 73 089 03	CCCP-46637	An-24RV	AFL/Urals	mfd	31aug73	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	An-24RV	Pioner	SIP	27jun16	leased from Izhavia; in all-white c/s, no titles; l/n URS 25oct16
	RA-46637	An-24RV	Izhavia	URS	oct17	in all-white c/s with titles; f/n without titles PEX 16nov17; l/n PEX 19jan18
	RA-46637	An-24RV	RusLine	GOJ	01feb18	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 "Odna" (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
	RA-46637	An-24RV	Angara	IKT	04jun22	l/n IKT 01dec24
3 73 089 04	CCCP-46638	An-24RV	AFL/Ukraine	toc	06sep73	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	An-24RV	Kampuchea Airlines	PNH	30sep92	with titles in Cambodian and English
	RA-46638	An-24RV	Aeroflot	PNH	15apr93	with titles, in service; reported BKK jul93 with Kampuchea titles
	XU-312	An-24RV	Royal Cambodian AF	PNH	07mar00	photo proof with titles
	XU-312	An-24RV	Royal Cambodian AF	PNH	23apr05	photo proof no titles; seen PNH 20nov05 ex reg RA-46638 visible; l/n PNH 14dec09, fate ?
3 73 089 05	CCCP-46639	An-24RV	AFL/Far East-UUS	mfd	13sep73	on charge as of 01oct73; rgd 05nov73
	RA-46639	An-24RV	Sakhal. AviaTrassy	trf	26may93	f/n UUS 07jul94, in Aeroflot c/s and titles
	RA-46639	An-24RV	Sakhal. AviaTrassy	ph.	aug96	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	An-24RV	Civ Avn Adm China	rgd	1973	
	B-3412	An-24RV	Civ Avn Adm China	rgd	may85	f/n URC 08mar87
	B-3412	An-24RV	China Xinjiang Al	post	may92	l/n URC may94/may01 derelict
3 73 089 07	B-444	An-24RV	Civ Avn Adm China	rgd	1973	f/n SIA jun77
	B-3413	An-24RV	Civ Avn Adm China	rgd	may85	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 37 passengers were killed but all 7 crew survived
3 73 089 08	CCCP-46640	An-24RV	AFL/Privolzhsk	mfd	25sep73	rgd 18oct73; on charge as of 01jan74; opb Saratovski OAO

	RA-46640	An-24RV	Aeroflot	RVH	11sep93	
	RA-46640	An-24RV	Saransk Avn Ent.	trf	04mar94	in basic 'blue' Aeroflot c/s, no titles; f/n VKO 18aug03; l/n VKO 23aug03
	RA-46640	An-24RV	Avialinii Mordovii	GOJ	28feb07	the new name for Saransk Aviation Enterprise
	RA-46640	An-24RV	UTair Express	rgd	20mar07	to Avialinii Mordovii; in basic Aeroflot c/s; f/n PEE 10aug07; l/n NNM 19sep07
	RA-46640	An-24RV	Avialinii Mordovii	DME	26jun09	in basic 'blue' Aeroflot c/s with own titles; new CofR issued 17jun11; l/n SVX 25nov12; AOC revoked feb13
	RA-46640	An-24RV	IrAero	UKX	29apr13	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 16sep24
3 73 089 09	CCCP-46641	An-24RV	AFL/Central Region	mfd	23sep73	toc 11oct73; rgd 25oct73
	RA-46641	An-24RV	Aeroflot	BKA	20mar93	
	RA-46641	An-24RV	Kurskavia	trf	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	An-24RV	AFL/West Siberia	mfd	29sep73	toc 16oct73; rgd 02nov73; f/n Novosibirsk-Severny 01jul92
	RA-46642	An-24RV	Aeroflot	Ovn	12jul93	
	RA-46642	An-24RV	Novosibirsk AE	trf	11mar94	
	RA-46642	An-24RV	Angara	IKT	06jun01	owned by Novosibirsk Aviation Enterprise; l/n IKT 04jul04
	RA-46642	An-24RV	Novosibirsk AE	Ovn	01aug07	in full c/s with Novosibirsk Avia titles; l/n Novosibirsk-Severny 05jul08, stored; l/n OVB 11jul09; reported sold to KrasAvia may11
	RA-46642	An-24RV	KrasAvia	KJA	08jul11	seen NSK 28jul17; seen KJA 05nov17 being re-painted; l/n Krasnoyarsk Cheremshanka 07oct23; reported nov23 as placed in store
3 73 090 01	CCCP-46643	An-24RV	AFL/Far East	mfd	26oct73	toc 20nov73; rgd 03dec73; probably opb Khabarovski OAO; f/n KHV 30aug89
	RA-46643	An-24RV	Dalavia	trf	01jun93	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 'Khabarovskiye 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
3 73 090 02	CCCP-46644	An-24RV	AFL/Kazakhstan-KSN	mfd	24oct73	toc 05nov73; rgd 20nov73
	UN-46644	An-24RV	Aeroflot	BKA	03sep93	
	UN-46644	An-24RV	Lionair		photo	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
	UN-46644	An-24RV	Air Kazakstan	trf	26sep96	based Kostanai, see previous line
3 73 090 03	B-446	An-24RV	Civ Avn Adm China	rgd	1973	f/n CAN 25apr79
	B-3414	An-24RV	Civ Avn Adm China	rgd	may85	f/n CAN 13nov85; l/n CAN 06nov86
	B-3414	An-24RV	China Southern	post	apr91	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 04	B-448	An-24RV	Civ Avn Adm China	rgd	1973	f/n CAN 24may77
	B-3415	An-24RV	Civ Avn Adm China	rgd	may85	f/n CAN 13nov85; l/n PEK 30sep88
	B-3415	An-24RV	China Southern	post	apr91	fate unknown
3 73 090 05	B-450	An-24RV	Civ Avn Adm China	rgd	1973	f/n SHA 20apr79
	B-3416	An-24RV	Civ Avn Adm China	rgd	may85	f/n CAN 13nov85; l/n PEK 28oct86
	B-3416	An-24RV	China Eastern	post	apr88	f/n CAN 06oct90 but reported broken up Shanghai dec89 !
3 73 090 06	B-452	An-24RV	Civ Avn Adm China	rgd	1973	f/n SHA 20apr79
	B-3417	An-24RV	Civ Avn Adm China	rgd	may85	f/n WUH 04jun85; l/n CAN 06nov86
	B-3417	An-24RV	China Eastern	post	apr88	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, 28 passengers were killed and 4 injured; six of the 8 crew were killed
3 73 090 07	B-454	An-24RV	Civ Avn Adm China	rgd	1973	f/n PEK 20apr79; l/n PEK 29oct86, see next line
	B-3418	An-24RV	Civ Avn Adm China	rgd	may85	see line above; f/n HRB 06oct88
	B-3418	An-24RV	China Northern	post	sep90	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 08	030	An-24RV	Bulgarian AF	mfd	1973	f/n SXF aug76; l/n SOF sep99/mar00 stored; sold sep00
	LZ-CBB	An-24RV	Heli Air Services	rgd	30nov00	f/n AYT 03jul01; in all-white c/s with Heli Air titles; l/n VIE 09oct02
	LZ-CBB	An-24RV	United Nations	ph.	19nov03	at Guiglo, Côte d'Ivoire, in all-white c/s with titles
	LZ-CBB	An-24RV	all-white c/s, n/t	WAW	19jul05	
	LZ-CBB	An-24RV	Aviostart	VAR	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
	Z3-AAI	An-24RV	Airlift Service	BOJ	30apr08	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	Kam Air	TII	18may09	
	YA-KMC	An-24RV	Kam Air	KBL	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	An-24RV	Civ Avn Adm China	rgd	1973	f/n CAN 02feb83
	B-3419	An-24RV	Civ Avn Adm China	rgd	may85	f/n PEK may87; l/n HRB nov91, stored
	B-3419	An-24RV	China Xinjiang Al	post	may92	l/n CTU jun99 stored
3 73 091 01	B-460	An-24RV	Civ Avn Adm China	rgd	nov73	f/n PEK nov79
	B-4061	An-24RV	China United Al	r/r	oct95	f/n NAY 01nov96; seen NAY 15apr07; l/n Harbin North Vocational Institute of Aviation 21apr24 still in CUA colours and in good condition
4 73 091 02	CCCP-46649	An-24RV	AFL/Privolzhsk	mfd	29mar74	toc 10apr74; rgd 30apr74; f/n UFA late 1977; registration is out of sequence
	RA-46649	An-24RV	Bashkirian Al	toc	unknown	on charge as of 01jul92; f/n UFA 10jul93, in Aeroflot c/s and titles; l/n UFA 14jul94
	RA-46649	An-24RV	Bashkirian Al	BKA	21may95	l/n UFA 12aug01; soc 06mar06 as to Belarus
	EW-224PG	An-24RV	ex Bashkirian c/s	UFA	27aug06	still large BAL titles; c/n confirmed by CAA
	4L-BZG	An-24RV	Tbilaviamsheni	IEV	28aug07	dark blue tail with white lozenge shape; seen TBS 02jun11; according to Georgian CAA opb Tam Aria dec09; l/n TBS 10mar12/07sep12, stored
3 73 091 03	not known	An-24RV	China	mfd	nov73	confirmed exported to China
3 73 091 04	CCCP-46645	An-24RV	AFL/Privolzhsk-GOJ	mfd	26nov73	rgd 29dec73; on charge as of 01jan74; f/n BKA 29aug89; l/n SVO 02jun92
	RA-46645	An-24RV	Aeroflot	BKA	20mar93	
	RA-46645	An-24RV	Penza Air	trf	31dec93	l/n PEZ 18aug99, in Aeroflot c/s, titles not reported; soc and canx 09jul02 as sold to Cuba
	CU-T1536	An-24RV	primer c/s	YQX	2002	photo on delivery; no titles, with Cuban flag on the tail and behind the cockpit
	CU-T1536	An-24RV	Aerocaribbean	HAV	22jan03	l/n GCM 10dec04; in Cubana fleet list 31dec05
	CU-T1257	An-24RV	Aerocaribbean	HAV	11mar06	no titles opf Cubana; l/n HAV 30sep07 c/n confirmed
	CU-C1257	An-24RV	Cubana	HAV	10aug09	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 11feb24
3 73 091 05	CCCP-46646	An-24RV	AFL/West Siberia	mfd	15dec73	toc 06jan74; rgd 16jan74
	RA-46646	An-24RV	Novosibirsk AE	trf	31mar94	f/n OMS 12jun94, in Aeroflot c/s and titles; still as such NOZ 23apr98, operated by Aerokuznetsk; l/n Novosibirsk-Severny 23jul00
	RA-46646	An-24RV	Novosibirsk AE	Ovn	03jul03	with Novosibirsk Avia titles; l/n active Novosibirsk-Severny 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
	RA-46646	An-24RV	Polyarnyye Avial.	YKS	12jun14	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
3 73 091 06	B-466	An-24RV	Civ Avn Adm China	d/d	dec74	c/n reported before for B-458 but confirmed twice by the ADB
	51051	An-24RV	China United Al	post	dec86	f/n NAY 09nov93; l/n NAY may94
	B-4064	An-24RV	China United Al	r/r	oct95	f/n NAY 19mar96 stored and later reported in a technical school; (N39.793691 E116.39323) l/n 29aug14
3 73 091 07	CCCP-46647	An-24RV	AFL/Ukraine-SIP	mfd	29dec73	toc 09jan74; rgd 28jan74; mentioned in an incident report 08feb87; f/n SIP 19sep87
	UR-46647	An-24RV	Aeroflot c/s, n/t	IST	24jun93	white tail, Ukraine flag behind cockpit
	UR-46647	An-24RV	Crimea Airlines	ATH	dec93	full c/s; seen IST 19feb94; l/n AYT jul99
	UR-46647	An-24RV	Donbass	VKO	22jul00	ex Crimea cheatline; still in fleet list jan04, see next line
	UR-46647	An-24RV	no titles	EVN	28apr01	l/n BAK 12mar03; AZAL tail logo
	UR-46647	An-24RV	Donbassaero	IFO	06aug05	l/n DOK 30aug08; canx 20jul10; scrapped DOK nov11
3 73 091 08	CCCP-46648	An-24RV	AFL/Central Region	mfd	23dec73	toc 27dec73; rgd 10jan74; f/n BKA early 1978
	CCCP-46648	An-24RV	AFL/Privolzhsk	trf	08may88	
	RA-46648	An-24RV	Aeroflot	LED	17sep93	
	RA-46648	An-24RV	Saravia	trf	28dec94	in Aeroflot c/s and titles; l/n RTW 30aug97; soc 13jul00 and canx 21jul00 as sold to Cuba
	CU-T1299	An-24RV	primer	SXF	15oct00	was on delivery to Cubana this date
	CU-T1299	An-24RV	Cubana	HAV	18jan01	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
3 73 091 09	CCCP-46547	An-24RV	Soviet AF/AFL c/s	mfd	mar73	opb mil. unit Kiev; c/n confirmed by Antonov, although given as 47309109; f/n SVO 22jul77; not on Soviet or Russian Federation register
	CCCP-46547	An-24RV	Ukraine Air Force	IEV	28aug92	with Avialiniyi Ukrayiny logo on the tail; l/n IEV 08sep92
	46547	An-24RV	Ukraine Air Force	SIP	20sep94	with Avialiniyi Ukrayiny logo on the tail; based at Odesa-Tsentralny from at least 1996 l/n ODS 24may02
	"12" yellow	An-24RV	Ukr Border Guards		photo	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
4 73 091 10	RA-46548	An-24RV	Russ. Navy/AFL c/s	IKT	06jun01	in rework plant; c/n confirmed; not on Soviet or Russian Federation register; no titles; seen OSF feb07; l/n OSF 17apr13
	RF-46538	An-24RV	Russ. Navy/AFL c/s	OSF	04jul14	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
4 73 092 01	CCCP-46650	An-24RV	AFL/Privolzhsk	mfd	15jan74	toc 08feb74; rgd 22feb74; opb Ufimski OAO; f/n UFA late 1977
	RA-46650	An-24RV	Bashkirian Al	toc	unknown	on charge as of 01jul92; f/n UFA 10jul93, in Aeroflot c/s and titles
	RA-46650	An-24RV	Bashkirian Al	KZN	27aug97	stored at UFA, seen 13aug99/12aug01; still in fleet list 31dec00
	RA-46650	An-24RV	Karat	rgd	10may04	f/n VKO 12jul04; l/n VKO 18aug05
	RA-46650	An-24RV	Tomsk Avia	rgd	13jul06	to Aerotekh; 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
	RA-46650	An-24RV	UTair Express	rgd	19jun12	in all-white c/s with titles in Russian; already reported SCW 21mar12, but confirmation welcome; f/n SCW 05nov12; l/n ARH 05jun13
	RA-46650	An-24RV	Katekavia	IKT	11may14	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
	RA-46650	An-24RV	Turukhan	trf	mar15	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
4 73 092 02	CCCP-46651	An-24RV	AFL/Arkhangel.-ARH	mfd	17jan74	toc 01feb74; rgd 22feb74; f/n jan85; opb Arkhangelski
	RA-46651	An-24RV	Arkhangelsk Al	trf	22feb94	initially still in full Aeroflot c/s including titles, but with an additional 'Arkhangelsk Airlines' logo; l/n as such ARH 12jul94; repainted in full c/s; f/n as such SVO dec98; l/n RVN 09mar04; Arkhangelsk Airlines was bought by Aeroflot aug04
	RA-46651	An-24RV	Aeroflot-Nord	MMK	01jul05	in the new Aeroflot c/s; Aeroflot-Nord was renamed Nordavia in late 2009; l/n ARH 03jun10
	RA-46651	An-24RV	Nordavia	rgd	16jun10	to Severlizing; in basic Aeroflot-Nord c/s; l/n without titles ARH 02aug10; f/n with titles HEL 13feb11; l/n ARH 28aug12
	RA-46651	An-24RV	Pskovavia	DNK	18feb13	leased from Nordavia; in basic Aeroflot-Nord c/s with 'Nordavia' titles and a small 'Pskovavia' logo on the nose; l/n ARH 05feb18
	RA-46651	An-24RV	Sirius Aero	trf	jun18 ?	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
4 73 092 03	CCCP-46652	An-24RV	AFL/Tyumen	toc	04feb74	rgd 22feb74; trf 30jun76 to the Troitsk Technical School; soc 30dec76 as worn out; seen there (N54.123764 E61.688836) aug99/apr21
4 73 092 04	CCCP-46653	An-24RV	AFL/Far East-UUS	mfd	02may74	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 Zavitinsk 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
4 73 092 05	B-462	An-24RV	Civ Avn Adm China	rgd	1974	f/n CAN 02feb83; fate unknown, not r/r after 1985
4 73 092 06	B-468	An-24RV	Civ Avn Adm China	rgd	1974	f/n in photo in 1979, location not known; l/n CTU 06dec82
	B-3420	An-24RV	Civ Avn Adm China	rgd	may85	f/n CTU 02nov86
	B-3420	An-24RV	China Southwest	post	sep87	l/n CTU 01nov93 partly broken up
4 73 092 07	B-470	An-24RV	Civ Avn Adm China	rgd	1974	f/n CTU 16apr79
	B-3421	An-24RV	Civ Avn Adm China	rgd	may85	f/n CKG 05nov86; l/n HRB nov91, stored
	B-3421	An-24RV	China Xinjiang Al	post	may92	broken up CTU before jun99
4 73 092 08	B-472	An-24RV	Civ Avn Adm China	rgd	1974	f/n CAN 10dec82
	B-3422	An-24RV	Civ Avn Adm China	rgd	may85	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)
4 73 092 09	CCCP-46654	An-24RV	AFL/N.Kavkaz-MCX	mfd	16feb74	rgd 20may74; reported in an accident 07jan92
	RA-46654	An-24RV	Avialin. Dagestana	trf	10feb95	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
4 73 092 10	B-474	An-24RV	Civ Avn Adm China	rgd	1974	f/n CAN 12mar80; l/n CAN jul83
	B-3423	An-24RV	Civ Avn Adm China	rgd	may85	f/n CAN 13nov85; l/n CAN 06nov86
	B-3423	An-24RV	China Southern	post	apr91	fate unknown
4 73 093 01	CCCP-46655	An-24RV	AFL/Kazakhstan	mfd	27feb74	toc 12mar74; rgd 08apr74; f/n IKT 24sep86; l/n BKA 20mar93
	UN-46655	An-24RV	Kazakstan Airlines	BKA	04jul94	
	UN-46655	An-24RV	Air Kazakstan	trf	26sep96	based Kostanai
	UN-46655	An-24RV	Lionair	RML	14dec98	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; l/n Ratmatala 05oct23 inside a hangar
4 73 093 02	CCCP-46656	An-24RV	AFL/Leningrad-PKV	mfd	27feb74	on charge as of 01apr74; rgd 18apr74; f/n LED 02sep88; l/n LED 07sep92
	RA-46656	An-24RV	Pskovavia	trf	30apr93	f/n BKA 13sep93, in Aeroflot c/s and titles
	RA-46656	An-24RV	Air Mali	ph.	nov94	in white/gold c/s with grey undersides and titles; leased from Pskovavia
	RA-46656	An-24RV	Air Guinée	PRG	20may95	leased from Pskovavia
	RA-46656	An-24RV	Pskovavia	PRG	jul96	l/n GRO 14jul96, in basic Aeroflot c/s with Pskovavia badge behind nose; later leased again to Air Guinée, see next line
	RA-46656	An-24RV	Pskovavia	PRG	26feb97	l/n MST 31may97; in basic Air Guinée c/s with Pskovavia badge behind nose and Russian flag on tail; soc 18feb98, CofR renewal 24dec98 with operator given as Jupiter Avia; canx only 02apr99 as leased to Armenia
	EK-46656	An-24RV	all-white c/s, n/t	DLA	apr01	operated by Jupiter Avia, Armenia
	EK-46656	An-24RV	Jupiter Avia	LCA	10aug01	
	EK-46656	An-24RV	Aero Service	PNR	19oct03	still in Aviakompany Veteran fleet list jan05; in Armavia fleet list dec05
	EK-46656	An-24RV	South Airlines	FJR	04mar08	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	An-24RV	AFL/Central Region	mfd	16feb74	toc 06mar74; rgd 26mar74; f/n LED 10sep87
	RA-46657	An-24RV	Aeroflot		01oct94	
	RA-46657	An-24RV	Aviata	trf	29aug95	l/n TBW 31aug97; in Aeroflot c/s and titles; canx 22dec00; soc by jan01
	TN-AGS	An-24RV	Lina Congo	rgd	15jan01	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	An-24RV	AFL/Uzbekistan-SKD	mfd	28feb74	toc 13mar74; rgd 24may74; f/n SKD 17sep87
	46658	An-24RV	Uzbekistan Airways	SKD	13mar93	
	UK-46658	An-24RV	Uzbekistan Airways	TAS	jul97	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
4 73 093 05	CCCP-46661	An-24RV	AFL/Ukraine-VSG	mfd	22mar74	registration out of sequence; toc 02apr74; rgd 30apr74; opb Voroshilovgradski OAO; f/n AER 18aug80
	UR-46661	An-24RV	Avialini. Ukrayiny	rgd	27apr93	f/n VKO 21apr94
	UR-46661	An-24RV	Lugansk Airlines	VSG	27apr99	l/n IEV 07jul99
	UR-46661	An-24RV	Kiev ARP 410 Al	IEV	02jun02	in full c/s; l/n IEV 07aug02; canx 15nov02
	ST-SHE	An-24RV	no titles	IEV	22may04	c/n confirmed by Sudanese CAA
	UR-CDY	An-24RV	Kiev ARP 410 Al	KBP	07jun05	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 Avialinii' 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	An-24RV	AFL/West Siberia	mfd	25feb74	toc 23mar74; rgd 17apr74; f/n ALA 22sep87
	RA-46659	An-24RV	Aeroflot	Ovn	21apr93	
	RA-46659	An-24RV	Novosibirsk AE	trf	11mar94	
	RA-46659	An-24RV	Angara	IKT	06jun01	l/n IKT 04jul04
	RA-46659	An-24RV	Novosibirsk AE	Ovn	08jul05	with Novosibirsk Avia titles; l/n active Novosibirsk-Severny 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
	RA-46659	An-24RV	IrAero	IKT	29dec15	with titles; l/n IKT 01dec24
4 73 093 07	CCCP-46660	An-24RV	AFL/Urals-KVX	mfd	06mar74	toc 22mar74; rgd 18apr74
	RA-46660	An-24RV	Aeroflot	BKA	15may93	
	RA-46660	An-24RV	Kirov Avn Enterpr.	trf	18apr94	
	RA-46660	An-24RV	SAFT Gabon	LBV	dec97	leased from Kirov Aviation Enterprise
	RA-46660	An-24RV	United Nations	SDA	16nov98	leased from Kirov Aviation Enterprise
	RA-46660	An-24RV	Air Mali	AAQ	05sep00	
	RA-46660	An-24RV	all-white c/s, n/t	IKT	06jun01	in rework plant; leased to Angara Airlines 22jun01/22jun03
	RA-46660	An-24RV	Angara	IKT	16aug03	l/n IKT 04jul04
	RA-46660	An-24RV	Kirov Avn Enterpr.	VKO	22aug06	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	An-24RV	Civ Avn Adm China	rgd	1974	f/n mar83
	B-3424	An-24RV	Civ Avn Adm China	rgd	may85	f/n PEK 18apr86; l/n XIY nov91
	B-3424	An-24RV	China Northwest	post	feb92	l/n ZGC mar95/may99 derelict
4 73 093 09	B-478	An-24RV	Civ Avn Adm China	rgd	1974	
	B-3425	An-24RV	Civ Avn Adm China	rgd	may85	f/n URC 07mar87
	B-3425	An-24RV	China Xinjiang Al	post	may92	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	An-24RV	MIAT Mongolia	mfd	28mar74	f/n ULN 19dec77; l/n ULN 10may95
	MT-1005	An-24RV	MIAT Mongolia			already allocated by early 1995
	JU-1005	An-24RV	MIAT Mongolia	ULN	jul00	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
	ER-AZY	An-24RV	Pecotox	rgd	02jun05	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	B-480	An-24RV	Civ Avn Adm China	rgd	1974	f/n PEK sep78 without prefix this date
	B-3426	An-24RV	Civ Avn Adm China	rgd	may85	
	B-3426	An-24RV	China Southwest	post	sep87	retired, fate unknown
4 73 094 02	B-482	An-24RV	Civ Avn Adm China	rgd	1974	f/n SIA 06apr85
	B-3427	An-24RV	Civ Avn Adm China	rgd	may85	f/n SIA 08apr86; l/n PEK 28oct86
	B-3427	An-24RV	China Northwest	post	feb92	broken up XIY mar93
4 73 094 03	B-484	An-24RV	Civ Avn Adm China	rgd	1974	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 om 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
4 73 094 04	CU-T923	An-24RV	Cub AF/Cubana c/s	d/d	1974	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
	CU-T1214	An-24RV	Cubana	HAV	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
4 73 094 05	CU-T924	An-24RV	Cub AF/Cubana c/s	d/d	1974	salon version; f/n PRG 18jun75; l/n Playa Baracoa 20apr02; operated in full Cubana c/s
	CU-T1223	An-24RV	Cubana	CYO	21jun08	l/n Playa Baracoa 06feb09
	CU-T1463	An-24RV	Aerogaviota	CYO	22apr14	l/n in Cuba 30nov14; c/n from ATDB
	FAR-1463	An-24RV	Cuban Air Force	UPB	apr23	blue and white c/s, no titles (basic ex Aerogaviota c/s); l/n HAV 13feb24
4 73 094 06	CCCP-46668	An-24RV	AFL/North Kavkaz	mfd	24apr74	toc 12may74; rgd 24may74; f/n ODS 30oct77; registration out of sequence
	RA-46668	An-24RV	Kuban Airlines	trf	22feb94	f/n VKO 25sep94, in Aeroflot c/s and titles
	RA-46668	An-24RV	Kuban Airlines	AYT	oct97	l/n VKO 16aug01; not in fleet list jan04; soc and canx 01apr04 as leased to Moldova
	ER-AZL	An-24RV	Pecotox Air	rgd	23apr04	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	An-24RV	Civ Avn Adm China	rgd	1974	
	B-3429	An-24RV	Civ Avn Adm China	rgd	may85	f/n CAN oct87; l/n SIA 09oct88, see next line
	B-3429	An-24RV	China Eastern	post	apr88	broken up Hefei 1990
4 73 094 08	CUA-51050	An-24RV	China United Al	d/d	apr74	f/n NAY 09nov93
	B-4063	An-24RV	China United Al	r/r	oct95	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	An-24RV	AFL/Krasnoyar.-ABA	mfd	30apr74	toc 23may74; rgd 12jun74
	RA-46662	An-24RV	Khakasiya	trf	25nov93	
	RA-46662	An-24RV	Angara	rgd	21jul04	f/n IKT 04jul04; l/n IKT 12sep24
4 73 095 01	CUA-50953	An-24RV	China United Al	d/d	apr74	f/n NAY 1993, postcard exists
	B-4060	An-24RV	China United Al	r/r	oct95	seen preserved in the China Aviation Museum at Shahezhen AFB (Changping) l/n 12may09
	4060	An-24RV	Chinese Air Force		sep10	seen preserved in the China Aviation Museum at Shahezhen AFB (N40.183168 E116.36111 Changping); l/n 07may24
4 73 095 02	B-496	An-24RV	Civ Avn Adm China	rgd	may74	f/n SHA dec80
	B-4062	An-24RV	China United Al	r/r	oct95	f/n NAY 19mar96; l/n NAY 07oct04, stored; seen displayed in Oriental Green Boat Park in Shanghai (N31.106206 E121.01336) mar06/14sep24; no titles or reg visible aug20
4 73 095 03	B-498	An-24RV	Civ Avn Adm China	rgd	may74	
	B-4065	An-24RV	China United Al	r/r	oct95	f/n NAY 19mar96; l/n NAY 08oct99/15apr07 stored
4 73 095 04	CCCP-46663	An-24RV	AFL/Central Region	mfd	30may74	toc 10jun74; rgd 18jun74
	RA-46663	An-24RV	Ivanovo Avn Ent.	trf	30mar94	canx 27may99 as to Moldova; soc date not given
4 73 095 05	CCCP-46664	An-24RV	AFL/Kazakhstan	mfd	30may74	toc 06jun74; rgd 20jun74; f/n BKA 13apr92
	UN-46664	An-24RV	Aeroflot c/s, n/t	ALA	30jun99	l/n ALA 24sep99 titles not rep; reported for Air Kazakstan; l/n ALA 26may02 titles not reported; see trf date next line
	UN-46664	An-24RV	Air Kazakstan	trf	26sep96	Kostanai based; f/n TSE 07sep02; l/n ALA 12sep03
	UN-46664	An-24RV	SCAT	TSE	23mar05	l/n ALA 24jan08
	UP-AN415	An-24RV	SCAT	rgd	29feb08	f/n ALA 02aug09; l/n CIT 13jul19/19sep23, wfu
4 73 095 06	CCCP-46665	An-24RV	AFL/Urals-MQF	mfd	31may74	toc 07jun74; rgd 08aug74
	RA-46665	An-24RV	Aviaprima Sochi	ATH	25jan95	in Aeroflot c/s, no titles
	RA-46665	An-24RV	Magnitogorsk Air	trf	24feb95	
	RA-46665	An-24RV	Metallurg	BZK	09aug99	reported all-white BKA 16jul00
	RA-46665	An-24RV	Tsentr Avia	BKA	25aug00	l/n DME 18aug02; not in fleet list 01jan03
	RA-46665	An-24RV	Yakutiya	rgd	29may03	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	An-24RV	AFL/Latvia-RIX	mfd	31may74	toc 06jun74; rgd 31jul74; f/n LED 01jul90
	YL-LCG	An-24RV	Latavio	rgd	21dec92	f/n RIX 28aug93; canx 06jul95
	UR-46666	An-24RV	Tavria MAK	IST	07dec95	l/n IST 16jul03
	UR-46666	An-24RV	Gorlitsa 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
	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
4 73 095 08	CCCP-46667	An-24RV	AFL/Arkhangel.-ARH	mfd	31may74	toc 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
	RA-46667	An-24RV	UTair	KJA	17sep19	still in basic Nordavia colours; l/n SBT 26dec19; canx 23dec20
4 73 095 09	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	toc 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 Tsentr 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 on 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	mfd	30jun74	rgd 29jul74; toc 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
	YA-DAJ	An-24RV	Ariana		nov99	mentioned in UN document feb00; probably destroyed oct01 by US bomb raids
4 73 096 04	CCCP-46672	An-24RV	AFL/Kazakhstan	mfd	28jun74	toc 05jul74; rgd 25jul74; l/n BKA 08apr93
	UN-46672	An-24RV	Aeroflot	TSE	14jul94	was trf 26sep96 to Air Kazakstan, Astana based, but never had such titles, see next line
	UN-46672	An-24RV	Kazakstan Airlines	TSE	18jul01	in basic ex Aeroflot c/s with Kazakstan 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
	RA-46672	An-24RV	Angara	rgd	15may23	f/n IKT 05feb24, full c/s; l/n IKT 16sep24
4 73 096 05	CCCP-46673	An-24RV	AFL/East Siberia	mfd	28apr74	toc 13jul74; rgd 14aug74
	RA-46673	An-24RV	Baikalavia	trf	30jun92	f/n IKT 05jul92, in Aeroflot c/s and titles
	RA-46673	An-24RV	Baikalavia	IKT	05jun01	l/n IKT (N52.264774 E104.36296) jul04/jul09 stored minus one prop; carried 'Baikal Airlines' titles
4 73 096 06	CCCP-46674	An-24RV	AFL/Centr.Reg.-BKA	mfd	29aug74	toc 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	mfd	26sep74	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	toc 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	toc 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 1ojan12; l/n LWO 15oct19
4 73 096 10	CCCP-46678	An-24RV	AFL/Privolzhsk-PEZ	mfd	30jul74	toc 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	toc 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 14sep24
4 73 097 02	CCCP-46680	An-24RV	AFL/Turkmenis.-ASB	mfd	30jul74	toc 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	toc 09aug74; rgd 28aug74; f/n LED mid 1975
	CCCP-46681	An-24RV	Guinée Inter Air	ph.	1992	in white c/s with cheatlines as per the Guinée flag, grey undersides and titles with 'GIA' logo on the fin
	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 No. 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	toc 01sep74; rgd 19dec74; opb 299 LO Magnitogorskogo 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	OVB	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	KomiAviatrans	SCW	08sep20	no new CofR issued; in basic KrasAvia c/s with own titles; l/n SCW 28apr21; reportedly stored Krasnoyarsk-Cheremshanka dec21
	RA-46682	An-24RV	Polyarnyye Avial.	YKS	31mar22	active without titles; l/n YKS 07may24
4 73 097 05	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		rgd	14feb00	f/n JNB mar00 after respray and returned HLA same day; l/n LBV 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
4 73 097 06	CCCP-46683	An-24RV	AFL/Krasnoyar.-ABA	mfd	28aug74	on charge as of 01oct74; rgd 10nov74; f/n Novosibirsk-Severny 01jul92
	RA-46683	An-24RV	Aeroflot	ABA	13jul93	
	RA-46683	An-24RV	Khakasiya	trf	25nov93	leased to Vladivostok Avia 23jan03/20dec07
	RA-46683	An-24RV	Vladivostok Avia	VVO	19jun06	in full c/s; named 'Abakan'; l/n YKS 16apr07
	RA-46683	An-24RV	Katekavia	YKS	26may07	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 25jul11; landing too fast thereby bursting the front and wrinkling and tearing the fuselage skin; canx 29dec11 as wfu and l/n HTA (N52.023619 E113297281) 01nov13/16aug20
4 73 097 07	P-532	An-24RV	Chosonminhang	PEK	06oct88	became Air Koryo 28mar92
	P-532	An-24RV	Air Koryo	PEK	oct94	l/n FNJ 23nov19
4 73 097 08	P-533	An-24RV	Chosonminhang	PEK	aug83	became Air Koryo 28mar92
	P-533	An-24RV	Air Koryo	FNJ	17feb04	l/n FNJ 23nov19
4 73 097 09	CCCP-46684	An-24RV	AFL/Central Region	toc	11sep74	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
4 73 097 10	CCCP-46685	An-24RV	AFL/Moldova-KIV	mfd	30aug74	toc 09sep74; rgd 10oct74
	ER-46685	An-24RV	Air Moldova	rgd	29mar94	was already f/n IEV 16jun93; l/n KIV 21sep03
	ER-46685	An-24RV	Tandem Aero	rgd	16jan01	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
4 73 098 01	not known	An-24RV	Chosonminhang	mfd	sep74	confirmed exported to North Korea; soc in 1985
4 73 098 02	P-534	An-24RV	Chosonminhang	FNJ	1981	photo, in white c/s with blue cheatline and grey undersides; subsequently repainted with red cheatline; l/n PEK 03oct88; became Air Koryo 28mar92
	P-534	An-24RV	Air Koryo	KHV	27jun94	believed to have become a ground instructional airframe at a military airfield
4 73 098 03	CCCP-46686	An-24RV	AFL/Privolzhsk-GOJ	mfd	26sep74	toc 09oct74; rgd 14nov74
	CCCP-46686	An-24RV	AFL/Privolzhsk-UFA	trf	unknown	
	RA-46686	An-24RV	Bashkirian Al	trf	unknown	on charge as of 01jul93; last overhaul completed in 1993 (by ARZ-412); f/n UFA 12jun94, in Aeroflot c/s and titles
	RA-46686	An-24RV	Bashkirian Al	BKA	21may96	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
4 73 098 04	CCCP-46687	An-24RV	AFL/North Kavkaz	mfd	19sep74	toc 08oct74; rgd 10nov74; f/n AER 21sep87
	RA-46687	An-24RV	Astrakhan Airlines	trf	14apr94	
	RA-46687	An-24RV	Aeroflot c/s, n/t	TBS	17jun97	l/n IST 13may99
	RA-46687	An-24RV	Astrakhan Airlines	IST	2.jul99	l/n EVN 10oct01; soc 11may05 as to Moldova
	ER-AZX	An-24RV	Pecotox Air	rgd	17may05	in fleet list dec05
	ER-AZX	An-24RV	Aero-Service	PNR	nov05	leased from Pecotox 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
	ER-AZX	An-24RV	Pecotox Air	ESB	12jul07	in fleet list 02nov06; operated in Iraq until 12jul07; ferried to KIV 12jul07
	ER-AZX	An-24RV	SkyLink Arabia	KIV	11aug07	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 Pecotox; canx between 01jan16 and 11mar16; l/n KIV 21may19 with reg and titles, possibly newly painted
4 73 098 05	CCCP-46688	An-24RV	AFL/Ukraine	mfd	27dec74	toc 12jan75; rgd 04feb75
	CCCP-46688	An-24RV	AFL/Latvia	trf	unknown	on charge as of 01apr76

	CCCP-46688	An-24RV	AFL/Ukraine	trf	unknown	on charge as of 01jul76; f/n SIP 19sep87
	UR-46688	An-24RV	Avialini. Ukrayiny	IST	21jun93	
	UR-46688	An-24RV	Crimea Airlines	SIP	20sep94	l/n IST 13feb02
	EX-46688	An-24RV	Crimea Airlines	SIP	06jul04	prefix confirmed
	EX-017	An-24RV	Crimea titles	SHJ	20sep04	l/n SHJ 08oct04; c/n checked
	EX-038	An-24RV	not reported	rgd	unknown	canx 14sep04
	EX-017	An-24RV	white/blue c/s n/t	SHJ	09nov04	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
4 73 098 06	CCCP-46689	An-24RV	AFL/GosNII GA	mfd	11feb75	late mfd, but confirmed as a 1974 c/n; toc 18mar75
	CCCP-46689	An-24RV	AFL/East Siberia	trf	23aug75	rgd 05sep75; opb Irkutski OAO; f/n at IKT in late 1977
	CCCP-46689	An-24RV	Baikalavia	trf	30jun92	still in full Aeroflot c/s including titles; seen IKT 05jul92
	RA-46689	An-24RV	Baikalavia	IKT	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
	RA-46689	An-24RV	Sibaviatrans	KJA	09jul04	in white c/s with blue and red trim and grey undersides; l/n KJA 07jul08
	RA-46689	An-24RV	Katekavia	Kir	18feb09	included into the operator's certificate of Katekavia 12sep08; initially in white c/s with grey undersides, with 'Katekavia' titles and a 'Katekavia' log 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
	RA-46689	An-24RV	Turukhan	trf	mar15	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 to UTair ?)
	RA-46689	An-24RV	UTair	rgd	04aug20	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 07jul24
4 73 098 07	BNMAU-9807	An-24RV	MIAT Mongolia	ULN	12dec77	l/n ULN aug94
	MT-1006	An-24RV	MIAT Mongolia	ULN	10may95	
	JU-1006	An-24RV	MIAT Mongolia	ULN	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
4 73 098 08	YR-AMJ	An-24RV	TAROM	mfd	24oct74	rgd 25nov74; canx 12jun93 as exported to Russia
	RA-49278	An-24RV	all-white c/s, n/t	Kjc	13jul93	l/n Krasnoyarsk-Cheremshanka 09jul94
	RA-49278	An-24RV	KrasAir	trf	22dec95	
	RA-49278	An-24RV	Sibaviatrans	VKO	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
	RA-49278	An-24RV	Katekavia	IEV	05mar10	fully painted, with titles; l/n TJM 07jan15
	RA-49278	An-24RV	Turukhan	trf	mar15	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
4 73 098 09	YR-AMY	An-24RV	TAROM	mfd	30oct74	rgd 30nov74; l/n BBU 19sep91
	J5-GBE (2)	An-24RV	TA Guinea-Bissau	lsd	sep91	period covers overhaul and lease of J5-GAE; see c/n 77310810
	YR-AMY	An-24RV	TAROM	ret	mar93?	l/n OTP 18sep95, stored; CofA exp 18mar96; for sale jan98; canx 18mar98
	ER-AFY	An-24RV	Renan, a/w, n/t	rgd	18mar98	f/n BUD 19may00; l/n SHJ 09may01; canx 01feb06 as for sale
	1191	An-24RV	Yemen Air Force	SAH	20mar13	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	An-24RV	MIAT Mongolia	ULN	20jun79	
	MT-6046	An-24RV	Mongolian AF	ULN	22jul98	l/n ULN sep99
	JU-7050	An-24RV	Mongolian Govt.	ULN	27jun01	in white/brwon 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
	EX-150	An-24RV	Avia Traffic	FRU	feb07	logo on tail and engines, twin blue cheatline, titles ?; l/n FRU (N43.052283 E74.482053) 20aug09; white with twin blue cheatline; large titles; canx prior to 20dec13
4 73 099 01	CCCP-46690	An-24RV	AFL/Centr.Reg.-VOZ	mfd	30oct74	toc 06nov74; rgd 12dec74; f/n BKA 29aug89; l/n BKA 15aug92
	RA-46690	An-24RV	Aeroflot	BKA	05sep93	
	RA-46690	An-24RV	Voronezh Avia	trf	01aug94	f/n LED late 1995; l/n VKO 22jul00
	RA-46690	An-24RV	Sakha Avia	YKS	14aug03	
	RA-46690	An-24RV	Polet	DME	25jun05	with white tail, 'Voronezh' stripe and 'Polyot' titles; named 'imeni Geroya Sovyetskogo Souyza Nikolaya Anisimovicha Pribylova'; l/n DME 04jul05
	RA-46690	An-24RV	Yakutiya	KRR	02nov06	leased from Polet 25apr06/21nov07; l/n KRR 10feb07; t/t 46,274 hours and 30,231 cycles by 21nov07
	RA-46690	An-24RV	Polet	DME	18apr08	still in basic Yakutiya c/s; named 'Nikolai Pribylov'; seen DME 07apr10; l/n VOZ 24sep13/01jul20, wfu (N51.808865 E39.231104)
4 73 099 02	CCCP-46691	An-24RV	AFL/Centr.Reg.-TBW	mfd	31oct74	toc 13nov74; rgd 02dec74; f/n BKA 13nov77
	RA-46691	An-24RV	Aviata	trf	29aug95	f/n BKA 12mar96, in Aeroflot c/s and titles
	RA-46691	An-24RV	Cabovimo	BKA	11may96	l/n BKA 11aug96; leased from Aviata ?
	RA-46691	An-24RV	ex Cabovimo c/s	BKA	17apr97	no titles; soc 28oct99 and canx 09nov99 as to Congo
	9Q-CMK	An-24RV	Malila	rgd	28mar00	f/n FIH 23mar01, in c/s similar to Belavia; l/n FIH 04nov11; Antonov regards the aircraft as no longer airworthy from 30jun04
4 73 099 03	CCCP-46692	An-24RV	AFL/Urals	mfd	30nov74	toc 12dec74; rgd 24jan75; opb Magnitogorski OAO; f/n IEV 08sep92
	RA-46692	An-24RV	Magnitogorsk Air	trf	12apr94	impounded 02apr98 because of debts and offered for sale by the Russian privatisation agency 19jun98
	RA-46692	An-24RV	Komiinteravia	rgd	21sep01	l/n SCW 02may07
	RA-46692	An-24RV	UTair Express	rgd	19dec06	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
	RA-46692	An-24RV	Katekavia	trf	aug14	in light blue c/s with 'UTair' and additional 'Katekavia' titles; f/n NNM 15aug14; l/n NNM 20oct14
	RA-46692	An-24RV	Turukhan	trf	mar15	Turukhan was a subsidiary of UTair; leased from Katekavia; in light blue c/s with titles; f/n Krasnoyarsk-Cheremshanka 09jun15; new CofR issued 14oct16; l/n KJA 13mar18
	RA-46692	An-24RV	UTair	TOF	06apr19	in light blue c/s with small titles on the rear fuselage; stored at Ufa from 29nov19; CofA expired 23dec19; canx 15oct20
4 73 099 04	CCCP-46693	An-24RV	AFL/West Siberia	mfd	23nov74	toc 04dec74; rgd 15jan75; opb Omski OAO; f/n ALA 22apr84
	RA-46693	An-24RV	Omskavia	trf	30mar94	initially still in full 'blue' Aeroflot c/s including titles; l/n OMS 12jun94, as such
	RA-46693	An-24RV	Katekavia	LED	06aug00	in basic 'blue' Aeroflot c/s with own titles and logo; new CofR issued 10jun03; CofA expired 23nov08 (did not have a CofA by aug10); seen YKS 01may10; underwent a technical audit oct10; stored without engines at Krasnoyarsk-Cheremshanka, seen feb12/jun15
	RA-46693	An-24RV	Turukhan	rgd	30nov15	no reports; canx 08jun17; broken up at Krasnoyarsk-Cheremshanka 13sep17
4 73 099 05	CCCP-46694	An-24RV	AFL/West Sib.-NOZ	mfd	20nov74	toc 10dec74; rgd 15jan75
	RA-46694	An-24RV	Aerokuznetsk	trf	31mar94	
	RA-46694	An-24RV	Yamal	SLY	26jul00	l/n TJM 12may15, active; seen scrapped TJM sep16; officially canx between 25apr18 and 23may18
4 73 099 06	CCCP-46695	An-24RV	AFL/Kazakhstan	mfd	23nov74	also given as 18nov74; toc 12dec74; rgd 27jan75; f/n UKK 22apr93
	UN-46695	An-24RV	Kazakstan Airlines	DME	21may96	in basic Aeroflot c/s with 'Kazakhstan Airlines' titles
	UN-46695	An-24RV	Air Kazakstan	trf	26sep96	based at Kostanai; not in 2001 fleet list
	RA-46695	An-24RV	Yamal	rgd	11jan01	in full c/s with small titles; f/n TJM 09jul04; entered into the operator's certificate 27may09; l/n TJM 12may15, operational
	RA-46695	An-24RV	Pskovavia	rgd	28aug15	in basic Yamal c/s with small own titles; f/n LED 16jun16; l/n operational LED 22sep17; stored at PKV, seen oct18/feb20
	RA-46695	An-24RV	KomiAviaTrans	SCW	09dec20	in basic Yamal c/s with own titles; ferried from PKV to SCW 09dec20; l/n USK 10jul23
4 73 099 07	CCCP-46696	An-24RV	AFL/Central Region	mfd	06sep74	toc 10dec74; rgd 23dec74; soc 26feb87 based on a decree dated 04apr86 as to Cuba and canx 10mar87
	CU-T1267	An-24RV	Cubana	PRG	10apr87	painted as CUT-1267 and l/n HAV aug89, as such; later repainted as CU-T1267; seen SCU 14sep96, in revised Cubana c/s without cheatline; one of three aircraft substantially modified in Cuba to reduce weight and improve fuel consumption, in order to compete with the Fokker 27s, named 'La Nina' after completion; not in fleet list 31dec05; seen HAV 27mar06; l/n HAV 09jan11
4 73 099 08	CCCP-46697	An-24RV	AFL/East Sib.-IKT	mfd	27nov74	on charge as of 01jan75; rgd 21jan75; f/n IKT nov77
	RA-46697	An-24RV	Baikalavia	trf	30jun92	f/n IKT 06jul94, in Aeroflot c/s and titles; l/n IKT 05jun01, as such
	RA-46697	An-24RV	Angara	rgd	28mar03	f/n IKT 16aug03; l/n IKT 18mar24
4 73 099 09	CCCP-46698	An-24RV	AFL/Centr.Reg.-BKA	mfd	28nov74	toc 23dec74; rgd 21jan75; f/n BKA early78; l/n BKA 10sep92
	RA-46698	An-24RV	Aeroflot	BKA	27apr93	soc and canx 14feb96 as life-time expired; seen BKA 21may96 being dismantled; l/n 23aug96; gone by may97
4 73 099 10	CCCP-46699	An-24RV	AFL/Kazakhstan	mfd	30nov74	toc 13dec74; rgd 22jan75
	UN-46699	An-24RV	Kazakstan Airlines	ATH	01dec94	seen MLA 03dec94 with 'Kazair' titles; l/n ATH mar95, as such
	UN-46699	An-24RV	Guinée Air Service	ATH	19nov95	with red/blue cheatline, tail logo and titles
	UN-46699	An-24RV	Weasua Air Transp	ATH	08may97	leased from Tselina; in white c/s with blue cheatlines and grey undersides and titles; l/n ATH 18aug01
	UN-46699	An-24RV	SCAT	trf	nov03	f/n ROB nov03; in SCAT c/s with both SCAT and Weasua Air Transport titles; l/n ROB 12mar04; returned to Kazakhstan mar05; still in SCAT fleet list 29jun06
	UN-46699	An-24RV	SCAT	GYD	07nov07	
	UP-AN417	An-24RV	SCAT	rgd	29feb08	f/n IEV 21mar08; l/n ALA 21sep14
	UP-AN417	An-24RV	Southern Sky	ALA	09may17	l/n ALA 19oct23
4 73 100 01	CCCP-46522	An-24RV	AFL/Far East	mfd	19dec74	rgd 27jan75; f/n KHV 31aug89
	RA-46522	An-24RV	Aeroflot	KHV	07jul94	l/n KHV 12may95
	RA-46522	An-24RV	Dalavia	trf	01jun93	f/n KHV 03jul04; l/n UUS 26may08
4 73 100 02	CCCP-46523	An-24RV	AFL/Central Region	nfd	23dec74	toc 03jan75; rgd 24jan75; f/n BKA 13nov77; l/n BKA 27apr93/may93
	RA-46523	An-24RV	Aeroflot	BKA	14jun94	
	RA-46523	An-24RV	Bykovo Avia	trf	unknown	soc and canx 10apr96 as life-time expired; l/n BKA 23aug96, in Aeroflot c/s and titles
4 73 100 03	CCCP-46524	An-24RV	AFL/West Siberia	mfd	26dec74	toc 11jan75; rgd 07feb75
	RA-46524	An-24RV	Kemerovo Avn. Ent.	trf	12oct95	was reported leased to C-Air
	RA-46524	An-24RV	Sibaviatrans	Kjc	04jun01	leased from Kemerovo Aviation Enterprise; l/n YKS aug03/jul04 wfu ?, ex Sibaviatrans c/s, no titles
	RA-46524	An-24RV	Katekavia	SVX	23jun06	l/n PEE 04jun10; crashed on approach to Igarka 03aug10 in poor visibility on a flight from Krasnoyarsk-Cheremshanka (KTK9357), drifted right of the centre line during final approach, hit trees some 500 m short of the runway and caught fire after coming to rest, one of the four crew and all eleven passengers were killed

4 73 100 04	CCCP-46525	An-24RV	AFL/Kazakhstan	toc	08jan75	rgd 27jan75; w/o 04oct89 at Stepnogorsk on arrival from Tselinograd when it landed fast and long and overran the grass runway colliding with a concrete pillar forming part of the airport boundary; it had overrun some holes in the ground damaging the fuselage and a fuel tank; the pilot however decided to taxi back to the apron which caused further damage and the propellers to separate; no casualties among the 4 crew and 48 passengers; soc 15jan90; canx 28jan90
4 73 100 05	CCCP-46526	An-24RV	AFL/Privolzhsk	mfd	27dec74	toc 03jan75; rgd 07feb75; f/n ODS 30oct77
	RA-46526	An-24RV	Avial. Tatarstana	trf	unknown	on charge as of 01jul92; f/n KZN 13jun94, in Aeroflot c/s and titles
	RA-46526	An-24RV	Avial. Tatarstana	KZN	26nov97	l/n KZN jun02/jun05 stored minus one engine and with faded prefix; soc 31dec05 as life-time expired
4 73 100 06	CCCP-46527	An-24RV	AFL/Ukraine-IEV	mfd	27dec74	toc 30dec74; rgd 22jan75; f/n IEV 11sep87
	UR-46527	An-24RV	Avialini. Ukrayiny	rgd	27jan93	f/n IEV 16jun93
	UR-46527	An-24RV	Ukraine National	IEV	26jun99	Natsionalni avialiniyi Ukrayiny; still in fleet list 31dec03; sat wfu at IEV on the grass jun02/jun12; was canx 13aug08; l/n IEV 21mar13, in the museum compound; broken up apr13
4 73 100 07	CCCP-46528	An-24RV	AFL/Arkhangel.-ARH	mfd	27dec74	toc 31dec74; rgd 29jan75; f/n MMK 02jan81
	RA-46528	An-24RV	Aeroflot	ULV	31aug93	
	RA-46528	An-24RV	Arkhangelsk Al	trf	22feb94	seen ARH 12jul94, in Aeroflot c/s and titles with badge
	RA-46528	An-24RV	Arkhangelsk Al	RVN	26jun99	Arkhangelsk Airlines was bought by Aeroflot aug04; l/n ARH 01jul05
	RA-46528	An-24RV	Aeroflot-Nord	SVO	17apr06	seen ARH 03jun10, engineless
	RA-46528	An-24RV	Nordavia	CSH	27jun11	l/n LED 02oct11; stored at ARH with logos painted out, seen mar12/apr12
	RA-46528	An-24RV	Khabarovsk Avia	OHO	24may12	basic Nordavia colour scheme; l/n KHV jan15; canx between 25mar16 and 21apr16
5 73 100 08	CCCP-46529	An-24RV	AFL/Central Region	mfd	10mar75	toc 06jun75; rgd 25jun75
	CCCP-46529	An-24RV	AFL/Far East	trf	19nov87	f/n IKT 04sep89; l/n IKT 06jul92 in 'polar' c/s
	RA-46529	An-24RV	Aeroflot	KHV	24may93	
	RA-46529	An-24RV	Dalavia	trf	01jun93	l/n IKT 11may95, in Aeroflot c/s and titles
	RA-46529	An-24RV	Dalavia	trf	01jun93	in basic Aeroflot c/s; f/n KHV 03jul04; l/n UUS 26nov08
	RA-46529	An-24RV	Sakhal. AviaTrassy	trf	26nov08	in basic Aeroflot c/s; l/n KHV 22aug09 with titles
	RA-46529	An-24RV	Khabarovsk Avia	KHV	sep14	still with Dalavia titles; operator reported as Khabarovsk Avia by russianplanes.net; l/n KHV oct14, no propellers and cockpit covered; canx 23jun20
5 73 100 09	CCCP-46530	An-24RV	AFL/Far East-UUS	mfd	16jan75	toc 12feb75; rgd 07mar75; f/n 1983
	RA-46530	An-24RV	Aeroflot	AKJ	06nov92	
	RA-46530	An-24RV	Sakhal. AviaTrassy	trf	26may93	initially in basic 'polar' Aeroflot c/s with 'Aeroflot' titles on fuselage and 'SAT' titles on fin; f/n as such UUS 06jun94 and l/n as such UUS jun99; repainted in full c/s with large 'SAT' titles; f/n as such UUS 23oct05; seen 28may15/29oct16 stored; l/n UUS 24jan17/17aug18, no outer wings
5 73 100 10	CCCP-46531	An-24RV	AFL/Privolzhsk-PEZ	mfd	21jan75	toc 05feb75; rgd 03mar75; f/n UFA late 1977
	RA-46531	An-24RV	Aeroflot	BKA	15may93	
	RA-46531	An-24RV	Penza Air	trf	31dec93	l/n PEZ 18aug99, in Aeroflot c/s, titles not reported
	RA-46531	An-24RV	Norilsk Avn Ent.	rgd	03feb03	to Taimyr; in basic 'polar' Aeroflot c/s with 'Norilskoye aviapredpriyatiye' titles; named 'Alykel'; f/n NSK 24feb09; seen NSK 19jul11; l/n NSK jul17 stored, still in fair condition with props; l/n 19jun21 dismantled on a low loader, reported for transfer to the Aviators' Park, Dudinka, Krasnoyarsk region; noted there 31aug24 on display, Arctic colours, no titles or reg visible
5 73 101 01	CCCP-46532	An-24RV	AFL/Urals	mfd	20jan75	toc 20feb75; rgd 10mar75
	RA-46532	An-24RV	Aeroflot	BKA	03sep93	
	RA-46532	An-24RV	Ural Airlines	trf	25jul94	f/n IKT 10may95; new CofR issued 20jul95; l/n in the old c/s SVX 09jan07; last overhaul completed apr07, repainted in white c/s with blue tail and titles in English; f/n as such SVX 28aug08; t/t 60,925 hours and 32,835 cycles by 01jan10; l/n SVX 12apr10
	RA-46532	An-24RV	UTair Express	rgd	23aug10	in all-white c/s with titles in Russian; f/n ARH 05oct10; l/n NNM 01aug14
	RA-46532	An-24RV	Katekavia	SCW	10oct14	in all-white c/s with 'UTair Express' and additional 'Katekavia' titles; l/n NNM 22apr15
	RA-46532	An-24RV	Turukhan	trf	mar15	Turukhan was a subsidiary of UTair; leased from Katekavia; initially in all-white c/s with 'UTair Express' and additional 'Katekavia' and 'Turukhan' titles; f/n ARH 22aug15; l/n as such NNM 05nov15; f/n with just 'Turukhan' titles ARH 09may16; new CofR issued 17oct16; l/n TOF 09dec18
	RA-46532	An-24RV	UTair	TOF	14sep19	in all-white c/s with small titles on the rear fuselage; stored at Surgut from 24apr20; CofA expired 30apr20; l/n Tyumen-Plekhanovo 14aug22
5 73 101 02	BNMAU-10102	An-24RV	MIAT Mongolia	ph.	feb76	at Batora; f/n ULN 20jun79; l/n ULN 10may95
	MT-1007	An-24RV	MIAT Mongolia			already allocated by early 1995
	JU-1007	An-24RV	MIAT Mongolia	ULN	22jul98	JU- prefix reported allocated by mar98; no longer in fleet list 31oct05; l/n ULN jun09/25mar14 still in good condition
5 73 101 03	BNMAU-10103	An-24RV	MIAT Mongolia	ULN	20jun79	l/n ULN 10may95; w/o 21sep95 on a flight from Ulan Bator to Murun when it descended too low and flew into a mountain at Choho Geologloh Uul, killing all six crew and 36 of the 37 passengers; the reg MT-1008 had been allocated but was ntu at the time of the accident
5 73 101 04	BNMAU-10104	An-24RV	MIAT Mongolia	ULN	17dec77	l/n ULN aug94
	MT-1009	An-24RV	MIAT Mongolia	ULN	10may95	
	JU-1009	An-24RV	MIAT Mongolia	ULN	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
5 73 101 05	YR-BMA	An-24RV	TAROM	mfd	22feb75	rgd 29mar75; f/n DUS aug75; l/n BBU 23sep98 wfu; CofA expired 24jul96
	YR-ARA	An-24RV	AiRom 2000	rgd	05aug99	f/n CPH 11oct99; l/n BBU jan02/oct03 wfu; canx 07oct03
	ER-AZG	An-24RV	purple c/s, n/t	rgd	21oct03	f/n BBU 06nov03; canx 08feb05 as to Kyrgyzstan
	EX-051	An-24RV	Canadian Aw Congo	PNR	30oct05	c/n confirmed; l/n FRU 27apr08; see below
	EX-051	An-24RV	Avia Traffic	OVB	22oct08	advertised for sale jan08 by Avia Traffic, with t/t 21,546 hours and 21,490 cycles; still in fleet listing nov10; l/n FRU 2011, active; canx 05jun13
	RA-46714(2)	An-24RV	Khabarovsk Avia	IKT	08apr14	with titles; c/n from russianplanes.net; see c/n 27301002; l/n IKT 31jul15; canx between 29jul16 and 26aug16
5 73 101 06	YR-BMB	An-24RV	TAROM	mfd	22feb75	rgd 05apr75; CofA expired 26dec95; l/n OTP 24sep98 wfu; not seen sep00; from comparison of photos, it is probably this aircraft in basic ex Tarom c/s without registration that is located at the Romanian Police terrorist Training Centre near to BBU (N44.50815 E26.06544); f/n on Google Earth image sep01; still visible on image dated 13aug20
5 73 101 07	CCCP-46533	An-24RV	AFL/Central Region	mfd	24feb75	toc 18mar75; rgd 07apr75; soc 14jan87 based on a decree dated 04apr86 as to Cuba and canx 06mar87
	CU-T1266	An-24RV	Cubana		1987	photo PRG 1989; seen SXF 07feb96, stripped of paint and in primer, with Cubana titles; seen HAV 21nov97, in full revised c/s without cheatline; l/n HAV 09mar00 operational; not in fleet list 04feb02, likely to be one of two An-24RVs seen HAV 20apr02, in basic ex Cubana c/s with registrations removed, wfu/derelict, one with the fuselage in two sections
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	An-24RV	AFL/Kazakhstan-TSE	mfd	28feb75	toc 14mar75; rgd 01jul75; f/n BKA 27apr93
	UN-46535	An-24RV	Aeroflot	TSE	14jul93	reported for Kazakstan Airlines; was trf 26sep96 to Air Kazakstan, Astana based, but never had such titles and reported as with ARZ-412 since 13dec95
	RA-46535	An-24RV	bare metal	ROV	14may96	as RA- on overhaul, see previous line
	RA-46535	An-24RV	Vologda Avn Ent.	rgd	02nov99	canx 11apr01 as leased to Cambodia
	XU-052	An-24RV	Royal Phnom Penh	REP	04aug01	in white c/s with blue/smaller red cheatline, blue/red tail logo and grey undersides, '46535' still painted under the wing
	XU-375	An-24RV	President Airlines	REP	13dec01	in white c/s, black/red cheatline, black/red tail logo with grey undersides and titles; l/n apr02
	XU-375	An-24RV	Sky Eyes	HKT	dec02	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 Al 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	An-24RV	Air Urga	no	reports	in fleet list mar07; reportedly put into storage jun07
	UR-ELW	An-24RV	United Nations	KGA	20oct08	all-white c/s, UN titles; l/n FIH 17aug09
	UR-ELW	An-24RV	Air Urga, n/t	NLV	01oct09	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	An-24RV	Aeroflot/UShVLP	mfd	28feb75	Ulyanovsk Advanced Flying Training College; toc 19mar75; rgd 09mar75
	CCCP-46536	An-24RV	Aeroflot/KShVLP	trf	24jan76	Kirovograd Advanced Flying Training College
	46536	An-24RV	Ukr Flt State Ac	IEV	16jun93	in Aeroflot c/s, no titles
	UR-46536	An-24RV	Ukr Flt State Ac	KGO	30jul93	in Aeroflot c/s, no titles
	UR-46536	An-24RV	Aero Tumi	lsd	19may94	wfu jul94
	OB-1587	An-24RV	T Doble A	rgd	23nov94	named 'Talavera Reina' and 'Virgen Fatima'; photo apr95; involved in an accident Huancabamba 20mar95 details unknown, repaired; canx 17jan96
	UR-46536	An-24RV	ex T Doble A	LIM	apr96	stored
	UR-46536	An-24RV	Aero Sur	LIM	dec96	and 03feb97; l/n SVG 18jul97
	UR-46536	An-24RV	Ukr Flt State Ac	KGO	05may98	l/n IEV 06jul99; in Aeroflot c/s, no titles; l/n KGO 29may02 in primer whilst on overhaul
	ER-AWX	An-24RV		rgd	12jun02	canx 08aug02
	OB-1769	An-24RV	Star Up S.A	rgd	28aug02	f/n LIM 23oct03; named 'Leonid'
	OB-1769-P	An-24RV	Star Up S.A	LIM	03apr04	named 'Leonid'; also in fleet list with suffix as such, 48 seater
	OB-1769	An-24RV	Star Up S.A	LIM	03jul04	named 'Leonid'; l/n in flight, location not reported, 09feb07
	OB-1769	An-24RV	Star Peru	LIM	10aug07	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
5 73 102 01	YR-BMC	An-24RV	TAROM	rgd	14apr75	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; seen nov19; l/n 08aug24, complete

5 73 102 02	YR-BMD	An-24RV	TAROM	rgd	17apr75	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
5 73 102 03	CCCP-47300	An-24RV	Aeroflot/UShVLP	mfd	28mar75	Ulyanovsk Advanced Flying Training College; toc 12apr75; rgd 05may75
	CCCP-47300	An-24RV	Aeroflot/KShVLP	trf	25feb80	Kirovograd Advanced Flying Training College
	CCCP-47300	An-24RV	AFL/Belarus	trf	03oct80	
	UR-47300	An-24RV	Ukr Flt State Ac	KGO	15jul93	in Aeroflot c/s, no titles
	UR-47300	An-24RV	Ukr Flt State Ac	KGO	21sep94	in Aeroflot c/s, Air Urga logo
	UR-47300	An-24RV	Air Urga	LCA	25mar95	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
	UR-47300	An-24RV	United Nations	ADD	27oct04	coded "UN-627"
	UR-47300	An-24RV	all-white n/t	SAW	08feb05	opb Air Urga; l/n SAW 05may05
	UR-ELK	An-24RV	Air Urga	LCA	24jul05	l/n LCA 14aug05; still in fleet list dec05/mar07
	UR-ELK	An-24RV	all-white c/s, n/t	KGO	04may06	
	UR-ELK	An-24RV	United Nations	DXB	07sep06	l/n FIH 11jul08
	UR-ELK	An-24RV	all-white c/s, n/t	KGO	12oct08	
	UR-ELK	An-24RV	united Nations	TBS	06dec08	l/n TBS 01jun09
	UR-ELK	An-24RV	all-white c/s, n/t	LWO	27sep09	l/n IEV 12sep12; canx 15nov12
	YA-EHC	An-24RV	East Horizon	ph.	2014	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; l/n KBL 12mar24
5 73 102 04	CCCP-13389	An-24RV	MAP Orenburg MSZ	rgd	29may75	f/n VKO 27feb92, in full Aeroflot c/s
	RA-13389	An-24RV	Kit Air	VKO	03sep93	in Aeroflot c/s with titles ?
	RA-13389	An-24RV	Antares Eyr	trf	17jun94	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
5 73 102 05	CCCP-47301	An-24RV	AFL/Turkmenis.-ASB	mfd	30apr75	toc 08may75; rgd 29may75; f/n TAS 15apr92
	EZ-47301	An-24RV	Turkmenistan Al	IEV	02jul96	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
5 73 102 06	CCCP-48091	An-24RV	MOM "Zlatoust" MSZ	rgd	01aug75	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
	EL-AKO	An-24RV	Aeroflot c/s, n/t	rgd	08sep95	f/n SHJ 06nov95; c/n on register as 5730206 in error
	EL-AKO	An-24RV	Air Cess	SHJ	30nov95	l/n SHJ 04jul97; named 'Time Machine'
	EL-WAC	An-24RV	Air West	rgd	unknown	c/n on register as 5730206 in error
	TN-225	An-24RV	Air Cess c/s, n/t	PNR	oct04	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 07	BNMAU-10207	An-24RV	MIAT Mongolia	ULN	19sep86	crashed apr85 while on descent to Huvsgul province according to Mongolian CAA, but also l/n ULN aug94/may95 as wreck
5 73 102 08	BNMAU-10208	An-24RV	MIAT Mongolia	ULN	17dec77	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 09	BNMAU-10209	An-24RV	MIAT Mongolia	ULN	09dec77	
	MT-10209	An-24RV	MIAT Mongolia	ULN	10may95	
	MT-1010	An-24RV	MIAT Mongolia			already allocated by early 1995
	JU-1010	An-24RV	MIAT Mongolia	ULN	22jul98	l/n ULN 28jun01; JU- prefix reported allocated by mar98; current on jan02 fleet list
	UR-CDS	An-24RV	UM Air	DME	10jul04	l/n MHP 17jul07; seen KBP 02aug07 with additional 'Bukovyna Airlines partner' titles; canx 20jul10; l/n KBP 25jun12/11may13, wfu
5 73 102 10	BNMAU-10210	An-24RV	MIAT Mongolia	ph.	dec77	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
5 73 103 01	BNMAU-10301	An-24RV	MIAT Mongolia	ULN	20jun79	
	MT-1011	An-24RV	MIAT Mongolia	ULN	10may95	nose-wheel collapsed on landing Ulaangom nov97
	JU-1011	An-24RV	MIAT Mongolia	ULN	22jul98	l/n ULN 28jun01; JU- prefix reported allocated by mar98; current in jan02 fleet list
	CU-T1244	An-24RV	Cubana	ARN	27apr04	l/n HAV 14dec11
	no reg	An-24RV	Cubana c/s, n/t	ph.	jun12	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
5 73 103 02	CCCP-47302	An-24RV	AFL/East Sib.-IKT	mfd	29apr75	toc 24may75; rgd 19jun75; f/n IKT 05sep89; l/n IKT 05jul92
	CCCP-47302	An-24RV	Baikalavia	trf	30jun92	in Aeroflot c/s and titles; l/n IKT 05jul92
	RA-47302	An-24RV	Baikalavia	IKT	06jul94	in Aeroflot c/s and titles, l/n IKT 05jun01; mentioned in Russian register sep01 marked as 'air incident', but without that remark mar03
	RA-47302	An-24RV	Kiev ARP 410 Al	IKT	05feb07	owned by Angara; last overhaul completed 26dec06; l/n IKT 12feb07
	RA-47302	An-24RV	Angara	IKT	28aug07	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 Strezhevoi 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 73 103 03	CCCP-47303	An-24RV	AFL/Privolzhsk	mfd	21may75	toc 11jun75; rgd 22jul75; f/n ANC 28nov90; canx 22jun91
	OB-1440	An-24RV	Trans Amazon	rgd	03jun91	f/n LIM jul91; named 'Ciudad del Nisti'; canx 23jun92
	CCCP-47303	An-24RV	Avial. Tatarstana	trf	unknown	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
	OB-1583	An-24RV	Expresso Aéreo	rgd	28oct94	f/n BOG 05apr95; CofA expired 14dec95; seen LIM 04feb97; canx 08feb00; l/n LIM 15jan02 wfu; scrapped
5 73 103 04	CCCP-47304	An-24RV	AFL/Privolzhsk-GOJ	mfd	21may75	toc 11jun75; rgd 22jul75
	RA-47304	An-24RV	Aeroflot	KUF	25apr93	
	RA-47304	An-24RV	Saravia	trf	28dec94	f/n DME 07jul98; l/n RTW 20aug03
	RA-47304	An-24RV	Gromov Air	VKO	27jun04	l/n GDZ 04sep04; leased from Saravia since 26mar04
	RA-47304	An-24RV	Yakutiya	YKS	07jul06	still as such in technical inspection document 09apr07 and official fleet list dated 04may09; l/n YKS 25mar11
5 73 103 05	CCCP-47305	An-24RV	AFL/Arkhangel.-ARH	mfd	23may75	toc 13jun75; rgd 10jul75; f/n LED 12sep87; l/n IKT 05jul92
	RA-47305	An-24RV	Aeroflot	Ovn	12jul93	
	RA-47305	An-24RV	Arkhangelsk Al	trf	22feb94	f/n ARH 12jul94, in Aeroflot c/s and titles with Arkhangelsk Airlines sticker behind the nose
	RA-47305	An-24RV	Aeroflot	MMK	11mar98	in unusual c/s, white top, single blue cheatline and grey undersides with the registration on the dorsal fin
	UR-47305	An-24RV	bare metal	IEV	25jun98	'UR-' just for overhaul
	RA-47305	An-24RV	Aeroflot	RVN	19may99	l/n ATH 13nov00 small titles only; for Arkhangelsk Airlines
	RA-47305	An-24RV	TyumenAviaTrans	OVB	23nov01	
	RA-47305	An-24RV	UTair	rgd	04feb03	f/n OVB 02jul03
	RA-47305	An-24RV	Arkhangelsk Al	rgd	14jan04	in full c/s with small 'Arkhangelskiye Vozdushnyye Linii' titles on the rear fuselage and large 'AVL' on the nose; f/n as such ARH 02jul05; Arkhangelsk Airlines was bought by Aeroflot aug04; large 'ABL' was painted out by 16nov09; l/n SVO sep10, active;
	RA-47305	An-24RV	Nordavia	no	reports	involved in an incident on 14dec10 when it overran the runway arrival from Arkhangelsk and was damaged at Amderma-2 Rogachevo technical condition assessed jul11, may be made airworthy again but may also be wfu; reported Amderma-2 Rogachevo (N71.627405 E52.48373) 17dec13, starboard prop blades damaged and missing port propeller; reported same condition in 2022
5 73 103 06	CCCP-47306	An-24RV	AFL/West Sib.-OVB	mfd	26may75	on charge as of 01jul75; rgd 15jul75; f/n SVO 14jun90
	RA-47306	An-24RV	Aeroflot	Ovn	11jul93	
	RA-47306	An-24RV	Novosibirsk AE	trf	11mar94	in Aeroflot c/s and titles; seen Novosibirsk-Severny 23jul00 as such; l/n OVB 08aug02, titles not reported
	RA-47306	An-24RV	Novosibirsk AE	Ovn	03jul03	with Novosibirsk Avia titles; l/n OVB 10oct09
	RA-47306	An-24RV	KrasAvia	Kjc	16aug10	seen KJA 06mar12; l/n EIE aug17, wfu with rudder missing; canx between 29jul19 and 06sep19
5 73 103 07	CCCP-47307	An-24RV	AFL/Central Region	mfd	30may75	toc 10jun75; rgd 25jun75; f/n BKA early78; canx 10jul86 and soc 11jul86 as to Cuba, see d/d next line
	CU-T1260	An-24RV	Cubana	d/d	06jun84	photo oct86; seen HAV 22oct89; seen HAV 17feb97, in revised Cubana c/s without cheatline; photo exists date unknown in bare metal c/s with just the regisration and Cuban flag behind the cockpit; one of three aircraft substantially modified in Cuba to reduce weight and improve fuel consumption, in order to compete with the Fokker 27s, named 'La Pinta' after completion; not in fleet list 04feb02; seen HAV 27mar06; l/n HAV 09jan11
5 73 103 08	CCCP-47308	An-24RV	AFL/Ukraine-IEV	mfd	30may75	toc 06jun75; rgd 30jun75; f/n VKO 27aug75; l/n IEV 08sep92
	UR-47308	An-24RV	Avialini. Ukrayiny	rgd	26jaN93	f/n ATH 26feb93; l/n IEV 04jul99
	UR-47308	An-24RV	Ukraine National	BTS	29jul99	Natsionalni avialiniyi Ukrayiny; l/n BTS 08sep01; still in fleet list by 31dec03
	UR-47308	An-24RV	Kiev ARP 410 Al	ODS	03aug02	in white/dark blue c/s with 'Ukrainian flag' trim, 'ARP 410 Airlines' titles; l/n HRK 13mar06; seen ODS 01may07 in the process of paint being stripped
	UR-47308	An-24RV	South Airlines	ODS	18may07	leased from Natsionalni avialiniyi Ukrayiny; in white/dark blue c/s; l/n operational IEV 21dec07; sat wfu at IEV, seen may10/oct12; canx 08oct10
5 73 103 09	CCCP-47309	An-24RV	AFL/Latvia-RIX	mfd	28jun75	toc 14jan76; rgd 23jan76; f/n LED 04sep88
	YL-LCH	An-24RV	Latavio	rgd	08dec92	dbr when landing gear collapsed Stepanakan 06apr93; canx 03dec93
5 73 103 10	YR-BME	An-24RV	TAROM	rgd	04jul75	
	TC-FBA	An-24RV	Anadolu Hava Yol	rgd	25may87	
	YR-BME	An-24RV	TAROM	ret	13oct87	l/n BBU 23sep98 wfu and missing engines; CofA expired 02nov97 and sold but to where ?; probably it was this aircraft seen at BBU 27aug01, with registration removed; still visible on GE images feb02/jun05; fate ?
5 73 104 01	CCCP-47310	An-24RV	AFL/Urals-IJK	mfd	20may75	also given as 20jun75; toc 04jul75; rgd 06aug75; opb 283 LO; dbr 28jan84 on a flight from Kuibyshev to Izhevsk at night when the elevator control failed on approach (due to faulty repair), the crew tried to control the aircraft by using the trimmer of the elevator, but this turned out to be difficult and the aircraft had to go around on the first approach, on the second approach the aircraft pitched and banked to the right which the crew was able to compensate only partially, the aircraft stalled, the right wing hit the ground, the aircraft crashed on snow-covered ground close to the runway and broke up, 1 of the 4 crew and 3 of the 49

						passengers killed plus 2 crew and 33 passengers injured; t/t 17,032 hours 31 minutes and 11,166 cycles; soc 18feb84
5 73 104 02	CCCP-47311	An-24RV	AFL/Ukraine	mfd	24jun75	toc 10jul75; rgd 22jul75; f/n BKA 15mar90; l/n IEV 08sep92
	UR-47311	An-24RV	Avialini. Ukrayiny	rgd	26jan93	f/n TLV 25feb93; in basic Aeroflot c/s; l/n STR 21jan97; seen IEV 04may99 in primer, under overhaul
	UR-47311	An-24RV	Ukraine National	IEV	06jul99	Natsionalni avialiniyi Ukrayiny; based at Kiev; in basic Avialiniyi Ukrayiny c/s with 'Ukraine National Airlines' titles; l/n OZH 28may02
	UR-47311	An-24RV	Tavria MAK	IEV	06aug02	leased from Natsionalni avialiniyi Ukrayiny; l/n IST 24sep02
	UR-47311	An-24RV	Air Boyoma	FIH	11sep03	leased from Natsionalni avialiniyi Ukrayiny; in white/dark blue c/s with red cheatline; l/n with titles FIH 21feb04; seen IEV 21may04 without titles, but still with logo on fin
	UR-47311	An-24RV	Sasco Air Lines	IEV	18jun05	leased from Natsionalni avialiniyi Ukrayiny; photo on the web at ODS 23jun06, reported as South Airlines, but the actual titles were not visible, behind the engines ?
	UR-47311	An-24RV	AeroSvit	KBP	22aug06	leased from Natsionalni avialiniyi Ukrayiny; in all-white c/s; l/n KBP 25aug06
	UR-47311	An-24RV	South Airlines	ODS	05may07	leased from Natsionalni avialiniyi Ukrayiny; in all-white c/s; l/n IEV 10apr10; canx 20jul10; l/n IEV 19jul14, resting on its tail and broken up aug14
5 73 104 03	CCCP-47312	An-24RV	AFL/Ukraine	mfd	30sep75	toc 12dec75; rgd 25dec75; f/n BKA 19may91
	UR-47312	An-24RV	Avialini. Ukrayiny	IEV	16jun93	l/n IST 06nov97
	UR-47312	An-24RV	Air Kharkiv	HRK	27apr99	
	UR-47312	An-24RV	Lugansk Airlines	IST	24sep01	initially in basic Avialiniyi Ukrayiny c/s, no titles; l/n as such IST 01oct01; repainted in all-white c/s, no titles; f/n as such IFO 06aug05; l/n KBP 10jun06
	UR-47312	An-24RV	AeroSvit	KBP	10jul07	owned by Lugansk Airlines; in all-white c/s, carried additional small 'Lugansk Airlines' titles on the left side; canx 10jan12; stored at KBP, l/n 22jun15
	UR-47312	An-24RV	Kievskaya Rus	rgd	26dec17	to Kyivska Rus XXI Stolittya of Shchaslyve; in all-white c/s with an 'AeroSvit' logo on the fin, no titles; f/n IEV 12jan18; l/n IEV 21feb20; canx 10feb21
5 73 104 04	YR-BMF	An-24RV	TAROM	mfd	11jul75	rgd 01aug75; canx 07may87 to Turkey; restored 24mar88 and canx again as to Turkey 17mar89
	TC-FPA	An-24RV	TH Tasmaciligi	rgd	25may89	f/n IST 17nov90
	YR-BMF	An-24RV	TAROM	rgd	24apr91	l/n BBU 23sep98 wfu; CofA expired 09dec96
	YA-DAM	An-24RV	Ariana	rgd	16nov99	in UN sanction list dec99; l/n KBL jun16/nov17 stored in bad condition; sole Taliban time survivor; still listed in register nov11 with no valid CofA
5 73 104 05	YR-BMG	An-24RV	TAROM	mfd	31jul75	rgd 17aug75; l/n BBU 23sep98 wfu; CofA exp 12mar97
	YR-RRB	An-24RV	Acvila Air	rgd	03jun99	already f/n OTP 10may99; l/n MLA 22jun99; canx 19nov99
	YR-ARB	An-24RV	AiRom 2000	rgd	19nov99	l/n BBU jan02/oct03 wfu; canx 07oct03
	ER-AZH	An-24RV	ex AiRom 2000 c/s	rgd	21oct03	f/n BBU 06nov03; canx 08feb05 as to Ukraine; l/n IEV (N50.404741 E30.431091) may04/oct19, stored at ARP-410 with just '2000' on the tail
5 73 104 06	CCCP-48096	An-24RV	MAP Voronezh APO	mfd	01jul75	also given as 25jul75; rgd 14nov75; in Aeroflot c/s; f/n VKO 16sep87; l/n VKO 20aug92
	RA-48096	An-24RV	VASO	VOZ	13sep92	already 'RA-' by sep92 ?; initially in full Aeroflot c/s; seen SVO 02sep93 in basic Aeroflot c/s without titles; officially trf to VASO 17feb93; last overhaul completed 31jul01; l/n SVO 19aug01
	RA-48096	An-24RV	VASO Airlines	SVO	may02	l/n VOZ 01sep04
	RA-48096	An-24RV	Polet	DME	08nov04	in white c/s with titles; seen DME 15jul07; still in technical inspection document 23jan08; reportedly trf to Daghestan Airlines in late 2008; offered for sale 28jul09 with t/t 18,531 hours and 12,738 cycles; l/n ROV 08jan10, white, no titles, "V" motif on tail in a circle; l/n Russia 26may10
	RA-48096	An-24RV	IrAero	ph.	31may11	at Chita-Cheryomushki, white c/s with titles and blue kite like motif on tail; l/n KHV 12sep24
5 73 104 07	YR-BMH	An-24RV	TAROM	rgd	30aug75	l/n OTP 10may99 wfu; CofA expired 06dec97 and sold but where ?
5 73 104 08	YR-BMI	An-24RV	TAROM	mfd	30aug75	rgd 08nov75; sustained damage to the fuselage 31jan94 at Baia Mare, Rom¨nia, after the crew did not follow approach procedures and flew below the glide slope, hitting beacons on the final approach and touching down about 50 metres before the threshold; there were no injuries to the 30 passengers; repaired; CofA expired 18feb99; seen OTP 10may99/19sep00, stored
	EX-24408	An-24RV	ex TAROM c/s, n/t	IKT	04jun01	registration used in Russia on Mi-8 c/n 98625174 at the same time
	RA-46712(2)	An-24RV	Angara	rgd	13jul01	f/n IKT 16aug03; seen KHV 28feb08 with additional small 'Istlend' titles; l/n IKT 30jun24; see c/n 27300010
5 73 104 09	CCCP-48097	An-24RV	MAP Kiev MeZ	mfd	may75	rgd 02feb76; in Aeroflot c/s; set 39 world records for load, climb and altitude (for Women) in 1982, with AI-24VT engines installed; f/n IEV 14apr92, l/n VKO 11sep92
	UR-48097	An-24RV	Antonov Des. Bur.	rgd	18jan93	f/n TLV 25jan93; l/n Gostomel 05aug02 without props; 'An-24RV' titles on nose; officially canx 26mar03
	YA-DAL	An-24RV	Ariana	rgd	19feb03	f/n KBL 05jul03; seen KBL 15mar06 c/n checked; CofA expired 11jan09; l/n KBL jun16/dec17 in bad condition, stored; offered for sale by Ariana apr17
5 73 104 10	CCCP-47313	An-24RV	AFL/Sasovo Fl.Sch.	mfd	30sep75	toc 10oct75; rgd 24oct75
	CCCP-47313	An-24RV	Aeroflot/KShVLP	trf	12jan77	Kirovograd Advanced Flying Training College
	UR-47313	An-24RV	Ukr Flt State Ac	KGO	15jul93	in Aeroflot c/s, no titles
	UR-47313	An-24RV	Avialini. Ukrayiny	IEV	29aug93	
	UR-47313	An-24RV	Air Urga	KGO	21sep94	l/n IST 31aug98
	UR-ELC	An-24RV	Air Urga, n/t	IST	25apr02	l/n IEV 06aug02; still in fleet list dec05/mar07
	UR-ELC	An-24RV	United Nations	EBB	31aug06	opb Air Urga; l/n GOM between apr10 and 20aug10; l/n BUX 08feb11 now named 'Sir Charles'
	UR-ELC	An-24RV	Air Urga	UDJ	20may11	all-white c/s, no titles; seen LWO 28jun11; stationed at Goma 24aug11, operating for United Nations and allocated code UNO-804
	UR-ELC	An-24RV	United Nations	KGO	23sep12	with titles; canx 20nov14; l/n KGO may15
5 73 105 01	CCCP-47314	An-24RV	AFL/Turkmenis.-ASB	mfd	24dec75	toc 31dec75; rgd 22jan76
	EZ-47314	An-24RV	Turkmenistan Al	ASB	18may96	l/n ASB 31mar01; not in nov99, but in 2001, fleet list; for sale early 2008, t/t 47,881 hours and 39,977 cycles; l/n ASB 06nov08 with faded c/s
6 73 105 02	CCCP-47315	An-24RV	AFL/Privolzhsk	mfd	29jan76	toc 24feb76; rgd 09mar76; initially opb Kazanski OAO; f/n BKA 19may90; trf to Gorkovski OAO in 1991
	RA-47315	An-24RV	Nizhni Novgorod Al	trf	25nov93	initially still in full Aeroflot c/s including titles; f/n BKA 06may94; seen GOJ 22aug95 with additional 'Kampuchea Airlines' titles; repainted in own colours; f/n as such IST 06nov97; l/n IST may98
	RA-47315	An-24RV	Izhavia	rgd	29apr02	in all-white c/s with titles, logo and additional 'Udmurtia' titles; f/n LED 12aug05; new CofR issued 26aug09; l/n IJK aug15
	RA-47315	An-24RV	Pioner	KRR	02jun16	leased from Izhavia; in all-white c/s, no titles; l/n URS 24nov16
	RA-47315	An-24RV	Izhavia	ret	feb17	
	RA-47315	An-24RV	RusLine	lsd	apr18	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; f/n IJK 18apr18; damaged 23dec18 while taxiing at Bodaibo when its left wingtip struck a pole; excluded from the operator's certificate of Sirius Aero 01jan19; current on register 21jul20 with the rgd 26aug09; seen IJK 18dec20, stored; l/n 03mar21 being prepared with two others for transfer to another operator believed to be Angara who took delivery of RA-46637 on 28may21
	RA-47315	An-24RV	Angara	IKT	20jul21	white, with titles and small Angara motif behind the cockpit; seen Zeya 16sep22, full colours and titles; l/n MJZ 19aug24
6 73 105 03	CCCP-47316	An-24RV	AFL/Sasovo Fl.Sch.	mfd	26feb76	toc 12mar76; rgd 08apr76
	CCCP-47316	An-24RV	Aeroflot/KShVLP	trf	12jan77	Kirovograd Advanced Flying Training College; f/n LED 03may89
	UR-47316	An-24RV	Ukr Flt State Ac	KGO	30aug93	in Aeroflot c/s, no titles
	UR-47316	An-24RV	Air Urga	IST	07oct94	l/n RJK 22jul98
	UR-ELL	An-24RV	ex United Nat. c/s	Plb	mar02	l/n KGO 29may02; still in fleet list oct04/mar07, see next line
	UR-ELL	An-24RV	United Nations	BUX	18jul03	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
6 73 105 04	CCCP-47317	An-24RV	AFL/Far East-UUS	mfd	16mar76	on charge as of 26mar76; rgd 03may76; f/n OKD 20oct90; in Aeroflot 'polar' c/s; l/n IKT 05jul92
	RA-47317	An-24RV	Sakhal. AviaTrassy	trf	26may93	l/n UUS 07jul94, in Aeroflot c/s and titles
	RA-47317	An-24RV	Sakhal. AviaTrassy	UUS	jun99	in full c/s with large 'SAT' titles; seen UUS (N46.881586 E142.71963) 31dec13, no propellers; l/n 14may16/16aug18, complete but wfu
6 73 105 05	CCCP-47318	An-24RV	AFL/West Siberia	mfd	30mar76	toc 15apr76; rgd 05may76; f/n OVB 01jul92; opb Novokuznetski OAO
	RA-47318	An-24RV	Aeroflot	BKA	09jul93	
	RA-47318	An-24RV	Aerokuznetsk	trf	31mar94	still in full Aeroflot c/s including titles; seen as such KJA 09jul94; in fleet list dec99 as sold
	RA-47318	An-24RV	Air Djibouti	JIB	apr99	leased 01feb99/01aug99
	RA-47318	An-24RV	not known	JIB	12mar01	in basic Aeroflot c/s, no titles (there is photo proof that it did not carry titles); soc by jan01
	RA-47318	An-24RV	Air Djibouti	SHJ	03nov01	seen in bare metal being re-sprayed SHJ 08dec01; canx but date unknown
	EK-47318	An-24RV	Sudan Airways	rgd	29apr02	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
	EK-47318	An-24RV	not known	rgd	14jul04	in orange rather than yellow Sudan Airways c/s; f/n SHJ 27jan05; l/n SHJ 13mar05
	EK-47318	An-24RV	Daallo Airlines	JIB	28apr05	in basic orange Sudan Airways c/s, no titles; canx 16jun05; offered for sale by Aquiline International jul05
	J2-SHE	An-24RV	Daallo Airlines	SHJ	16oct05	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
	EK-47318	An-24RV	South Airlines	rgd	24dec07	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 19jan08; seen FJR 14sep08; reported on the ground at FJR 01nov08; canx before 01jan09; reported for Suhura Airways from 2009; l/n FJR 06sep12
	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)
6 73 105 06	CCCP-47319	An-24RV	AFL/Sasovo Fl.Sch.	mfd	28apr76	toc 11may76; rgd 23jun76
	CCCP-47319	An-24RV	Aeroflot/KShVLP	trf	12jan77	Kirovograd Advanced Flying Training College
	CCCP-47319	An-24RV	AFL/Belarus	trf	14aug81	
	CCCP-47319	An-24RV	AFL/Kirovograd VAU	trf	27oct81	
	UR-47319	An-24RV	Ukr State Flt Ac	KGO	15jul93	in basic Aeroflot c/s, no titles
	UR-47319	An-24RV	Air Guinée	CKY	07jan94	leased from Air Urga, in full c/s; l/n DKR 04apr94
	UR-47319	An-24RV	Air Urga	IST	08dec95	l/n IST 01oct01; still in fleet list nov01
	UR-ELM	An-24RV	Air Urga	no	reports	in fleet list jan03/mar07, see below

	UR-ELM	An-24RV	United Nations	FKI	13jun06	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
6 73 105 07	CCCP-47321	An-24RV	AFL/Central Region	mfd	29apr76	toc 07may76; rgd 16jun76; f/n MHP 09sep87
	TC-TOR	An-24RV	Top Air	IST	18feb94	l/n IST 24mar96; leased from Voronezh Avia
	RA-47321	An-24RV	Voronezh Avia	trf	01aug94	with small logo; f/n DME 06aug99: CofR renewal 15sep03; l/n DME 03mar04
	RA-47321	An-24RV	Polet	DME	24jun05	in basic Voronezh Avia c/s with small Polet titles on the rear fuselage; l/n DME 01may07
	RA-47321	An-24RV	IrAero	IKT	14aug07	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
	RA-47321	An-24RV	Yakutia	IEV	27apr11	in full c/s and titles; seen IEV 25may11; l/n PKC 11sep12
	RA-47321	An-24RV	Khabarovsk Avia	KHV	27jul13	in full c/s and titles; seen KHV may14; seen TOF 29oct16, stored
	RA-47321	An-24RV	Turukhan	HMA	23jun17	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
	RA-47321	An-24RV	Polyarnyye Avial.	YKS	03jun21	full colour scheme and titles; l/n YKS 26may23
6 73 105 08	CCCP-47322	An-24RV	AFL/Turkmenis.-ASB	mfd	18may76	rgd 21jun76; on charge as of 01jul76; f/n ASB 08sep77
	UR-47322	An-24RV	Turkmenistan Al	IEV	04jul96	seen this date with overhaul registration
	EZ-47322	An-24RV	Turkmenistan Al	ASB	05may98	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
6 73 105 09	CCCP-47350	An-24RV	AFL/Kazakhstan	mfd	28may76	on charge as of 01jul76; rgd 23jul76; f/n TAS 15sep87; reported carried Air Kazakhstan titles oct92
	UN-47350	An-24RV	Kazakstan Airlines	ALA	09dec93	carried 'Kazair' titles
	UN-47350	An-24RV	Gambia Air Shuttle		10dec93	l/n ALA 13nov97 no titles; leased from Kazakstan Airlines; was trf 26sep96 to Air Kazakstan, Astana based, but never had such titles, see below
	UN-47350	An-24RV	Weasua Air Transp	ATH	mar97	full colour scheme and titles; Kazakhstan flag on tail
	UN-47350	An-24RV	Air Kazakstan	ALA	27may02	l/n ALA 07apr03
	UN-47350	An-24RV	SCAT	ALA	27may04	l/n ALA 19may08
	UP-AN423	An-24RV	SCAT	rgd	29feb08	f/n ALA 06nov08; l/n ALA 17nov14
	UP-AN423	An-24RV	Southern Sky	ALA	early15	with 'Ontystik Aspani' (Southern Sky) titles; l/n ALA 25oct24, in service, all white, no titles
6 73 105 10	CCCP-47351	An-24RV	AFL/Latvia-RIX	mfd	22jun76	toc 22jun76; rgd 09aug76; soc 27aug92 as to Latvia
	YL-LCI	An-24RV	Latavio	rgd	06nov92	f/n RIX 25may93; canx 24apr95
	RA-47351	An-24RV	Sakha Avia	rgd	28aug96	no sightings as such but mentioned in Russian register feb98
	RA-47351	An-24RV	Katekavia	rgd	24apr00	f/n Krasnoyarsk-Cheremshanka 03jun01; l/n IKT 09oct14
	RA-47351	An-24RV	Turukhan	trf	2015	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 PEX 04jul23, active
6 73 106 01	CCCP-47352	An-24RV	AFL/Yakutiya	mfd	30jun76	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
	RA-47352	An-24RV	Sakha Avia	trf	19oct94	f/n YKS 13may95, in Aeroflot c/s and titles
	RA-47352	An-24RV	Yakutiya	rgd	16jan03	f/n KHV oct07; l/n YKS 01aug08; in official fleet list dated 04may09 as in storage; l/n YKS 12sep12 operational
	RA-47352	An-24RV	Polyarnyye Avial.	YKS	06jun13	l/n IKT 29sep14
	RA-47352	An-24RV	Yakutiya	Nyu	01jul15	with titles; l/n YKS 08aug19
	RA-47352	An-24RV	Polyarnyye Avial.	no	reports	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
6 73 106 02	CCCP-47353	An-24RV	AFL/Centr.Reg.-BKA	mfd	22jul76	toc 30jul76; rgd 24aug76; f/n BKA 29aug89; l/n BKA 10sep92
	RA-47353	An-24RV	Aeroflot	BKA	08apr93	l/n BKA 15apr97; was reported for Bykovo Avia
	RA-47353	An-24RV	African Cargo Al	HLA	24mar00	l/n HLA 14sep00; canx but date unknown
	RA-47353	An-24RV	Aeroflot c/s, n/t	IKT	05jun01	leased to Yakutsk Avia
	RA-47353	An-24RV	Yakutiya	rgd	17jan03	f/n YKS 14aug03; l/n YKS 08jul13
	RA-47353	An-24RV	Polyarnyye Avial.	YKS	19mar15	in Yakutiya colours and Polyarnyye titles; l/n YKS 11jul24
6 73 106 03	CCCP-47354	An-24RV	AFL/Far East-KHV	mfd	30jul76	toc 16aug76; rgd 02sep76; f/n KHV 30aug89
	RA-47354	An-24RV	Dalavia	trf	01jun93	f/n KHV 12may95, in Aeroflot c/s and titles
	RA-47354	An-24RV	Dalavia	KHV	03jul04	seen KHV may09 active; l/n KHV 02apr12, without propellers
6 73 106 04	CCCP-47355	An-24RV	AFL/West Siberia	mfd	30jul76	rgd 14sep76; on charge as of 01oct76
	RA-47355	An-24RV	Tomsk Avia	trf	30mar94	f/n TOF 05jul04; l/n TOF 07mar15
	RA-47355	An-24RV	Angara	IKT	19aug18	full c/s; l/n IKT 0dec24
6 73 106 05	CCCP-47356	An-24RV	AFL/GosNII GA	mfd	30aug76	toc 22sep76
	CCCP-47356	An-24RV	AFL/Yakutiya	trf	04nov76	rgd 15dec76; f/n YKS 03jul92
	RA-47356	An-24RV	Aeroflot	YKS	08jul94	
	RA-47356	An-24RV	Sakha Avia	trf	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
6 73 106 06	CCCP-47357	An-24RV	AFL/GosNII GA	mfd	30nov76	toc 08jan77; rgd 29mar77
	CCCP-47357	An-24RV	AFL/Privolzhsk-GOJ	trf	06may77	f/n RVH 25aug91; l/n RVH 06sep92
	RA-47357	An-24RV	Aeroflot	BKA	05jul93	
	RA-47357	An-24RV	Yoshkar-Ola AE	trf	14jan94	f/n DME 05sep00, in Aeroflot c/s, no titles; l/n DME 01jun01
	RA-47357	An-24RV	UTair	rgd	06may03	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
	RA-47357	An-24RV	UTair Express	ROV	15aug09	l/n NNM 20mar12
	RA-47357	An-24RV	all white, n/t	YKS	10aug12	l/n YKS 17oct12, still all white, no titles
	RA-47357	An-24RV	Polar Airlines	YKS	15feb13	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	An-24RV	AFL/West Sib.-KEJ	mfd	20sep76	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
	RA-47358	An-24RV	Aeroflot	OVB	12jul93	reported for Kemerovo Aviation Enterprise
	RA-47358	An-24RV	Katekavia	trf	19apr94	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
	RA-47358	An-24RV	UTair	PEX	15apr19	l/n apr23, location withheld
6 73 106 08	CCCP-47359	An-24RV	AFL/Central Region	mfd	04oct76	toc 07jun77; rgd 19jul77; f/n SVO 13jun90
	RA-47359	An-24RV	Aeroflot	BKA	08apr93	
	RA-47359	An-24RV	Ryazanaviatrans	trf	31dec94	
	UR-47359	An-24RV	Tavria MAK	IEV	24jun97	l/n IST 31aug98
	RA-47359	An-24RV	Ryazanaviatrans	rgd	02apr99	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
	RA-47359	An-24RV	Khabarovsk Avia	KHV	22oct14	CofR renewal 04jun14; in basic Aeroflot c/s, no titles; l/n KHV 04aug23
6 73 106 09	RDPL-34005	An-24RV	Lao Aviation	mfd	20oct76	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
	RDPL-34143	An-24RV	Lao Aviation	VTE	04jan04	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
	UR-CFU	An-24RV	Air Urga	SAW	04jul07	in all-white c/s, no titles; l/n NLV 18aug07
	UR-CFU	An-24RV	United Nations	EBB	29mar08	opb Air Urga; in full all-white UN c/s; l/n FKI 19dec09
	UR-CFU	An-24RV	Air Urga	KGO	10feb10	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
	RA-46561(2)	An-24RV	IrAero	rgd	30may11	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
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
6 73 107 01	RDPL-34007	An-24RV	Lao Aviation	mfd	30oct76	d/d 18jul77; l/n BKK 11nov89
	RDPL-34007	An-24RV	Laos Government	VTE	01apr94	in white c/s with blue/red cheatline, no titles; l/n VTE feb02/feb05 on the military ramp, stored in fair condition
	RDPL-34151	An-24RV			jul06	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
	RDPL-34151	An-24RV	Lao Capricorn Air	no	reports	reported sold to Lao Capricorn Air jun09

	CU-T1706	An-24RV	Cubana	IEV	23sep09	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
	CU-T1464	An-24RV	Aerogaviota	MBJ	jul18	in full c/s and with titles; l/n CYO 04mar19; reported dec20 as stored
6 73 107 02	RDPL-34008	An-24RV	Lao Aviation	VTE	04oct77	and BKK 16sep78; 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
6 73 107 03	RDPL-34009	An-24RV	Lao Aviation	VTE	04oct77	l/n BKK 21jun80; not in 2001 fleet list, fate unknown
6 73 107 04	CCCP-47360	An-24RV	AFL/Central Region	mfd	31jan77	toc 30may77; rgd 08jul77; f/n BKA 25sep91
	CCCP-47360	An-24RV	Ryazanaviatrans	trf	31dec93	l/n BKA apr93/aug05, in Aeroflot c/s and titles, stored
	RA-47360	An-24RV	Yakutiya	rgd	03jul06	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
	RA-47360	An-24RV	Polyarnyye Avial.	IKT	22mar14	seen IKT 25dec14 with titles; seen YKS 22may15 without titles
	RA-47360	An-24RV	Yakutiya	YKS	19aug15	in full c/s with titles; l/n YKS 08aug19
	RA-47360	An-24RV	Polyarnyye Avial.	YKS	06oct20	sale reported nov19; in full c/s with titles; latest CofR 22sep21
6 73 107 05	CCCP-47361	An-24RV	AFL/Centr.Reg.-BKA	mfd	28jan77	toc 03jun77; rgd 29jul77; f/n BKA 25sep91; in Aeroflot c/s with a blue tail; l/n BKA apr93/sep94 stored
	RA-47361	An-24RV	Aeroflot	BKA	01jul95	l/n BKA 21may96
	RA-47361	An-24RV	Karat	VKO	28feb98	l/n VKO apr98; leased from Vladimir Air
	RA-47361	An-24RV	Avialesookhrana	BKA	17aug99	Forest Control, leased from Vladimir Avia; l/n Vladimir-Semyazino 18aug01 titles not reported
	RA-47361	An-24RV	Aeroflot c/s, n/t	PKC	17jun06	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
6 73 107 06	CCCP-47362	An-24RV	AFL/Centr.Reg.-BKA	mfd	30jun76	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
	RA-47362	An-24RV	Ryazanaviatrans	trf	31dec93	f/n VKO 26aug95, in Aeroflot c/s and titles
	UR-47362	An-24RV	Tavria MAK	IST	30may97	l/n IST 01sep98
	RA-47362	An-24RV	Ryazanaviatrans	BKA	23sep99	l/n GOJ nov10
	RA-47362	An-24RV	Pskovavia	GOJ	31mar12	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
	RA-47362	An-24RV	Bural		nov16	no sightings, reported by russianplanes.net
	RA-47362	An-24RV	Yakutia		10may17	ownership change reported by russianplanes.net; l/n Krasnoyarsk-Cheremshanka 24aug18 in tatty condition, no titles
	RA-47362	An-24RV	KrasAvia		sep18	change of ownership reported by russianplanes.net; f/n BAX 13aug19, all white, large red titles; l/n KJA 19aug23
7 73 107 07	CCCP-47363	An-24RV	AFL/Central Region	mfd	29may77	toc 09feb78; rgd 15mar78; f/n BKA 01jun92; in Aeroflot c/s with a blue tail; l/n BKA 15aug92
	RA-47363	An-24RV	Aeroflot	KRR	15jul94	
	RA-47363	An-24RV	Vladimir Avn Ent.	trf	25jul94	
	RA-47363	An-24RV	Avialesookhrana	BKA	25apr00	(Forest Control); l/n DME 16nov03; leased from Vladimir Aviation Enterprise
	RA-47363	An-24RV	Vladimir Avn Ent.	IKT	04jul04	still in technical inspection document as Avialesookhrana 01aug08
	RA-47363	An-24RV	Yakutiya	lsd	mar09	first scheduled service 27mar09 KHV-Kirensk-KHV; f/n IKT 27nov09 l/n YKS 14jun13
	RA-47363	An-24RV	Polyarnyye Avial.	IKT	04aug13	l/n YKS 25may15
	RA-47363	An-24RV	Yakutiya	ret	jun15	f/n KHV 25jul15; l/n YKS 17oct19
	RA-47363	An-24RV	Polyarnyye Avial.	trf	nov19	f/n YKS 09mar20 in full colours with titles; l/n YKS 23jun21
	RA-47363	An-24RV	Khabarovsk Avia	KHV	09apr23	CofR renewal 06oct22; in all white c/s with 'Khabavia' titles and a blue figure head on the fin; l/n KHV 02aug24
6 73 107 08	RDPL-34010	An-24RV	Lao Aviation	BKK	24sep77	l/n VTE jun97/apr02 wfu engineless in poor condition; one of the two preserved at Jomtien Waterpark (N12.852756 E100.92229) Thailand, and first seen there late 2003; see c/n 67310610; seen 20jan17 in very poor condition; l/n 02nov19, abandoned and derelict
7 73 107 09	CCCP-47364	An-24RV	AFL/Centr.Reg.-BKA	mfd	29sep77	toc 21feb78; rgd 15mar78; laboratory aircraft equipped with ALK-70 equipment, reported as a navaids calibrator in the accident report of Tu-134AK CCCP-65675; later reconverted to standard; f/n BKA 12jun90; in Aeroflot colours with blue tail; l/n BKA apr93/may93, stored
	RA-47364	An-24RV	Aeroflot	BKA	28aug93	l/n BKA 14jun94 trf 30sep94 to Bykovo Avia; see next line
	TC-TRA	An-24RV	TRUVA	IST	jun94	l/n IST 25aug94; seen BKA 24sep94 in Aeroflot c/s, wearing only RA-
	RA-47364	An-24RV	Aeroflot c/s, n/t	BKA	01jul95	l/n BKA 24aug97
	RA-47364	An-24RV	Ryazanaviatrans	trf	18mar98	soc 18feb99 and canx 26feb99 as to Sao Tome
	S9-GRD	An-24RV	Aeroflot c/s, n/t	SDD	25may00	c/n not confirmed; l/n LAD 16mar01
7 73 107 10	YR-BMO	An-24RV	TAROM	rgd	18jul77	seen ATH 10apr86; repainted in all white c/s with Tarom titles and tail logo; l/n BBU feb89; canx 17may89 to Turkey
	TC-FPB	An-24RV	TH Tasmaciligi	rgd	25may89	photo jan90; seen ANK 28may90
	YR-BMO	An-24RV	TAROM	rgd	04apr91	f/n PRG 12aug91; still in basic ex THT c/s with Tarom titles, BBU 22jul93; repainted in new 'blue' c/s by apr95; l/n OTP 12sep00; CofA expired 27apr99 and sold
	ST-ING	An-24RV	Air West Express	no	reports	reported by the Sudanese CAA as on the register oct03
	EX-019	An-24RV	Air West	SHJ	07feb04	blue tail; c/n confirmed; seen SHJ 13apr05 blue tail, no titles; reported Salalah 21apr05 with these c/s; advertised for sale by APL Ltd mar07
	EX-019	An-24RV	Avia Traffic	FJR	30nov07	reported arrived this date, opb Avia Traffic; f/n FJR 13jan08, blue tail with titles on rear fuselage; l/n FJR 01jun10/02jun16, stored on a remote ramp far side of the airfield, Air West titles still visible under the paint; canx prior to 20dec13; offered for sale as scrap jun15; still present sep22/mar23
7 73 108 01	YR-BMJ	An-24RV	TAROM	rgd	20jun77	w/o 28dec89 on a flight from Otopeni to Belgrade (reportedly to pick up humanitarian supplies), was probably shot down by a SAM during the chaos following the coup against Ceaucescu, the only passenger was British journalist I. Perry who carried video tapes containing takes of what exactly was going on during the coup in the Headquarters of the Central Committee of the Romanian Communist Party; crashed into the Malinoasa forest near the village of Visina (55 km south-west of Bucharest), all 7 on board killed; shortly after the crash, a helicopter overflew the area and a number of cars reached the site, the people in the cars collecting the tapes that escaped the crash; the inquiry found traces of chemical materials identical to those used for propellants and explosives in SAMs
7 73 108 02	CCCP-47365	An-24RV	AFL/Central Region	mfd	16sep77	toc 15mar78; rgd 18apr78; f/n BKA feb90; l/n BKA 15may93
	RA-47365	An-24RV	Aeroflot	BKA	05sep93	l/n BKA 14jun94; trf to Bykovo Avia 30sep94; see below
	TC-TRV	An-24RV	TRUVA	IST	jun94	c/n not confirmed; in basic ex-Aeroflot c/s with Truva titles and Turkish flag; seen IST 25aug94; l/n BKA 11nov94
	RA-47365	An-24RV	Aeroflot c/s, n/t	BKA	21may96	c/n confirmed; with overpainted red flag below Russian flag on the tail
	RA-47365	An-24RV	Ryazanaviatrans	trf	12sep97	in Aeroflot c/s, no titles; l/n KLV 21sep97, on a ferry flight this date, with call-sign 'UTA051' (UTA de Guinée), next destination Valencia, Spain; soc 28apr99 and canx 30apr99 as to Sierra Leone
	9L-LBQ	An-24RV	Un.de Trp Africain	VLC	10sep00	c/n confirmed; leased to UTA de Guinée in 2000; l/n GNB and PRV 05aug05
	9L-LBQ	An-24RV	Heritage Aviation	ph.	2006	operated for UN at Rumbek (Sudan) in spring 2006
	9L-LBQ	An-24RV	GR Aviation	GOM	19may06	c/n checked; freshly painted; l/n GOM 10aug06
	9Q-CTR	An-24RV	GR Aviation	GOM	26jan07	in all-white c/s with titles; based at FIH; l/n FIH 04sep08 no titles; was rgd 11jan06 to Filair
	9Q-CTR	An-24RV	Filair	FIH	03oct08	c/n painted as '10802'; in white/blue c/s with red cheatline seen FIH 08nov11; l/n FIH 2023, stored in filthy condition
7 73 108 03	YR-BMK	An-24RV	TAROM	mfd	31mar77	rgd 05may77; i/s 27jun77; operated for 'Registrul Aerian Roman'
	YR-BMK	An-24RV	Rom Flight Insp	BBU	nov91	in white c/s, grey undersides and red cheatline with 'Registrul Aerian Roman' titles; l/n OTP 18sep95; crashed in fog near Baia Mare 22feb96 on a navaid calibration flight which had originated from Baneasa via Satu Mare, the weather deteriorated during various calibration approaches to both runways and clipped tree tops on a hill at an altitude of 450 m, crashing into a house, killing all 8 crew and technicians and 2 on the ground; t/t 10,437.08 hours and 5,987 cycles
7 73 108 04	CCCP-47366	An-24RV	AFL/Far East	mfd	16sep77	on charge as of 01apr78; rgd 07apr78; was initially a navaids calibration aircraft, equipped with an ASLK-70 complex; initially opb 289 LO of Khabarovski OAO; converted to passenger version during overhaul in 1991; trf to Sakhalinski PO (MSTP "Start") 27nov91; c/n in Russian register feb98 with registration CCCP-10804 and rgd 21apr81, which was later canx (but date unknown)
	RA-47366	An-24RV	Aeroflot	UUS	24may93	
	RA-47366	An-24RV	Sakhal. AviaTrassy	trf	26may93	initially still in full Aeroflot c/s including titles; l/n as such UUS 08jul94; repainted in full c/s; f/n as such UUS 21aug95; new CofR issued 03apr06; l/n UUS 11oct12; leased to Kontaero 01mar13
	RA-47366	An-24RV	Angara	lsd	01may13	no new CofR issued; initially in all-white c/s with titles; f/n IKT 28jun13; sub-leased to Baikal 26mar18/14may18; l/n in its old colours IKT 27may18; repainted in full c/s; f/n as such IKT 24sep18; w/o 27jun19 on a flight from Ulan-Ude to Nizhneangarsk when the left engine failed 64 km from Nizhneangarsk airport, the aircraft approached too fast, landed with tail wind, touched down 530 metres behind the runway threshold and bounced, the right main gear touched down only after brakes had been applied so that the tyres burst, the aircraft veered off the runway to the right, broke through the perimeter fence of the airport, crossed a road, collided with various obstacles, broke up, caught fire and burnt out, 2 of the 4 crew members were killed, 1 crew member and 9 of the 43 passengers were seriously injured and 1 crew member, 23 passengers and 2 persons on the ground were slightly injured; t/t 38,017 hours and 18,586 cycles; canx 18may22
7 73 108 05	YR-BML	An-24RV	TAROM	rgd	05jul77	repainted in all white c/s with TAROM titles and tail logo; l/n STR 01nov91; repainted in new 'blue' c/s by sep95; l/n BBU 08dec99
	S9-CBA	An-24RV	Phoenix Airlines	SHJ	19aug00	ex TAROM c/s, with a stylised bird emblem on the tail, no titles; l/n SHJ 04oct00
	EX-24805	An-24RV	Phoenix Airlines	SHJ	13mar01	ex TAROM c/s, with a stylised bird emblem on the tail, no titles; l/n SHJ 17jan02
	EX-24805	An-24RV	Aerovista	SHJ	20feb02	in all-white c/s with titles; l/n SHJ 20mar02
	EX-24805	An-24RV	Altyn Air	FRU	aug02	Altyn Air c/s with titles by the nose and with large Kyrgyzstan titles; 13oct06; l/n FRU 27apr08; seen FRU 08oct08 wfu, without Altyn Air titles; seen FRU 30nov10, still with large Kyrgyzstan titles being worked upon, l/n FRU 2011 operational; service authorised by ADB until 29dec14
7 73 108 06	CCCP-47367	An-24RV	AFL/Far East-KHV	mfd	29sep77	calibration aircraft; toc 16may78; rgd 06jun78; l/n KHV oct92
	RA-47367	An-24RV	Aeroflot	KHV	24may93	l/n KHV 12may95
	RA-47367	An-24RV	Dalavia	trf	01jun93	f/n KHV 03jul04; l/n UUS 30jul08
	RA-47367	An-24RV	Sakhal. AviaTrassy	trf	nov08	still based at KHV, see next line

	RA-47367	An-24RV	Khabarovsk Avia	KHV	12may10	still with Dalavia titles and tail logo; CofR renewal 23sep10; tender for avionics modernisation published 14feb12; seen KHV 22oct12, with titles and white tail; l/n KHV 15jun22; CofR renewal 08jul22; l/n KHV 03sep24
7 73 108 07	YR-BMM	An-24RV	TAROM	rgd	09jul77	seen STR 17jun81; seen FRA 17apr87; repainted in new 'blue' c/s; f/n PRG jun94; l/n BBU 17sep95
	no reg	An-24RV	TAROM	OTP	23mar96	in full c/s and titles without registration and last three by the nose; either before or after lease perhaps to the Romanian Air Force ?, see below
	YR-BMM	An-24RV	TAROM	BBU	09jul96	
	807	An-24RV	Romanian Air Force	OTP	15feb97	reported as this c/n in Aviation Letter
	YR-BMM	An-24RV	TAROM	AMS	25sep97	l/n BBU 08dec99
	S9-CDA	An-24RV	Phoenix Airlines	SHJ	03aug00	ex TAROM c/s, with a stylised bird emblem on the tail, no titles; l/n SHJ 03nov00
	EX-24807	An-24RV	Phoenix Airlines	SHJ	13feb01	l/n SHJ 09may01; ex TAROM c/s, with a stylised bird emblem on the tail, no titles; l/n SHJ 26may01, stripped of paint
	EX-24807	An-24RV	Aerovista	SHJ	23jul01	l/n SHJ 05aug02; had remains of 'Altyn Air' titles
	EX-24807	An-24RV	Serendib Express	SHJ	14aug02	l/n SHJ 19aug02
	4R-SEL	An-24RV	Serendib Express	no	reports	reported in JP-03
	EX-014	An-24RV	Altyn Air	OVB	02jul03	initially with only Altyn Air titles; l/n OVB 19jul05; seen FRU 21may07, Altyn Air c/s with large Kyrgyzstan titles; seen DYU apr09 still as such; l/n FRU mar13, stored; canx prior to 20dec13
7 73 108 08	YR-BMN	An-24RV	TAROM	rgd	12jul77	l/n OTP 10may99
	EX-24808	An-24RV	not reported	SHJ	24apr01	
	EX-24808	An-24RV	Aerovista	SHJ	01may01	l/n SHJ 15sep01
	EX-24808	An-24RV	Air Libya Tibesti	BEN	21oct01	
	EX-24808	An-24RV	Phoenix Aviation	SHJ	20feb02	in all-white c/s with a stylised bird emblem on the tail and engine cowlings, no titles; l/n SHJ 02mar02
	EX-24808	An-24RV	Star Airlines	SHJ	03oct02	all white with small titles
	EX-24808	An-24RV	Expo Aviation	SHJ	nov02	small 'Aerovista' titles; in Aerovista fleet list dec02
	EX-24808	An-24RV	all-white c/s, n/t	TBS	21jul03	
	EX-24808	An-24RV	Star Airlines		photo	date unknown
	4L-AVL	An-24RV	all-white c/s, n/t	TBS	23nov03	l/n SHJ 28mar04
	ST-AWZ	An-24RV	Air West	SHJ	09oct04	l/n SHJ 16nov06; c/n confirmed by Sudanese CAA
	ST-AWZ	An-24RV	Alok Air	KRT	17mar07	
	ST-AWZ	An-24RV	AMIS	KRT	06nov07	in basic Alok Air c/s
	ST-AWZ	An-24RV	Alok Air	SHJ	22dec08	in full Alok c/s with titles; seen KRT 16dec09 now named 'Pay Pay'; l/n KRT 23jul13
	S9-TLN	An-24RV	Alok Air	JUB	28aug14	c/n not confirmed; in full colours and titles
	S9-TLN	An-24RV	Atlas Air	JUB	03mar16	c/n not confirmed; in all white c/s with titles
	S9-TLN	An-24RV	South Supreme Al	JUB	12feb17	c/n not confirmed; in full colours and titles; correct sighting regarding its colours ?
	S9-TLN	An-24RV	Alok Air	JUB	31mar17	c/n not confirmed; in all white c/s with titles; photo proof as such in all white c/s with Alok titles
	3D-GSV	An-24RV	all white c/s	JUB	11apr22	c/n not confirmed, but confirmed ex S9-TLN; seen JUB 15nov22/06oct23 stored
7 73 108 09	4W-ACD	An-24RV	North Yemen Gvt	SAH	08jul81	not c/n 77303505 as previously reported
	1190	An-24RV	Yemen Rep Aviation	SAH	dec84	photo proof of version; l/n SAH 28mar13, in all white c/s with grey undersides and flag on the fin, Yemen Republic Aviation titles on the fuselage
7 73 108 10	YR-AMW	An-24RV	TAROM	d/d	1977	photo exists 1977 whilst on delivery, in full c/s with titles; was a VIP aircraft; canx 16dec83 as to Yasser Arafat
	J5-GAE	An-24RV	TA Guinea-Bissau	lsd	feb89	until apr89, info from JP-88/89
	J5-GBE (1)	An-24RV	TA Guinea-Bissau	ATH	10jun89	presumably re-registered after overhaul, marks having been worn by a Cessna U206D prior to this; reported BBU 19sep91 on overhaul; according to a Romanian press cutting dated 16apr92, ferried from OTP to SKG 01apr92 after overhaul and confirmed had previously been operated by TAROM as YR-AMW; crashed 07apr92 near Maaten-al-Sarra in Libya on a flight from Khartoum to Tunis after encountering a sandstorm in the Sahara Desert, forcing the Palestinian crew to attempt an emergency landing at Maaten-al-Sarra Air Base, the three crew were killed but PLO Chairman Yasser Arafat and an entourage of nine bodyguards and assistants survived; other sources give J5-GAE as the aircraft that crashed but there are several photos on the crash site showing it is J5-GBE which crashed; see c/n 47309809
8 73 108 10A	CCCP-26175	An-24RV	MAP Kiev APO	rgd	04aug78	f/n PRG jul90 in Aeroflot c/s; A (Roman A) is the first character in Cyrillic alphabet; seen IEV 14apr92, c/n checked as just 10810, but in documents by 1996 as 10810A; l/n IEV 08sep92
	26175	An-24RV	bare metal	IEV	29aug93	c/n checked again as just 10810; see rgd next line
	UR-26175	An-24RV	no titles	rgd	11jan93	f/n SHJ 02mar95; Ukraine flag in tail; reported for Aviant, l/n GVA sep96
	UR-26175	An-24RV	Equat Guinée d'Avn	DLA	apr01	l/n Kiev-Svyatoshino sep02/aug03 stored; c/n painted as just 10810; in Aviant fleet list jan04
	UR-26175	An-24RV	Aviant Kiev Avn.Pl	Ksv	18sep04	in red/white c/s; l/n Kiev-Svyatoshino feb10/jul18; canx 20jul10
8 73 108 10B	CCCP-08823	An-24RV	MAP Tashkent APO	mfd	23dec78	rgd 15mar79; b (Roman B) is the second character in Cyrillic alphabet; f/n AKX 03may89 in Aeroflot c/s; l/n IEV 14apr92
	UK-08823	An-24RV	TAS a/c Prod Corp			Tashkent Aircraft Production Corporation
	ER-AFB	An-24RV	Aerocom, a/w, n/t	rgd	17apr00	f/n SHJ 07oct00; lst Sri Lanka AF since 17nov00 and still active as such aug01; l/n FJR 09dec03
	ER-AFB	An-24RV	Jet Line Internat.	rgd	20oct04	still in list 28apr05; according to ICAO/Antonov document jul06 the aircraft has been regarded as no longer airworthy from 20apr04 but Moldovan CAA say it was overhauled in Kiev 30jun03 with lifetime limits valid until 30jun08; seen FJR 29jan07; reported Antananarivo on 28dec07, all-white c/s, not tiles, and confirmed by the Moldovan CAA as grounded there with its CofA suspended due to airworthiness reasons (problems with APU); current on register 06may08; l/n FJR 14sep08
	YA-CAJ	An-24RV	Pamir Airways	TII	04apr09	l/n Herat 26may10; c/n confirmed from operator; the company was shutdown by the Afghan Government following the crash of An-24V YA-PIS and AOC revoked 19mar11
	YA-CAJ	An-24RV	Ariana		photo	in basic ex Pamir c/s with Ariana logo on the tail; offered for sale by Ariana apr17; l/n KBL 05jul18, stored and resting on its tail in a nose high position
9 73 108 10V	CCCP-08824	An-24RV	MAP MSM Moscow	mfd	01jul79	rgd 10aug79; B (Roman V) is third character in Cyrillic alphabet 108th batch, which was the last batch produced on this line, consisted of 13 aircraft; last An-24 built; salon version
	RA-08824	An-24RV	Moskovskiye Avial.	SVO	17jul93	in Aeroflot c/s; carried a 'Moskovskiye Avialinii' sticker for some time; l/n GOJ 22aug95
	RA-08824	An-24RV	Nizhni Novgorod Al			badly damaged 22sep99 on an emergency landing at Ukhta, but repaired
	RA-08824	An-24RV	Saransk Avn Ent.	rgd	18dec00	in basic Aeroflot c/s, no titles; f/n KUF 11aug01; leased to Gromov Air since 26may04; l/n DME 29sep06
	RA-08824	An-24RV	Avialinii Mordovii	GOJ	08jul07	l/n AER 28sep13; AOC revoked feb13
	RA-08824	An-24RV	IrAero	AAQ	30jun14	with both IrAero and Avialinii Mordovii titles; l/n as such VKO 02may18; seen YKS 27jul19 now with only IrAero titles; l/n IKT 07jun24

180 An-24B built by Factory No. 99 at Ulan-Ude-Mukhino from 1965 to 1971

24 01 01	CCCP-47700	An-24B	AFL/West Siberia	mfd	31may65	toc 24jun65; rgd 06jul65; 50 pax configuration; f/n Novosibirsk-Severny 12sep68; seen Novosibirsk-Severny 21apr93; soc 18oct93 as life-time expired; l/n jun96, wrecked; 24 in the c/n is not the factory number; see comment against c/n 47301005
99 000 01	CCCP-93924	An-24B	MAP Ulan-Ude APO	rgd	16sep65	was the Ulan-Ude prototype; registration was re-used by a Mi-8 c/n 6977 from mar77
5 99 002 01	"101" red	An-24B	Soviet Air Force	Spr	30jun90	salon version; with wide chord inner wings as standard from this c/n onwards; based Sperenberg; photo Sperenberg 13feb91
	"101" red	An-24B	Russian Air Force	Spr	jun93	departed to Ivanovo 18apr94
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
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	
	CCCP-47702	An-24B	AFL/Riga ATU	trf	unknown	on charge as of 01jul91
	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-Severny 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 Al	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; l/n SKD 13mar93, without a flag on the fin and very small prefix
	UK-47713	An-24B	Uzbekistan Airways	TAS	08may95	wfu 17sep97 and used for spares Samarkand oct97; canx but date unknown
6 99 005 04	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
	RA-47714	An-24B	Cheboksary Avn Ent	trf	12jan94	soc 09mar99 as worn out; canx 15mar99; l/n CSY 27aug04 wrecked
6 99 005 05	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/Krasnoyar.-KJA	mfd	25jul66	rgd 15aug66; on charge as of 01sep66; 50 pax configuration
	CCCP-47716	An-24B	AFL/Krasnoyar.-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	GDX 12may95, in Aeroflot c/s and titles; soc by jan01 as life-time expired
6 99 007 05	CCCP-47722	An-24B	AFL/Krasnoyar.-Kjc	toc	unknown	on charge as of 01nov66; rgd 01nov66; 50 pax configuration;
	CCCP-47722	An-24B	AFL/Krasnoyar.-EIE	trf	dec74	soc 26mar84 as involved in an accident; photo exists Yeniseisk with the fuselage broken in half following a hard landing on 08aug79
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	l/n KHV 12may95, in Aeroflot c/s and titles; canx 12jan97; soc 14jan97 as life-time expired
6 99 009 02	CCCP-47729	An-24B	AFL/East Sib.-UUD	toc	13dec66	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	An-24B	AFL/Krasnoyar.-ABA	mfd	23nov66	rgd 27dec66; on charge as of 01jan67; 50 pax configuration
	CCCP-47732	An-24B	AFL/Krasnoyar.-EIE	trf	jan75	opb 127 LO; w/o 14apr80 on a flight from Krasnoyarsk-Severny 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 spilt 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
	CCCP-47739	An-24B	AFL/East Sib.-IKT	trf	1976	soc 24jan79 as life-time expired
6 99 010 04	CCCP-47736	An-24B	AFL/Kazakhstan-KGF	mfd	23dec66	toc 11jan67; rgd 06feb67; f/n KGF 11sep68
	UN-47736	An-24B	Kazakstan Airlines	ALA	oct94	photo IEV apr96 in full c/s with 'Kazakhstan Airlines' titles; not in 1999 fleet list
	UN-47736	An-24B	Tulpar Air Service	KGF	24aug99	
	UN-47736	An-24B	Yuzhnaya	SHJ	19feb02	l/n SHJ 12dec03
	UN-47736	An-24B	Asia Continental	SHJ	28dec03	l/n SHJ 16mar04; logo only
	ST-WAL	An-24B	Marsland	dbr	02jun05	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	An-24B	AFL/Kazakhstan-GUW	mfd	23dec66	toc 11jan67; rgd 06feb67; f/n ALA 22sep87; l/n ALA 22apr93
	UN-47737	An-24B	Atyrau	GUW	05aug02	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	An-24B	AFL/East Sib.-UUD	mfd	30jan67	toc 06feb67; rgd 22mar67; 50 pax configuration; f/n IKT 03mar92; seen IKT 05jul92
	CCCP-47739	An-24B	AFL/East Sib.-IKT	trf	1976	
	CCCP-47739	An-24B	Baikalavia	trf	01jan93	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	An-24B	AFL/Far East	mfd	22jan67	toc 17mar67; rgd 30mar67; 50 pax configuration

	CCCP-47740	An-24B	AFL/Kyrgyzstan	trf	19apr72	
	CCCP-47740	An-24B	Aeroflot/KShVLP	trf	08jan74	Kirovograd Advanced Flying Training College
	CCCP-47740	An-24B	AFL/Ukraine-DNK	trf	11mar76	
	CCCP-47740	An-24B	AFL/Turkmenistan	trf	26may88	
	EZ-47740	An-24B	Turkmenistan Al	KRW	18may96	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	An-24B	AFL/Tyumen	mfd	30jan67	toc 04feb67; rgd 22mar67 to AFL/Urals according to Soviet register; 50 pax configuration
	RA-47741	An-24B	Tyumen Airlines	trf	31aug94	f/n TJM 14may95, in Aeroflot c/s and titles
	RA-47741	An-24B	Tyumen Airlines	TJM	13aug01	on register feb04 as 'foreign work', see next line
	RA-47741	An-24B	Equat. Guinea Al	SSG	05jun03	soc 11nov04 as life-time expired, see next line
	9L-LEP	An-24B	all-white c/s, n/t	SSG	19may04	c/n from JP-04
	3C-VQR	An-24B	all-white c/s, n/t	SSG	02jun05	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	An-24B	AFL/Krasnoyar.-Kjc	mfd	28feb67	toc 07mar67; rgd 22mar67; 50 pax configuration
	CCCP-47742	An-24B	AFL/Krasnoyar.-ABA	trf	1971	
	CCCP-47742	An-24B	AFL/GosNII GA	trf	22jul85	based on a decree dated 16may85, for research/study purposes
7 99 011 06	CCCP-47743	An-24B	Aeroflot/KShVLP	mfd	02jan67	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
	UR-47743	An-24B	Ukr State Flt Ac	KGO	15jul93	l/n KGO 21sep94
	RA-47743	An-24B		rgd	21dec94	present on feb98/aug08 Russian register and in ADB listing as Dalavia; no reports as such; soc by jan02, see next line
	UR-47743	An-24B	Ukr State Flt Ac	KGO	05may98	in basic Aeroflot c/s, no titles; canx 13aug08, version given in canx order as An-24B; l/n KGO 21aug14
7 99 011 07	CCCP-47744	An-24B	AFL/Tyumen	mfd	28feb67	toc 06mar67; rgd 22mar67; 50 pax configuration; f/n TJM 30jul70
	RA-47744	An-24B	Tyumen Airlines	trf	31aug94	f/n TJM 14may95, in Aeroflot c/s and titles; soc 15apr98 as life-time expired; canx 17apr98
7 99 011 08	CCCP-47745	An-24B	AFL/Tyumen	mfd	23mar67	toc 05apr67; rgd 11apr67; 50 pax configuration; f/n TJM 06aug70
	RA-47745	An-24B	Tyumen Airlines	trf	31aug94	f/n TJM 14may95, in Aeroflot c/s and titles
	RA-47745	An-24B	Tyumen Airlines	TJM	15aug99	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	An-24B	AFL/Yakutiya	mfd	27mar67	toc 04apr67; rgd 19apr67; 50 pax configuration; f/n YKS 03jul92
	RA-47746	An-24B	Sakha Avia	trf	19oct94	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	An-24B	Aeroflot/KShVLP	mfd	27mar67	Kirovograd Advanced Flying Training College; toc 07apr67; rgd 14apr67; 48 pax configuration; converted to An-24USh (navigator training version), circa 1970
	CCCP-47747	An-24B	AFL/RKIIGA	trf	30aug72	An-24USh (navigator training version); Riga Aviation Institute; f/n LED 22sep87
	YL-LCN	An-24B				allocated, but not taken up, became YL-LCK instead
	YL-LCK	An-24B	Aeroflot c/s, n/t	rgd	11jan93	to Rigas Aeronavigacijas Instituts (Riga Aviation Institute); f/n RIX 28aug93; l/n RIX 03sep93
	YL-LCK	An-24B	Riga Tech Univ.	rgd	22feb96	in white c/s with dark and medium blue trim, no titles; l/n RIX 31mar05
	ER-AZZ	An-24B	Valan ICC	rgd	07jun05	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	An-24B	AFL/Far East	mfd	31mar67	toc 05apr67; rgd 15apr67; 50 pax configuration; f/n KHV 27oct70
	RA-47748	An-24B	Dalavia	trf	01jun93	f/n KHV 07jul94, in Aeroflot c/s and titles; soc 16jun97 as life-time expired; canx 24jun97
7 99 012 02	CCCP-47749	An-24B	AFL/Riga ATU	mfd	26apr67	toc 12may67; the MGA document gives as just AFL/VAU; rgd 09jun67; f/n LED 06jul70
	CCCP-47749	An-24B	Aeroflot/KShVLP	trf	02sep70	Kirovograd Advanced Flying Training College
	CCCP-47749	An-24B	AFL/Riga ATU	trf	23feb71	the MGA document gives as just AFL/VAU
	CCCP-47749	An-24B	AFL/Lithuania	trf	30jul73	
	CCCP-47749	An-24B	AFL/Akademiya GA	trf	03sep73	
	CCCP-47749	An-24B	AFL/Riga ATU	trf	16jun83	
	YL-LCL	An-24B	Republic of Latvia	rgd	11jan93	f/n RIX 28aug93, in Aeroflot c/s, no titles; l/n 11may95; canx 28jan97; fate unknown
7 99 012 03	CCCP-47750(1)	An-24B	AFL/East Sib.-UUD	mfd	29apr67	toc 04may67; rgd 11may67; 50 pax configuration; f/n IKT 05jul92; see c/n 87304905
	CCCP-47750(1)	An-24B	AFL/East Sib.-IKT	trf	1976	
	RA-47750(1)	An-24B	Aeroflot	IKT	02jun93	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-Severny 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 sovkhoz (state farm) "Zavyalovski" 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	An-24B	AFL/Krasnoyar.-KJA	mfd	25may67	toc 08jun67; rgd 15jun67; 50 pax configuration; f/n KJA 26aug67
	CCCP-47752	An-24B	AFL/Krasnoyar.-ABA	trf	jan69	
	RA-47752	An-24B	Aeroflot	OVB	21apr93	
	RA-47752	An-24B	Abakan Avia	trf	25nov93	soc and canx 25nov94 as life-time expired
7 99 012 06	CCCP-47753	An-24B	AFL/N.Kavkaz-KRR	mfd	31may67	toc 07jun67; rgd 24jun67; 52 pax configuration
	RA-47753	An-24B	Kuban Airlines	trf	22feb94	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
	UR-47754	An-24B	Aeroflot c/s, n/t		may06	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-
7 99 012 08	CCCP-47755	An-24B	AFL/Yakutiya	mfd	24jun67	toc 04jul67; rgd 11aug67; 50 pax configuration; f/n YKS 03jul92; see c/n 07306005
	RA-47755	An-24B	Aeroflot	YKS	08jul94	
	RA-47755	An-24B	Sakha Avia	trf	19oct94	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	An-24B	AFL/Urals-SVX	mfd	26jun67	toc 02jul67; rgd 23sep67; 50 pax configuration
	CCCP-47756	An-24B	AFL/Urals-PEE	trf	13nov67	
	RA-47756	An-24B	Permskiye Avialin.	trf	30mar94	f/n PEE 23aug95, in Aeroflot c/s and titles; l/n PEE 16aug99 titles not reported
	RA-47756	An-24B	Aeroflot c/s, n/t	PEE	14aug01	l/n PEE (N57.913044 E56.008119) jun06/16aug14 wfu/parked
7 99 012 10	CCCP-47757	An-24B	AFL/East Sib.-UUD	mfd	30jun67	toc 03jul67; rgd 17jul67; 50 pax configuration
	CCCP-47757	An-24B	AFL/Turkmenis.-ASB	trf	10apr72	
	EZ-47757	An-24B	Turkmenistan Al	KRW	18may96	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	An-24B	AFL/Far East	mfd	30jun67	toc 07jul67; rgd 02aug67; 50 pax configuration; f/n KHV 30aug89
	RA-47758	An-24B	Dalavia	trf	01jun93	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-Severny sep79
	RA-47759	An-24B	Aeroflot	Ovn	21apr93	
	RA-47759	An-24B	Novosibirsk AE	trf	11mar94	soc 30may97 as life-time expired; canx 08jul97
7 99 013 04	CCCP-47760	An-24B	AFL/Krasnoyar.-Kjc	mfd	01aug67	toc 11sep67; rgd 29sep67; 50 pax configuration
	CCCP-47760	An-24B	AFL/Krasnoyar.-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
7 99 013 05	CCCP-47761	An-24B	AFL/Urals	mfd	31aug67	toc 06oct67; rgd 01dec67; 50 pax configuration; f/n 04jun72
	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
7 99 013 06	CCCP-47762	An-24B	AFL/Yakutiya	mfd	31aug67	toc 13sep67; rgd 11oct67; 50 pax configuration; f/n YKS 03jul92; l/n CYX 05jul92
	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
7 99 013 07	CCCP-47763	An-24B	AFL/Kazakhstan	mfd	26sep67	toc 07oct67; rgd 27oct67; f/n ALA 21apr84; l/n ALA 23apr93
	UN-47763	An-24B	Kazakstan Airlines	ALA	jun95	l/n ALA jul95; not in 2001 fleet list
	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 08	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
7 99 013 09	CCCP-47765	An-24B	AFL/West Siberia	mfd	30sep67	toc 07oct67; rgd 14dec67; 50 pax configuration; f/n Novosibirsk-Severny 19jul71
	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 dated 20feb11; f/n 16oct10, with very faded registration, CCCP- prefix bleeding through; l/n 22feb24
7 99 013 10	"49" blue	An-24B	Ukraine Air Force	mfd	24nov67	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	CCCP-47766	An-24B	AFL/Far East	mfd	30apr67	toc 09oct67; rgd 25oct67; 50 pax configuration
	RA-47766	An-24B	Aeroflot	KHV	24may93	
	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
7 99 014 02	CCCP-47767	An-24B	Aeroflot/UShVLP	toc	18dec67	Ulyanovsk Advanced Flying Training College; rgd 15jan68
	CCCP-47767	An-24B	Aeroflot/KShVLP	trf	16jan71	Kirovograd Advanced Flying Training College
	CCCP-47767	An-24B	AFL/Uzbekistan-SKD	trf	10jul74	photo exists SKD; f/n SKD 29oct77; soc 24jan79 as life-time expired; seen may94/aug95 in the Yegoryevsk Technical School; gone by aug01
7 99 014 03	CCCP-47768	An-24B	AFL/Tyumen	mfd	31oct67	toc 13nov67; rgd 03dec67; 50 pax configuration
	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
7 99 014 04	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
7 99 014 05	not known	An-24B	Soviet Air Force	mfd	1969	
	not known	An-24B	Russian Air Force	no	reports	opb military unit 35451 at Chita; soc in the early 2000s
7 99 014 06	CCCP-47773	An-24B	AFL/Urals-PEE	mfd	30nov67	toc 18dec67; rgd 15jan68; 50 pax configuration
	CCCP-47773	An-24B	AFL/Urals-SVX	trf	05oct68	
	CCCP-47773	An-24B	AFL/Urals-PEE	trf	29oct68	
	CCCP-47773	An-24B	AFL/Urals-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 07	CCCP-47774	An-24B	AFL/Urals-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 08	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 09	"01" blue	An-24B	Russian Navy	mfd	28jan68	f/n VVO 19apr97; opb 71 ovtae 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
7 99 014 10	CCCP-47776	An-24B	Aeroflot/UShVLP	toc	30dec67	Ulyanovsk Advanced Flying Training College; rgd 17jan68
	CCCP-47776	An-24B	Aeroflot/KShVLP	trf	03feb71	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 Oboznovka (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 99 015 01	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	
	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
7 99 015 02	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
	RA-47778	An-24B	Tyumen Airlines	TJM	14may95	l/n TJM jul00/aug04 derelict; soc 17jun04 as further use not economically viable; canx 14jul04
7 99 015 03	"05" red	An-24B	Soviet Air Force	mfd	25apr68	late mfd; converted to An-24RR (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
8 99 015 04	CCCP-47779	An-24B	AFL/Urals-SVX	mfd	22feb68	toc 12mar68; rgd 27may68; 50 pax configuration
	CCCP-47779	An-24B	AFL/Urals-PEE	trf	03apr68	
	CCCP-47779	An-24B	AFL/Komi-SCW	trf	19apr86	
	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
8 99 015 05	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
	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
8 99 015 06	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
	CCCP-47781	An-24B	Aeroflot/KShVLP	trf	unknown	on charge as of 01oct78; Kirovograd Advanced Flying Training College
	UR-47781	An-24B	Ukr Flt 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
	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
	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 'flytla.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
8 99 015 07	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
	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
8 99 015 08	CCCP-47783	An-24B	AFL/GosNII GA	mfd	27mar68	toc 17apr68; 22 pax configuration
	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	rgd	22sep00	canx 19oct00; f/n BUD 16jun01; l/n BUD 28jul01
	UR-47783	An-24B	Odessa Airlines	ODS	30aug01	white with two red cheatlines;, 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 BZV 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
8 99 015 09	CCCP-47784	An-24B	AFL/East Sib.-HTA	mfd	30mar68	toc 12apr68; rgd 22may68; 50 pax configuration; f/n HTA 04sep68
	CCCP-47784	An-24B	AFL/Turkmenistan	trf	21apr72	
	EZ-47784	An-24B	Turkmenistan Al	ASB	18may96	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
8 99 015 10	CCCP-47785	An-24B	AFL/Krasnoyar.-KJA	mfd	30mar68	toc 24apr68; rgd 03jun68; 50 pax configuration
	CCCP-47785	An-24B	AFL/Krasnoyar.-ABA	trf	1972	f/n KJA 01jul92
	RA-47785	An-24B	Aeroflot	ABA	13jul93	
	RA-47785	An-24B	Abakan Avia	trf	25nov93	soc and canx 25nov94 as life-time expired
8 99 016 01	CCCP-47786	An-24B	AFL/Magadan	mfd	22apr68	toc 28apr68; rgd 19jun68; 50 pax configuration
	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
	CCCP-47786	An-24B	AFL/Yakutiya	trf	apr87	f/n YKS 03jul92
	RA-47786	An-24B	Aeroflot	YKS	08jul94	
	RA-47786	An-24B	Polyarnyye Avial.	trf	19oct94	l/n YKS 13may95; soc 29oct04 as worn out; sat wfu at Nyurba (N63.296781 E118.35273), reported 2011/07aug18 many parts missing
8 99 016 02	CCCP-47150	An-24B	AFL/West Sib.-OVB	mfd	17may68	toc 25may68; rgd 29jul68; 50 pax configuration; f/n Novosibirsk-Severny 01jul92; l/n Novosibirsk-Severny 12jul93
	RA-47150	An-24B	Novosibirsk AE	trf	11mar94	soc 30may97 as life-time expired; canx 08jul97
8 99 016 03	CCCP-47151	An-24B	AFL/West Siberia	toc	31may68	rgd 29jul68; 50 pax configuration; soc 30dec76 due to its poor technical condition
8 99 016 04	CCCP-47152	An-24B	AFL/East Siberia	mfd	27may68	toc 06jun68; rgd 19jun68; 50 pax configuration; photo PEE sep77
	CCCP-47152	An-24B	AFL/Urals-PEE	trf	25mar72	
	RA-47152	An-24B	Permskiye Avialin.	trf	30mar94	f/n VOZ 18sep94, in Aeroflot c/s and titles; soc 25nov94 as life-time expired; l/n PEE 16aug99, titles not reported
	RA-47152	An-24B	Permskiye Avialin.	PEE	14aug01	seen PEE 22jun06; company grounded may09; l/n PEE (N57.912477 E56.008297) 27nov09/07jun15 engineless
8 99 016 05	CCCP-47153	An-24B	AFL/West Siberia	mfd	30may68	toc 14jun68; rgd 29jul68; 50 pax configuration
	CCCP-47153	An-24B	AFL/Kazakhstan	trf	25mar72	
	UN-47153	An-24B	Aeroflot	BKA	15may93	
	UN-47153	An-24B	Aeroflot c/s, n/t	VKO	11jul94	reported for Atyrau Airways
	UN-47153	An-24B	Weasua Air Transp	DME	15jan02	
	UN-47153	An-24B	Avia Jaynar	ALA	01mar03	l/n DME 24aug07; l/n DME 19dec07 titles not reported
	UP-AN401	An-24B	Avia Jaynar	rgd	2008	f/n DME 21may08; l/n KSN 07may15
8 99 016 06	CCCP-47154	An-24B	AFL/Urals-KVX	mfd	19jun68	toc 28jun68; rgd 05aug68; 50 pax configuration
	CCCP-47154	An-24B	AFL/Urals-PEE	trf	24may69	
	CCCP-47154	An-24B	AFL/Urals-SVX	trf	04jun69	
	CCCP-47154	An-24B	AFL/Urals-KVX	trf	1973	
	CCCP-47154	An-24B	AFL/East Siberia	trf	28may88	
	CCCP-47154	An-24B	AFL/Urals-KVX	trf	27jul88	
	RA-47154	An-24B	Kirov Avn Enterpr.	trf	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
8 99 016 07	CCCP-47155	An-24B	AFL/Magadan	mfd	20jun68	toc 11jul68; rgd 12aug68; 30 pax configuration
	CCCP-47155	An-24B	AFL/Sasovo Fl.Sch.	trf	10jul76	
	CCCP-47155	An-24B	Aeroflot/KShVLP	trf	12jan77	Kirovograd Advanced Flying Training College; reported as converted to An-24USh (navigator training version)
	UR-47155	An-24B	Ukr State Flt Ac	KGO	15jul93	in basic Aeroflot c/s, no titles
	RA-47155	An-24B	not known	rgd	26jun94	soc and canx 15feb96 as leased to Ukraine
	UR-47155	An-24B	Air Urga	IEV	20mar97	leased from Ukraine State Flight Academy; l/n KGO 05may98; not in 1998 fleet list
	UR-47155	An-24B	Ukr State Flt Ac	KGO	24apr99	in basic Aeroflot c/s, no titles; l/n KGO 24jul99

	UR-47155	An-24B	Air Urga	KGO	29may02	in full c/s; in fleet lists 15jan03, oct04 and mar07
	UR-ELN	An-24B	United Nations	EUN	nov04	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'
	UR-ELN	An-24B	no titles	UKS	jul08	in all-white c/s
	UR-ELN	An-24B	Air Urga	IEV	17jul08	in all-white c/s with titles; l/n KBP 18may09
	UR-ELN	An-24B	United Nations	KGO	14nov09	carried code 'UNO969'
	UR-ELN	An-24B	Air Urga	IEV	24mar11	in all-white c/s with titles; seen KGO 21aug14; canx 27oct15; l/n KGO 2016 with prefix painted out
8 99 016 08	CCCP-47156	An-24B	AFL/Far East-KHV	mfd	26jun68	rgd 26jun68; on charge as of 01aug68; 50 pax configuration
	RA-47156	An-24B	Dalavia	trf	01jun93	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
8 99 016 09	CCCP-47157	An-24B	AFL/Krasnoyar.-KJA	mfd	29jun68	rgd 30jun68; on charge as of 01aug68; 50 pax configuration
	CCCP-47157	An-24B	AFL/Krasnoyar.-ABA	trf	1972	
	RA-47157	An-24B	Aeroflot	ABA	13jul93	
	RA-47157	An-24B	Abakan Avia	trf	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	An-24B	AFL/Yakutiya	mfd	29jun68	toc 17jul68; rgd 05aug68; 50 pax configuration; f/n YKS 03jul92
	RA-47158	An-24B	Sakha Avia	trf	19oct94	f/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"
	RA-47158	An-24B	Polyarnyye Avial.	YKS	15aug03	l/n YKS 15aug06; seen YKS apr10 engineless and jun12/sep12 derelict
8 99 017 01	CCCP-47159	An-24B	AFL/Magadan	mfd	29jun68	toc 21jul68; rgd 12aug68; 50 pax configuration
	RA-47159	An-24B	Chukotavia	trf	10mar94	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
8 99 017 02	CCCP-47160	An-24B	AFL/Tyumen	mfd	01aug68	toc 08aug68; rgd 19aug68; 50 pax configuration
	RA-47160	An-24B	Tyumen Airlines	trf	31aug94	f/n TJM 14may95, in Aeroflot c/s and titles
	RA-47160	An-24B	Tyumen Airlines	IEV	02jul96	l/n TJM 09jul04; offered for sale on the Internet 16jun04
8 99 017 03	CCCP-47161	An-24B	AFL/Yakutiya	mfd	26aug68	on charge as of 01oct68; rgd 25oct68; 50 pax configuration; f/n YKS 03jul92
	RA-47161	An-24B	Aeroflot			
	RA-47161	An-24B	Polyarnyye Avial.	trf	19oct94	f/n YKS 13may95, in Aeroflot c/s and titles
	RA-47161	An-24B	Polyarnyye Avial.	YKS	15aug03	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
8 99 017 04	CCCP-47162	An-24B	AFL/Krasnoyar.-KJA	mfd	28aug68	toc 06sep68; rgd 31jan69; 50 pax configuration
	CCCP-47162	An-24B	AFL/Krasnoyar.-ABA	trf	1972	f/n KJA 08feb75
	RA-47162	An-24B	Aeroflot	ABA	13jul93	
	RA-47162	An-24B	Abakan Avia	trf	25nov93	canx 25nov94
8 99 017 05	CCCP-47163	An-24B	AFL/East Siberia	mfd	31aug68	rgd 25sep68; on charge as of 01oct68; 50 pax configuration; soc and canx 24jul92 as worn out
8 99 017 06	CCCP-47164	An-24B	AFL/Far East-KHV	mfd	20sep68	toc 02oct68; rgd 05nov68; 50 pax configuration; opb Khabarovski 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 runwayto 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
8 99 017 07	CCCP-47165	An-24B	AFL/West Sib.-OVB	mfd	18oct68	on charge as of 01oct68; rgd 05nov68; 50 pax configuration; f/n Novosibirsk-Severny 01jul92
	RA-47165	An-24B	Aeroflot	Ovn	21apr93	
	RA-47165	An-24B	Novosibirsk AE	trf	11mar94	soc and canx 30sep98 as life-time expired
8 99 017 08	CCCP-47166	An-24B	AFL/Tyumen	mfd	23sep68	toc 27sep68; rgd 30oct68; 50 pax configuration
	RA-47166	An-24B	Aeroflot	UFA	13jul94	
	RA-47166	An-24B	Tyumen Airlines	trf	31aug94	l/n TJM 19aug99, in Aeroflot c/s and titles
	RA-47166	An-24B	Tyumen Airlines	TJM	13aug01	l/n TJM 09jul04; offered for sale on the Internet 16jun04
8 99 017 09	CCCP-47167	An-24B	AFL/Yakutiya	mfd	30sep68	toc 12oct68; rgd 05nov68; 50 pax configuration; f/n YKS 03jul92
	RA-47167	An-24B	Aeroflot	YKS	08jul94	
	RA-47167	An-24B	SirAERO	trf	31may95	sat wfu at YKS, seen aug03/jun08; scrapped at YKS sep11
8 99 017 10	CCCP-47168	An-24B	AFL/Krasnoyar.-KJA	mfd	26sep68	toc 10oct68; rgd 31jan69; 50 pax configuration
	CCCP-47168	An-24B	AFL/Krasnoyar.-ABA	trf	1972	
	RA-47168	An-24B	Aeroflot	ABA	13jul93	
	RA-47168	An-24B	Abakan Avia	trf	25nov93	soc and canx 15jul96 as life-time expired
8 99 018 01	CCCP-47169	An-24B	AFL/East Siberia	mfd	30sep68	toc 29oct68; rgd 14nov68; 50 pax configuration; f/n IKT late77
	RA-47169	An-24B	Aeroflot	HTA	18apr97	reported for Chita Avia; soc 16mar98 as life-time expired; canx 19oct98
8 99 018 02	CCCP-47170	An-24B	AFL/Far East	mfd	30sep68	toc 29oct68; in 50 passenger configuration; rgd 19nov68; opb Khabarovski OAO; in standard 'blue' c/s; f/n OHH 23dec79; l/n KHV 30aug89
	RA-47170	An-24B	Aeroflot	KHV	24may93	operated by the Khabarovsk Aviation Enterprise
	RA-47170	An-24B	Dalavia	trf	01jun93	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 a ground instructional airframe by the Irkutsk Technical School of Civil Aviation (IATU GA) (N52.264072 E104.36582), seen aug07/aug22
8 99 018 03	CCCP-47171	An-24B	AFL/East Sib.-UUD	mfd	18nov68	toc 25nov68; rgd 14jan69; 50 pax configuration; f/n UUD 10mar71
	CCCP-47171	An-24B	AFL/Yakutiya	trf	17feb79	
	CCCP-47171	An-24B	AFL/East Sib.-UUD	trf	unknown	on charge as of 01jan80; l/n IKT 05jul92
	RA-47171	An-24B	Ulan-Ude Avn Ent.	UUD	20apr97	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
	RA-47172	An-24B	Novosibirsk AE	trf	11mar94	may not have worn RA- prefix; soc 28dec94 as life-time expired; canx 29dec94
8 99 018 06	CCCP-47173	An-24B	AFL/Urals-PEE	mfd	30nov68	toc 13dec68; rgd 11feb69; 50 pax configuration
	CCCP-47173	An-24B	AFL/Urals-IJK	trf	jul88	
	RA-47173	An-24B	Aeroflot	BKA	09jul93	
	RA-47173	An-24B	Izhavia	trf	19apr94	f/n SVX 23aug95, in Aeroflot c/s, no titles; soc 05feb99 as life-time expired; canx 18feb99; l/n IJK 16aug99
8 99 018 07	CCCP-47174	An-24B	AFL/Magadan	mfd	30nov68	toc 15dec68; rgd 26feb69; 50 pax configuration; initially in non-standard c/s, l/n as such 1969
	RA-47174	An-24B	Aeroflot	GDX	08jul94	
	RA-47174	An-24B	Kolymaavia	trf	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	An-24B	AFL/Kazakhstan	mfd	26dec68	toc 08jan69; rgd 03mar69
	UN-47176	An-24B	Tselina			was leased to Weasua from ?? until 12nov98
	UN-47176	An-24B	Aeroflot c/s, n/t	ABJ	29jul99	leased from Tselina
	UN-47176	An-24B	Weasua Air Transp	ABJ	23sep99	leased from Tselina; l/n ABJ 12nov01 active
	UN-47176	An-24B	Satgur Air Transp	trf	oct03	leased from SCAT; in basic SCAT c/s; f/n ROB nov03; l/n ACC 31jul04
	UN-47176	An-24B	Weasua Air Transp	ROB	05apr06	returned to SCAT oct06
	UP-AN418	An-24B	SCAT	rgd	29feb08	f/n ALA 23jun09; l/n CIT 13jul19/19sep23, wfu
8 99 019 01	"03" red	An-24B	Soviet Air Force	b/w	photo	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/aug86
	"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	An-24B	AFL/Krasnoyar.-KJA	mfd	26dec68	toc 07jan69; rgd 14feb69; 50 pax configuration
	CCCP-47177	An-24B	AFL/Krasnoyar.-ABA	trf	1972	
	RA-47177	An-24B	Aeroflot	OVB	21apr93	
	RA-47177	An-24B	Abakan Avia	trf	25nov93	soc and canx 15jul96 as life-time expired
8 99 019 03	CCCP-47178	An-24B	AFL/Tyumen	toc	17jan69	rgd 14mar69; 50 pax configuration; f/n TJM 10jul75; soc 30apr77 as involved in an accident, details unknown
9 99 019 04	CCCP-47179	An-24B	Aeroflot/KShVLP	mfd	17feb69	Kirovograd Advanced Flying Training College; toc 27feb69; rgd 15apr69; 50 pax configuration; converted to An-24USh (navigator training version), circa 1970; f/n LED 11sep87
	UR-47179	An-24B	Ukr State Flt Ac	KGO	15jul93	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
9 99 019 05	CCCP-47180	An-24B	AFL/Yakutiya	mfd	23mar69	in 50 passenger configuration; toc 25mar69; rgd 03jun69; l/n YKS 03jul92
	RA-47180	An-24B	Aeroflot	ph.	18may05	opb Yakutavia; damaged beyond repair 03feb93 on the leg from Ust'-Kuiga (Yakutia) to Nizhneyansk of a flight from Yakutsk to Nizhneyansk when veered off the runway to the left during the take-off run and the nose gear collapsed, all 4 crew members and 23 passengers escaped unhurt; soc 01dec93 and canx the same day; the hulk rested at Ust'-Kuiga (N70.007313 E135.637313), seen aug09/apr17 and still visible on Google Earth in 2024
9 99 019 06	CCCP-47181	An-24B	AFL/Yakutiya	mfd	28feb69	toc 14mar69; rgd 29may69; 50 pax configuration; f/n YKS 03jul92
	RA-47181	An-24B	Aeroflot	YKS	08jul94	
	RA-47181	An-24B	Sakha Avia	trf	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	An-24B	AFL/Urals	mfd	26mar69	toc 07apr69; rgd 04jun69
	CCCP-47182	An-24B	AFL/East Siberia	trf	01apr88	
	CCCP-47182	An-24B	AFL/Urals	trf	28may88	
	RA-47182	An-24B	Ural Airlines	trf	25apr94	f/n DME 04may94, in Aeroflot c/s and titles; l/n SVX 23aug95
	RA-47182	An-24B	Ural Airlines	KUF	01dec97	seen SVX 07dec09; l/n SVX 09jan13, derelict, sitting on its tail
9 99 019 08	CCCP-47183	An-24B	AFL/Magadan	mfd	22mar69	toc 03apr69; rgd 03jun69; l/n LED 17jan93
	RA-47183	An-24B	Aeroflot	GDX	08jul94	
	RA-47183	An-24B	Kolymaavia	trf	24feb95	
	RA-47183	An-24B	Inter Congo	BZV	21may02	soc and canx 13feb02 as sold to Congo

	TN-AHB	An-24B	SD Group	rgd	27may03	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
	EX-041 (1)	An-24B	Trans Air Congo	PNR	13oct04	in all-white c/s, no titles; in fleet list oct04; offered for sale by Aquiline International jul05; see c/n 97304910
	XU-U4A	An-24B	PMT Air	rgd	28apr06	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
9 99 019 09	CCCP-47184	An-24B	AFL/Far East	mfd	28mar69	toc 11apr69; rgd 05jun69; f/n KHV 30aug89
	RA-47184	An-24B	Aeroflot	KHV	24may93	
	RA-47184	An-24B	Dalavia	trf	01jun93	l/n KHV 12may95, in Aeroflot c/s and titles; soc 28apr99 as life-time expired; canx 12may99
9 99 019 10	CCCP-47185	An-24B	AFL/West Siberia	mfd	28mar69	toc 10apr69; rgd 04jun69; f/n OVB 01jul92
	RA-47185	An-24B	Aeroflot	OVB	21apr93	l/n IKT 06jul94
	RA-47185	An-24B	Sibir	trf	29dec94	carried these titles this date
	RA-47185	An-24B	Novosibirsk AE	rgd	21jun00	f/n Novosibirsk-Severny 24jul00, in basic Sibir c/s, no titles
	RA-47185	An-24B	Novosibirsk AE	Ovn	03jul03	with Novosibirsk Avia titles, stored; soc 10apr05 as life-time expired; l/n Novosibirsk-Severny 08jul05
9 99 020 01	CCCP-47186	An-24B	AFL/Kazakhstan-TSE	mfd	31mar69	toc 21apr69; rgd 11jun69
	UN-47186	An-24B	Aeroflot	TSE	14jul93	with Kazakh flag on the tail
	UN-47186	An-24B	Kazakstan Airlines	TSE	22jul94	titles not noted this date; was trf 26sep96 to Air Kazakstan, 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
9 99 020 02	CCCP-47187	An-24B	AFL/Urals-SVX	mfd	30apr69	toc 14may69; rgd 07aug69
	CCCP-47187	An-24B	AFL/Urals-KVX	trf	1973	f/n IKT late 1977
	RA-47187	An-24B	Ural Airlines	trf	25jul94	f/n SVX 23aug95, in Aeroflot c/s and titles
	RA-47187	An-24B	Ural Airlines	SVX	15aug99	seen SVX 06apr10, no engines and dumped on its belly by mid 2011; l/n 01may12
9 99 020 03	CCCP-47188	An-24B	AFL/Far East-KHV	mfd	13may69	toc 26may69; rgd 01jul69; f/n KHV 27oct70
	RA-47188	An-24B	Dalavia	trf	01jun93	f/n KHV 12may95, in Aeroflot c/s and titles; last reported KHV 19oct02 in an incident report
9 99 020 04	CCCP-47189	An-24B	AFL/West Siberia	mfd	27may69	on charge as of 01jul69; rgd 01aug69; f/n Novosibirsk-Severny 22jan77; l/n Novosibirsk-Severny 01jul92
	RA-47189	An-24B	Aeroflot	Ovn	21apr93	
	RA-47189	An-24B	Novosibirsk AE	trf	11mar94	soc and canx 24may00 as life-time expired; seen Novosibirsk-Severny 22jul00, with Novosibirsk Avia titles painted out
9 99 020 05	CCCP-47190	An-24B	AFL/Magadan-GDX	mfd	29may69	on charge as of 01jul69; rgd 01aug69; 50 pax configuration; f/n IKT 24sep86
	RA-47190	An-24B	Aeroflot	VKO	08jul94	
	RA-47190	An-24B	Adygeya-Avia	trf	24feb95	CofR renewal 05jun96; not canx from Russian register
9 99 020 06	CCCP-47191	An-24B	AFL/Urals-SVX	mfd	07jun69	toc 08jul69; rgd 12jan70
	CCCP-47191	An-24B	AFL/Urals-PEE	trf	10oct69	
	CCCP-47191	An-24B	AFL/East Sib.-HTA	trf	27mar72	
	RA-47191	An-24B	Aeroflot	IKT	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
9 99 020 07	CCCP-47192	An-24B	AFL/Tyumen	mfd	30jun69	toc 07jul69; rgd 12aug69
	CCCP-47192	An-24B	AFL/East Siberia	trf	01apr72	f/n IKT 05may89
	CCCP-47192	An-24B	Baikalavia	trf	30jun92	l/n IKT 05jul92, in Aeroflot c/s and titles
	RA-47192	An-24B	Baikalavia	IKT	06jul94	in Aeroflot c/s and titles; canx 23jun95; soc 05jul95 as life-time expired
9 99 020 08	CCCP-47193	An-24B	Aeroflot/KShVLP	mfd	30jun69	Kirovograd Advanced Flying Training College; toc 10jul69; rgd 20aug69
	CCCP-47193	An-24B	AFL/Yakutiya-YKS	trf	11apr72	f/n YKS 03jul92; l/n Batagai 05jul92
	RA-47193	An-24B	Aeroflot	YKS	08jul94	
	RA-47193	An-24B	Sakha Avia	trf	19oct94	l/n YKS 13may95, in Aeroflot c/s and titles
	RA-47193	An-24B	Sakha Avia	YKS	jul03	no longer in fleet list by 2000; sat wfu at YKS, seen jul03/jun08; scrapped at YKS sep11
9 99 020 09	RF-79162	An-24B	PO Omsk EMZ	mfd	30jun69	rgd 26jun92; f/n SVO 19mar93, in white c/s with light blue undersides and trim, dark blue thin cheatline, no titles
	RA-79162	An-24B	Aviaobshchemash	trf	12nov93	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
	XU-335	An-24B	President Airlines	BKK	05dec99	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
	XU-335	An-24B	Yana Airlines	PNH	01mar01	l/n PNH 15feb02
	XU-335	An-24B	President Airlines	ph.	apr02	in white c/s with light blue undersides and trim, dark blue thin cheatline with red/blue tail logo and with titles
	XU-335	An-24B	President Airlines	ROV	10aug02	probably for overhaul with ARZ-412; in white c/s with gold/blue cheatline and gold/blue tail with emblem; l/n PNH 09jan04
	XU-335	An-24B	PMT Air	PNH	30sep04	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
	XU-335	An-24B	Imtrec Av n/t	PNH	20nov05	current in Imtrec 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	An-24B	Soviet Air Force	Spr	30may90	salon version; in basic Aeroflot c/s; opb 226 osap at Sperenberg
	"100" red	An-24B	Russian Air Force	Spr	jun93	photo Sperenberg 27may94; left Sperenberg for Kaluga 19jul94
	"100" red	An-24B	Russian Air Force	TYA	1998	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	An-24B	Soviet Navy	mfd	1969	
	"01" blue	An-24B	Russian Navy	IEV	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
	UR-BXA	An-24B	Tavria MAK	SIP	20jul98	c/n confirmed; in basic 'blue' Aeroflot c/s with 'TAVRIA-MAC' titles; l/n IST 04oct99
	UR-BXA	An-24B	Sevastopol Avia	IEV	06aug02	c/n read off as '2107'; in basic 'blue' Aeroflot c/s
	UR-BXA	An-24B	VVOSS	PZU	23nov10	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
9 99 021 08	not known	An-24B	Russian Navy	mfd	1969	opb 46 otap at OSF; offered for sale by Russian privatisation agency 19dec01
9 99 021 09	not known	An-24B	Soviet Air Force	mfd	04nov69	salon version
	RA-46711(2)	An-24B	Polet	rgd	07may93	f/n VKO 31aug93; Rossiskaya Aviakompaniya; see c/n 27300009; still current on the Russian register feb01/oct04
	EK-46711(2)	An-24B	Ararat Avia	Erb	19jun97	in basic Polet c/s, no titles; l/n SHJ 25sep03
	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	Mudan 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/Urals	trf	20apr76	
	RA-47194	An-24B	Kurgan Air	trf	30mar94	soc and canx 11feb98 as life-time expired
9 99 022 02	"01" blue	An-24B	Russian Air Force	Kub	17may94	salon version; c/n painted as 2202; call-sign 46021 from holder on the instrument panel
	"07" blue	An-24B	Russian Air Force	Kub	11may95	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 01sep24
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	f/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	Kln	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	f/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 two lines
	"797" black	An-24B	Soviet Air Force	SVO	mid91	in c/s similar to Aeroflot with large Red star on the fin; see previous line
	"797" black	An-24B	Russian Air Force	CKL	09apr92	see previous lines; in c/s similar to Aeroflot with large Red star on the fin; 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 two lines
	"798" black	An-24B	Soviet Air Force	CKL	24sep91	salon version; see previous line; opb mil. unit 55773 at Balashov; in c/s similar to Aeroflot with Red star on the fin
	"798" black	An-24B	Russian Air Force	SVO	mar93	salon version; see previous lines; in c/s similar to Aeroflot with Red star on the fin; 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 14sep24

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/RT/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 in 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 No. 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; undertook a promotional tour of India in apr69; seen 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 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
7 9 1 02 02	"08" red	An-24T	Russian Air Force	toc	31mar67	was based at Kansk; f/n Ivanovo-Severny (North) 24aug95, c/n painted as just 0202; trf to Ukrainka by 1998
	"36" red	An-24T	Russian Air Force		sep06	seen being broken up at Tambov
7 9 1 02 03	"51" red	An-24T	Russian Air Force	mfd	30apr67	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	An-24VSR	Russian Air Force	mfd	30apr67	version for the training of air gunners and radio operators, had a blister on each side of the rear fuselage
	"05" red	An-24T	Russian Air Force	Iva	24aug95	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			used for bombing trials at Kirovskoye/Crimea in mar/apr69
7 9 1 03 10	--	An-24T	history unknown			
7 9 1 04 01	"03"	An-24T	KGB/Border Guards	mfd	sep67	photo, in c/s similar to Aeroflot with Red star and red stripe on the fin; became, see next line
	CCCP-46713(2)	An-24T	Baikalavia	rgd	01jul92	toc 01jul93 according to the MGA document; see c/n 27300101
	RA-46713(2)	An-24T	Bodaibo Avn Ent.	trf	14jun94	rgd 29jun94
7 9 1 04 02	CCCP-46700	An-24T	KGB/Border Guards	mfd	sep67	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-Severny 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	An-24T	Baikalavia	trf	30apr92	rgd 25may92; in standard 'blue' Aeroflot c/s including titles
	RA-46700	An-24T	Bodaibo Avn Ent.	trf	14jun94	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	An-24T	Avia Urartu, n/t	MRV	15may96	in Aeroflot c/s no titles and Armenian flag; according to the CAA it was only rgd by 10dec96
	EK-98116	An-24T	Sudan Airways	SHJ	07apr00	l/n KRT 14mar01
	EK-98116	An-24T	Avia Urartu	Erb	02feb02	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	An-24T	Aeroflot c/s, n/t	UFA	16jun01	l/n EVN 12nov01; soc 12apr02 and canx 14apr02 as sold to the Congo, see below
	EK-49273	An-24T	Sudan Airways	SHJ	23nov02	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
	"50"	An-24VSR	FSB/Border Guards			reportedly broken up around 2007
7 9 1 04 10	--	An-24T	history unknown			
7 9 1 05 01	"55"	An-24T	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 ... otae 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	An-24T	Soviet Air Force	SVO	23apr91	in all-grey c/s; seen Tushino mar92; l/n Smolensk-Severny 05jul95
	"54" red	An-24T	ROSTO	PRG	06sep97	opb Vyazemski UATs at Vyazma-Dvoyevka; in all-grey c/s, no titles; reportedly damaged, details unknown; reportedly wfu around 1998/99; sat wfu at Vyazma-Dvoyevka (N55.146927 E34.378719), seen jun99/may19
8 9 1 06 08	--	An-24T	history unknown			
8 9 1 06 09	"57" red	An-24T	Soviet Air Force	mfd	31may68	last overhaul completed 29aug92, with the version given as An-24T
	"57" red	An-24VSR	Russian Air Force	trf	1992	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	An-24T	Soviet Air Force	mfd	07jun68	
	CCCP-46710(2)	An-24T	Uralskie Avialinii	rgd	27feb92	in full standard 'blue' Aeroflot c/s including titles; see c/n 27300008
	RA-46710(2)	An-24T	SP Air	rgd	22sep95	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	An-24T	Soviet Air Force	no	reports	opb BVVAU at Balashov; w/o 1973 on landing at Balashov when collided with a bird and crashed
	"02" red	An-24T	Soviet Air Force	Bls	21aug06	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	An-24T	Soviet Air Force	mfd	30jun68	
	"60" red	An-24T	Russian Air Force	trf	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	Soviet Navy			converted to a salon aircraft by 278 otae; opb 33 TsBP i PLS AVMF at Nikolayev-Kulbakino
	"02" blue	An-24T	Avialini. Ukrayiny	IEV	16jul93	c/n not confirmed; leased from the Ukrainian Navy; in full c/s
	"02" blue	An-24T	Ukrainian Navy	Sai	08may98	c/n not checked; opb 10 mabr at Saki-Novofyodorovka; c/n checked IEV 25may98 and again Saki-Novofyodorovka 29apr99; seen Saki-Novofyodorovka 10jul09; moved to the Faculty of Aviation and Space Systems of the Kiev Polytechnical Institute (KPI), seen 28jul11 (just the fuselage in a dismantled state)/03oct19
8 9 1 07 09	CCCP-46336	An-24T	AFL/Ukraine	toc	09mar70	rgd 14apr70; f/n LED mid 1975; see c/n 97305603; version given as such in the MGA document
	CCCP-46336	An-24T	MAP Kharkov APO	trf	12jun81	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
	"26" red	An-24T	Ukraine Air Force	VIN	2009	c/n only mentioned in documents sep08/sep11 for disposal, was was with military unit A1231 at Vinnitsa at the time, in all-grey c/s; seen VIN 27sep12/11sep15, without spinners; damaged Vinnytsya 06mar22 during the Russian missile strike
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	ELINT aircraft; l/n Pushkin 28may90
	RA-46458	An-24T	Russian AF/AFL c/s		photo	at Pushkin in the early 1990s (but not 1994 as given on russianplanes.net); fate unknown
. 9 1 09 01	--	An-24T	history unknown			
. 9 1 09 02	--	An-24T	history unknown			
8 9 1 09 03	"01" red	An-24T	Soviet Air Force	mfd	31jan69	opb 662 uap 43 TsBP i PLS at Kansk-Dalni; last overhaul completed 17may91
	"01" red	An-24T	Russian Air Force	trf	1992	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	An-24T	Soviet Air Force	mfd	03mar69	
	CCCP-47793	An-24T	Soviet Air Force	rgd	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	An-24T	Soviet AF/AFL c/s	ALA	22apr93	
	UN-46459	An-24T	Kazakh Air Force	ROV	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	An-24T	not known	mfd	jun69	rgd 10dec72; canx but date unknown
	UR-49270	An-24T		rgd	27apr93	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
	RA-01248	An-24T	Aeroflot c/s, n/t	BUD	11may94	c/n not confirmed, en route to USA to become N24HM ?; canx but date unknown
	N24HM	An-24T		rgd	05jul94	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
	CX-BRO	An-24T				c/n not confirmed; reported in Air Britain and there is no evidence the registration was ever taken up
	9Q-CLO	An-24T	Congolais	no	reports	as such in 2004 and 2008 DRC register without rgd
9 9 1 11 01	--	An-24T	history unknown			
9 9 1 11 02	not known	An-24T	Soviet Air Force	mfd	21jun69	also given as 07jun69; last overhaul completed 14apr93
	RA-49275	An-24T	Tin Air	trf	28may93	f/n VOG 30aug93; in white/blue/red c/s with large 'TA' on the fin; soc and canx 26dec97 as to Armenia
	EK-49275	An-24T	Ararat Avia	Erb	19jun97	in basic Tin Air c/s, no titles; l/n EVN 20mar01, stored
	EK-49275	An-24T	no titles	SHJ	29jul01	in the process of being repainted
	EK-49275	An-24T	Sudan Airways	SHJ	29nov02	l/n SHJ 28feb04
	EK-49275	An-24T	no titles	ph.	12oct06	probably at SHJ or FJR; in white/grey c/s with blue cheatline
	EX-171	An-24T	not reported	FJR	29jan07	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)
	EX-171	An-24T	ASA Aviation	FJR	10feb08	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	An-24T	Avialini. Ukrayiny	mfd	jul69	rgd 08jul92
	UR-49256	An-24T	Aeroflot c/s, n/t	IEV	26jul93	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; moved to the new museum location at the main gate (N51.158508 E128.434247) by jul22 and l/n sep23
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	An-24RT	Soviet Air Force	mfd	19nov69	
	"775"	An-24RT	Ukraine Air Force		28may96	
	UR-46715(2)	An-24RT	ZTsLP	Zas	06jul96	Zaporizky tsentr 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
9 9 1 12 10	not known	An-24RT	Russian Air Force	no	reports	opb mil. unit 55773 at Balashov; offered for sale as scrap metal 09feb09
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	An-24RT	Soviet Air Force	mfd	22dec69	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment
	"51" blue	An-24RT	Russian Air Force	OSF	apr03	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
	"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	An-24RT	MAP Irkutsk APO	trf	14may81	based on a decree dated 24apr81
	RA-47250	An-24RT	Baikalavia	trf	01jul93	
	RA-47250	An-24RT	Ust'-Kutavia	trf	26apr94	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
9 9 1 13 05	CCCP-47251	An-24RT	AFL/Urals	toc	06feb70	rgd 07apr70
	CCCP-47251	An-24RT	AFL/Ukraine	trf	18oct73	
	CCCP-47251	An-24RT	AFL/Urals	trf	unknown	on charge as of 01apr76
	CCCP-47251	An-24RT	MAP Taganrog MSZ	trf	11nov81	based on a decree dated 24apr81; rgd 03jun82; f/n Taganrog-Yuzhny 20aug92, in Aeroflot c/s and titles
	RA-47251	An-24RT	MAP Taganrog MSZ	CKL	08sep93	in Aeroflot c/s and titles, with type painted as 'An-24T'
	RA-47251	An-24RT	TANTK	trf	22feb94	soc and canx 27oct98 as to USA
	N38LT	An-24RT	Sunshine Intl Air	trf	29oct98	rgd 13nov98; canx 22apr99 as to Equatorial Guinea
	3C-ZZA	An-24RT	Aeroflot c/s, n/t	rgd	apr99	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	--	An-24RT	history unknown			
0 9 1 13 07	CCCP-26186	An-24RT	MAP Ufa Motors	mfd	20feb70	rgd 03mar70; in Soviet register as An-24RT
	RA-26186	An-24RT	MAP Ufa Motors	BKA	14jun94	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
	ER-AEU	An-24RT		rgd	29may00	flight planned 06jun00 KZN-ODS; in Moldovan register as An-24RT; canx 29jun00
	T-240	An-24RT	Angolan Air Force	no	reports	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
	D2-MAU	An-24RT	Angolan Air Force	ODS	apr06	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
0 9 1 13 08	CCCP-26187	An-24RT	MAP Irkutsk MSZ	rgd	18dec70	f/n LED 16jul91 'Aeroflot' titles
	RA-26187	An-24RT	IAPO-Irkutsk	trf	06sep94	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 09	--	An-24RT	history unknown			

0 9 1 13 10	RA-46709(2)	An-24RT	Krasnoyarskavia	mfd	13mar70	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
	RA-46709(2)	An-24RT	Cheremshanka Al	trf	19nov93	soc and canx 14dec94 as to Peru
	OB-1617	An-24RT	Expresso Aéreo	no	reports	
	OB-1617	An-24RT	Peruvian Aviation	rgd	05jul95	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
	OB-1708	An-24RT	TARSA	rgd	14oct98	ntu and remained as OB-1617; OB-1708 canx 06jul99
	OB-1617	An-24RT	TARSA	lsd	02aug99	
	OB-1617	An-24RT	T Doble A	lsd	28dec00	canx 21dec01; l/n LIM 15jan02, but gone by may02
0 9 1 14 01	--	An-24RT	history unknown			
0 9 1 14 02	"12"	An-24RT	Russian Air Force	no	reports	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; opb 36 osap at Chita
0 9 1 14 03	"21" blue	An-24RT	Soviet Air Force	Iva	24aug95	l/n Ivanovo-Severny 26aug97; c/n painted on as 1403
0 9 1 14 04	CCCP-47769(1)	An-24RT	Soviet AF/AFL c/s	mfd	01apr70	in ADB listing with c/n given as '11404' and this mfd; see c/n 67302508
	"76" red	An-24RT	Russian Air Force	YKS	08jul94	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
0 9 1 14 05	"23" blue	An-24RT	Ukraine Air Force	mfd	1970	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
	"47" blue	An-24RT	Ukraine Air Force	VIN	26aug10	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
	"87" blue	An-24RT	Ukraine Air Force			damaged Vinnytsya 06mar22 during the Russian missile strike
0 9 1 14 06	--	An-24RT	history unknown			
0 9 1 14 07	--	An-24RT	history unknown			
0 9 1 14 08	not known	An-24RT	Russian Air Force	no	reports	opb mil. unit 55773 at Balashov; offered for sale as scrap metal 09feb09
0 9 1 14 09	--	An-24RT	history unknown			
0 9 1 14 10	--	An-24RT	history unknown			
0 9 1 15 01	"04" blue	An-24RT	Russian Air Force	mfd	1970	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
0 9 1 15 02	"01" blue	An-24RT	Russian Air Force	Rzd	29jun02	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, wfu and missing props
0 9 1 15 03	--	An-24RT	history unknown			
0 9 1 15 04	CCCP-49264	An-24RT	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
	RA-49264	An-24RT	Aeroflot	rgd	01jul96	to STs PAP (Sakha aviation personnel training centre); in full Aeroflot c/s without 'STs PAP' logo; f/n YKS 01oct00
	RA-49264	An-24RT	STs PAP	rgd	28jun01 ?	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
	RA-49264	An-24RT	Bural	rgd	19sep05 ?	leased to IrAreo 27mar06; in basic 'blue' Aeroflot c/s, no titles; seen IKT apr06
	RA-49264	An-24RT	Avialesookhrana	rgd	14sep06 ?	probably based at Ulan-Ude; in basic 'blue' Aeroflot c/s, very small titles on nose only; f/n Kranoyarsk-Cheremshanka 27aug07; l/n UUS 22jul08
	RA-49264	An-24RT	Bural	rgd	03sep08	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
	RA-49264	An-24RT	Khabarovsk Avia	KXK	29oct10	still owned by RegionAvia-Service; included into the operator's certificate of Khabarovskiye 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
0 9 1 15 05	"15"	An-24RT	Russian Air Force	mfd	30jun70	was based at Kansk; trf to Ukrainka by 1998; colour of code was probably red; reportedly broken up around 2005
0 9 1 15 06	"30" red	An-24RT	Russian Air Force	mfd	19jun70	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; f/n Tambov 29may08, in all grey c/s with Red star; opb 36 osap at Chita
0 9 1 15 07	"03"	An-24RT	Russian Air Force	no	reports	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; opb ... otap PVO (mil. unit 19123) at Khabarovsk-Tsentralny from 1996
0 9 1 15 08	not known	An-24RT	Russian Air Force	no	reports	opb mil. unit 55773 at Balashov; offered for sale as scrap metal 09feb09
0 9 1 15 09	--	An-24RT	history unknown			
0 9 1 15 10	--	An-24RT	history unknown			
0 9 1 16 01	not known	An-24RT	Russian Air Force	no	reports	opb mil. unit 55773 at Balashov; offered for sale as scrap metal 09feb09
0 9 1 16 02	not known	An-24RT	Russian Air Force	no	reports	opb mil. unit 55773 at Balashov; offered for sale as scrap metal 09feb09
0 9 1 16 03	not known	An-24RT	Russian Air Force	no	reports	opb mil. unit 55773 at Balashov; offered for sale as scrap metal 09feb09
0 9 1 16 04	not known	An-24RT	Russian Air Force	no	reports	opb mil. unit 55773 at Balashov; offered for sale as scrap metal 09feb09
0 9 1 16 05	not known	An-24RT	Russian Air Force	no	reports	opb mil. unit 55773 at Balashov; offered for sale as scrap metal 09feb09
0 9 1 16 06	--	An-24RT	history unknown			
0 9 1 16 07	"35" red	An-24RT	Strat.Rocket Force	mfd	05oct70	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	An-24RT	Russ. Space Forces	trf	10aug92	
	"35" red	An-24RT	Strat.Rocket Force	trf	jul97	
	"35" red	An-24RT	Russ. Space Forces	trf	01jun01	opb 320 otae 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	not known	An-24PRT	Russian Air Force	no	reports	
0 9 1 16 09	"36" red	An-24RT	Strat.Rocket Force	mfd	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
	"36" red	An-24RT	Russ. Space Forces	trf	10aug92	last overhaul completed 31may94
	"36" red	An-24RT	Strat.Rocket Force	trf	jul97	
	"36" red	An-24RT	Russ. Space Forces	trf	01jun01	soc 15aug08; t/t 3,141 hours and 5,155 cycles; sat wfu at Uvelski-Uprun in the early 2000s
0 9 1 16 10	not known	An-24PRT	Russian Air Force	no	reports	
0 9 1 17 01	not known	An-24RT	Russian Air Force	no	reports	opb mil. unit 55773 at Balashov; offered for sale as scrap metal 09feb09
0 9 1 17 02	"03"	An-24RT	FSB/Border Guards	no	reports	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	An-24RT	KGB/Border Guards	mfd	1970	
	"04" red	An-24RT	FSB/Border Guards	trf	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	An-24PRT	Russ. Space Forces	trf	10aug92	
	"32" red	An-24PRT	Strat.Rocket Force	trf	jul97	
	"32" red	An-24PRT	Russ. Space Forces	trf	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	jul97	
	"33" red	An-24RT	Russ. Space Forces	trf	01jun01	opb 320 otae 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-Severny 24aug95
	"26" red	An-24PRT	Strat.Rocket Force	trf	jul97	
	"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	jul97	
	"39" red	An-24PRT	Russ. Space Forces	trf	01jun01	opb 320 otae 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 31mar98; c/n confirmed
	3D-KKM	An-24RT	Air Cess	SHJ	01jul98	c/n confirmed
	3C-KKM	An-24RT	Air Cess	SHJ	26oct98	l/n SHJ 15dec98; fate unknown
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	LII Ramenskoye	rgd	14dec71	trf to MAP Zhukovski; f/n SVO 27sep90; 'Aeroflot' titles; converted to navaids calibration aircraft
	RA-26192	An-24RT	MAP Zhukovski	ZIA	06jul93	l/n ZIA 03sep93; 'Aeroflot' titles; canx but date unknown

Factory No. 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	f/n BMA 08aug70, 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; seen OTP aug10/may13; wfu and preserved (N44.559246 E26.078613) apr14/31aug24

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-Bezymyanka 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 Sperenberg 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		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-Bezymyanka 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 Sinitsino when suffered a bird strike on final approach to Sinitsino, 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" 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	"Troyanda" 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
---	"04"	An-24B	Soviet Air Force			converted to An-24RR (NBC reconnaissance aircraft for nuclear, biological and chemical contamination early warning)
---	"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	
---	"15"	An-24B	Soviet Air Force			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/aug86; fate unknown, but possibly broken up because of its contamination
---	"21" blue	An-24T	Russian Air Force	OVB	21apr93	in all-grey c/s, code was black or blue, badly painted
---	"23" red	An-24B	Soviet Air Force	Spr	aug90	in c/s similar to Aeroflot with Red star on the fin
---	"37" red	An-24PRT	Strat.Rocket Force	KSN	1978	photo; opb 195 otap GUKOS at Kustanai-Narimanovo; in grey c/s
---	"47" red	An-24B	Soviet Air Force	SVO	late60s	salon aircraft; in c/s similar to early Aeroflot aircraft, with single ventral fin
---	"50" red	An-24B	Russian Air Force	IKT	11may95	in white c/s with blue cheatline and grey undersides

---	"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 Batitsky
---	"61" red	An-24T	DOSAAF	Tno	19aug91	all grey c/s, l/n Tushino 18aug92; became, see next line
	"03" red	An-24T	DOSAAF	SVO	1992	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
---	"72" red	An-24T	Russian Air Force	BKA	13apr92	in all grey c/s with Red star on tail
---	"849" black	An-24T	Russian Air Force	Kln	16aug96	l/n Klin-5 airbase 16may99; in basic Aeroflot c/s with Red star on the tail; possibly had civil registration 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
---	"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 Al	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 Al	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 Al	ph.	27sep11	at Songjiang Shanghai University of Engineering Technology (N31.059841 E121.198541) with titles; l/n 25aug24
---	50958	An-24RV	China United Al	CAN	12nov85	l/n NAY 09nov93
---	51052	An-24RV	China United Al	NAY	09nov93	l/n NAY 01jun94
---	CUA-51056	An-24	China United Al	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 Al		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 An-26 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 BZV 31mar96
---	VN-1093	An-24	North Vietnam Govt	ph.	1973	opb 919th Transport Regiment; carrying General Secretary Le Duang to Quang Binh province; with twin ventral strakes under the tail
---	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 Chaom 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 passengers, 15 Algerians including the Foreign Minister and 9 Vietnamese (journalists travelling along with the Algerian delegation) killed
---	374	An-24B	Pathet Lao	LPQ	04apr74	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-DAF	An-24RV	Ariana	SHJ	jul99	in UN sanction list dec99; probably destroyed in late 2001
---	YA-DAH	An-24B	Ariana	SHJ	16feb99	l/n SHJ 25feb99; reportedly destroyed during a US bombing raid at KBL oct01
---	YA-DAI	An-24	Ariana	KBL	10apr02	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 Al			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
---	3C-LLM	An-24	C.O.A.G.E.Airlines	SSG	02mar00	no further details known
---	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 Oyamaduwa 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; l/n early 2024 (?) on Facebook, dismantled in several pieces and poor condition
---	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	in white c/s with grey undersides, red cheatline and flag on the tail; l/n SAH 17mar09; probably an An-24T/RT
---	604	An-24T	South Yemen AF	ADE	19may75	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

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 No. 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
	not known	An-26				converted into a testbed and used for automatic landing trials 1982/93, including the use of GPS
02 02	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	An-26	all-white c/s, n/t	SHJ	12feb00	l/n SHJ 11may00
03 02	"30" red	An-26	Russian Air Force	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 ULV 28jun05, c/n checked; still present ULV derelict (N54.275448 E48.242006) apr09/jul17
04 01	CCCP-26637	An-26	Soviet AF/AFL c/s	no	reports	
	"637" black	An-26	Russian Air Force	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	An-26	Soviet MVD/VV	mfd	08may70	
	"03" yellow	An-26	Russian MVD/VV	trf	1992	tender for technical assessment published 05jun06, t/t 5,016 hours by then
	RF-56306	An-26	Russian MVD/VV	rgd	30jun06	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; moved to the new museum location at the main gate (N51.158508 E128.434247) by jul22 and l/n sep23
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)
	not known	An-26	Russian Air Force	trf	1992	scrapped around 1995
05 03	not known	An-26	Soviet Air Force	mfd	08may70	
	UN-26027(2)	An-26	SCAT	rgd	unknown	bought sep07; see c/n 10408

	UP-AN601	An-26	SCAT	rgd	29feb08	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
	UP-AN601	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 Buaisha 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 Rossii' 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	An-26	Soviet AF/AFL c/s	mfd	30jun70	f/n Sperenberg 06nov73; rgd only 29dec73; overhaul completed 22oct93
	RA-46707	An-26	Russian Air Force	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 11oct23
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	An-26	MRP NPO "Leninets"	rgd	21mar79	in Aeroflot c/s; f/n Pushkin 06jul94
	RA-26648	An-26	NPP "MIR"	Pus	05aug01	in Aeroflot c/s; stored at Pushkin, seen jun08/aug12
06 10	not known	An-26	Russian Air Force	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			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	Soviet Air Force	mfd	25mar71	
	not known	An-26	Russian Air Force			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
07 10	CCCP-26169	An-26	MAP Moscow MSZ	mfd	mar71	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
	RA-26169	An-26	Aeroflot c/s, n/t	ZIA	03sep93	l/n ZIA 20aug99 stored on the grass; soc by 01jan01 as life-time expired
08 01	not known	An-26	Soviet Air Force	mfd	31mar71	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
08 02	CCCP-88286	An-26	MOM Voronezh KB	mfd	27mar71	rgd 20apr81; opb the Khimavtomatika rocket engine design bureau; photo Voronezh-Baltimor 1991, in full Aeroflot c/s and titles
	RA-88286	An-26	Kosmos i Transport	rgd	17jan95	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	ADB/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	An-26	Soviet Air Force	mfd	1971	
	"07" red	An-26	Ukraine Air Force	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	An-26	Soviet Air Force	mfd	1971	
	"05" blue	An-26	Ukraine Air Force	mfd	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	
08 10	not known	An-26	Soviet Air Force	mfd	25jun71	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
09 01	not known	An-26	Soviet Air Force			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
	"91"	An-26A	Russian Air Force	Iva	27aug04	broken up by 308 ARZ at Ivanovo-Severny by 2006
09 02	not known	An-26	Soviet Air Force	mfd	20jul71	opb mil. unit 78474 at Balashov
09 03	not known	An-26	Soviet Air Force	mfd	21jul71	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	An-26	Soviet Air Force	mfd	29jul71	opb mil. unit 32959
	RA-47551	An-26	Russian AF/AFL c/s	ph.	06nov11	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	An-26	Soviet Air Force	mfd	24aug71	
	not known	An-26	Russian Air Force			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	
	"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 08	"37" red	An-26	Russian Air Force	Iva	04aug01	broken up by 308 ARZ at Ivanovo-Severny by 2006
09 09	"04" red	An-26	Soviet Air Force	IEV	08aug92	parked at ARZ-410; c/n not confirmed; with old navigator blister window on left-hand side; in grey c/s

	UR-26241	An-26	Busol Airline	OST	19oct94	c/n confirmed; with old blister window; l/n IEV 03may99; seen IEV 19jun01 wfu, titles not reported
	UR-26241	An-26	Ukraine Air Force	IEV	02jun02	in VIP c/s
	UR-UDM	An-26	Ukrainian Cargo Aw	IEV	22may04	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 Sperenburg 15aug94 to Kubinka; l/n Ivanovo-Severny 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	An-26	Soviet MVD/VV	mfd	15nov71	
	"11" yellow	An-26	Russian MVD/VV	trf	1992	opb 70 osap on at Yermolino; in light grey c/s; last overhaul completed 24may01; f/n Ivanovo-Severny 04aug01
	RF-56300	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; 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-Severny 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	An-26	Soviet Air Force	mfd	30nov71	
	not known	An-26	Russian Air Force			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	An-26	Soviet Air Force	mfd	31jan72	rgd only 29dec73; CofA canx 12mar80
	"60" yellow	An-26	Russian Air Force	Eng	17aug01	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	An-26	Soviet Air Force	rgd	29dec73	CofA canx 12mar80
	"04" blue	An-26	Russian Navy	EIK	jul11	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	An-26	Soviet Navy	mfd	26jan72	
	"05" blue	An-26	Russian Navy	OSF	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	An-26	KGB/Border Guards?	mfd	1972	
	"01" white	An-26	Kaz Border Guards	TSE	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 Semipalatinsk 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	An-26	Soviet Air Force	mfd	25apr72	
	not known	An-26	Ukraine Air Force	trf	1992	overhaul completed 27jul95
	"59" yellow	An-26	Ukraine Air Force	Kke	04jun08	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	An-26	Soviet Navy	mfd	25apr72	
	"04" red	An-26	Russian Navy	Osv	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-Severny 27aug04; broken up by 308 ARZ at Ivanovo-Severny 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-Severny by 2006
12 07	not known	An-26	Soviet Air Force	mfd	23may72	last overhaul completed 05aug88
	not known	An-26	Russian Air Force			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	An-26	Soviet Air Force	mfd	may72	reportedly opb DOSAAF as a VIP aircraft; in light grey c/s, no titles; f/n aug86; l/n Moscow-Tushino 18jul91
	CCCP-01208	An-26	ROSTO ?	Tno	02jun92	in basic 'blue' Aeroflot c/s, no titles; c/n checked 02jun92; l/n Moscow-Tushino 19aug92
	RA-13339	An-26	ROSTO ?	SVO	20apr93	in basic 'blue' Aeroflot c/s, no titles; l/n Moscow-Tushino jul94
	RA-13339	An-26	NAK Rossii	rgd	28sep94	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 Zhukovski	mfd	jun72	LII im. Gromova (Gromov Flight Research Institute); toc 28jun72; rgd 23aug72; in 'blue' Aeroflot c/s; f/n BKA 02aug90
	29113	An-26	LII im. Gromova	ZIA	15may93	in 'blue' Aeroflot c/s
	RA-29113	An-26	LII im. Gromova	ZIA	03sep93	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	An-26	MAP Ufa Motors	mfd	29jun72	rgd 25jul72; f/n VKO 10apr72, seems incorrect, see mfd; BKA 13apr92, in Aeroflot c/s and titles
	RA-21507	An-26	Ufa Motors	trf	31dec93	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
13 03	not known	An-26				modified for use under African conditions in 1972, underwent respective trials with the GK NII VVS aug72
	not known	An-26	Somali Air Force			delivered in early 1973
13 04	not known	An-26RT	Soviet Air Force	mfd	1972	
	"06" red	An-26RT	Russian Air Force	Akc	1990	opb 929 GLITs at Akhtubinsk; stored at Akhtubinsk from around 1993; scrapped at Akhtubinsk sep12
13 05	not known	An-26	Soviet Air Force	mfd	28jul72	opb mil. unit 78474 at Balashov
13 06	not known	An-26	Soviet Air Force	mfd	18jul72	last overhaul completed 06may88
	not known	An-26	Russian Air Force			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 07	CCCP-26685(2)	An-26	Yakutavia	mfd	05jul72	rgd 15may91; on charge as of 01jul93; see c/n 8805
	CCCP-26685(2)	An-26	Polyarnyye Avial.	trf	unknown	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
13 08	1308	An-26	Polish Air Force	mfd	24aug72	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
	CCCP-26627(2)	An-26	MAP MMZ "Strela"	rgd	20mar91	in Aeroflot c/s and titles; f/n BKA 20jul91; l/n BKA 10sep92; see c/n 5208
	RA-26627(2)	An-26	Aeroflot	VKO	27apr93	
	RA-26627(2)	An-26	Uralskoi RU	trf	01jun95	
	RA-26627(2)	An-26	Yeniseiski Merid.	rgd	23jan97	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'

13 09	1309	An-26	Polish Air Force	mfd	23aug72	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
	UR-013-09	An-26	no titles	IEV	16jun93	overhaul registration, photo proof
	UR-26233	An-26	Avialini. Ukrayiny	KUF	28aug97	rgd circa 1993; in fleet list oct96
	LZ-MNL	An-26	Scorpion Air	BUD	02feb98	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
	UR-26233	An-26	Podillia Avia	BUD	15may06	in all-white c/s with titles and tail logo
	UR-26233	An-26	AviaExpress	WAW	09mar07	in all-white c/s with titles and Podillia Avia tail logo; l/n WAW 01apr10
	UR-26233	An-26	Podillia Avia	HMJ	29sep10	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
13 10	1310	An-26	Polish Air Force	d/d	15sep72	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
	SP-EKB	An-26	ex Polish AF c/s	KTW	05jun11	reg painted in black on the full military c/s, still wearing serial 1310; l/n KTW 29aug12
	SP-EKB	An-26	EXIN	KTW	21jan16	in full c/s; l/n KTW 15nov20/2023
14 01	not known	An-26				h/o to Omsk Engine Factory im. P.I. Baranova 1972
	CCCP-46843	An-26	Soviet AF/AFL c/s	rgd	29dec73	f/n Sperenberg 06sep78, but reported as an An-24 this date; CofA withdrawn 01dec85
14 02	1402	An-26	Polish Air Force	d/d	04nov72	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
	SP-EKD	An-26	ex Polish AF c/s	KTW	24aug10	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
14 03	1403	An-26	Polish Air Force	d/d	04nov72	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 04	CCCP-48099	An-26	MAP "Polyot" Omsk	d/d	26sep72	rgd 04nov72; f/n DYU 19sep87; l/n DYU 16jun93; in Aeroflot c/s and titles
	RA-48099	An-26	MAP "Polyot" Omsk	IEV	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	
	"05" yellow	An-26	Russian MVD/VV	trf	1992	code mentioned in a tender document for repair 19aug10
	RF-56307	An-26	Russian MVD/VV	rgd	30jun06	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
	"22" 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; seen 20aug21, without outer wings, props and tail
	"22" white	An-26	Belarus Air Force	ph.	01sep24	at Lipki, all grey, now complete
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
	"50" red	An-26RT	Belarus Air Force	Mma	apr13	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 29aug24
15 09	1509	An-26	Polish Air Force	d/d	20mar73	calibration aircraft for the RSBN 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(3)	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; see c/n 1701, 9904 and 14209
	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; departed KTW 08jun24 for Dalaman and on to Marsa Alam
15 10	"06" yellow	An-26RT	Soviet Air Force	mfd	1973	relay aircraft; opb 226 osap at Sperenberg from at least 1989; in light grey c/s; f/n Sperenberg sep90
	"06" yellow	An-26RT	Russian Air Force	trf	1992	opb 226 osap at Sperenberg; in light grey c/s; left Sperenberg for Kaluga 30aug94 and then opb 226 osap at Kubinka
	not known	An-26	Russian Air Force	no	reports	opb 640 ovp at Torzhok; offered for sale by the Russian privatisation agency 04aug98; probably scrapped
16 01	"23" red	An-26RT	Russian Air Force	mfd	1973	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	to '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	An-26	all-grey c/s, n/t	WAW	21apr93	with only 'Cargo' titles on forward fuselage, opb Polish Air Force; l/n KRK 14apr96; canx 16apr96
	1602	An-26	Polish Air Force	ret	apr96	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	An-26	Polish Air Force	d/d	20mar73	opb 13. plt at Kraków-Balice
	SP-LWB	An-26	LOT	rgd	03jan89	'SOS Assistance' titles applied LBG 24dec91; carried red 'Caritas Polska' sticker at ATH in 1995; canx 29feb96
	1603	An-26	Polish Air Force	ret	feb96	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	An-26	Polish Air Force	d/d	20mar73	opb 13. plt at Kraków-Balice; in all-grey c/s with black serial
	SP-LWA	An-26	LOT	rgd	11mar86	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-Severny 04aug01/27aug04; broken up by 308 ARZ at Ivanovo-Severny 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 oaap at Lviv-Skniliv; soc in 1985
16 08	not known	An-26	Soviet Air Force	mfd	1973	
	"20" red	An-26	Russian Air Force	Lev	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	An-26	Soviet Air Force	mfd	1973	
	"52" red	An-26	Russian Air Force	Iva	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-Severny 03aug02; scrapped by 308 ARZ at Ivanovo-Severny by 2006
16 10	not known	An-26	Soviet Navy	mfd	20apr73	last overhaul completed 17feb89
	"68" red	An-26	Russian Navy			opb 317 osap at PKC; no longer on charge by 2012; possibly scrapped by 2018
17 01	S3-ABA/1701	An-26	Bangladesh AF	mfd	apr73	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	
	CCCP-26009(2)	An-26	Kiev ARP 410	rgd	26sep90	canx but date unknown; see c/n 1509, 9904 and 14209
	CCCP-26009(2)	An-26	AFL/Leningrad	trf	unknown	on charge as of 01jul91; returned to owner as of 01jan92
	CCCP-26009(2)	An-26	RAF-Avia			as such according to CofA and Latvian register
	YL-RAB (1)	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
	9Q-CIB (1)	An-26	Comp. Afriq. d'Avn	h/o	19oct97	rgd 28nov97; f/n FIH 11sep03, l/n FIH 21feb04, c/n not checked either time; broken up; see c/n 12701
17 02	S3-ABB/1702	An-26	Bangladesh AF		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 Borispol in 1991, suggesting the following accident details relate to this same airframe; 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
17 05	not known	An-26	Soviet Navy	mfd	25may73	
	"07" blue	An-26	Russian Navy	AAQ	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	An-26	Belarus Air Force	Mma	09sep94	in Aeroflot c/s with red star; opb 50 SAB at Minsk-Machulishchi; Minsk-Machulishchi 12may96; sold to Africa
	4L-ZUR	An-26	all-white c/s, n/t	ph.	jan05	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 05jun24
17 09	not known	An-26	Soviet Air Force			no mfd in file; opb by mil. unit at Semipalatinsk
	"01" yellow	An-26	Kazakh Air Force		photo	preserved at the Aktobe 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
17 10	not known	An-26	Soviet Air Force			no mfd in file; opb mil. unit 27299
18 01	CCCP-26699	An-26	Soviet AF/AFL c/s	no	reports	'polusalon' (passenger version with VIP compartment); probably opb Air Defence Forces (PVO)
	"699" black	An-26	Russian Air Force	r/r	may93	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 02	not known	An-26	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 03	not known	An-26RT	Soviet Air Force			no mfd given in the Antonov list; opb mil. unit 97978 at Kabul
	"18" blue	An-26RT	Ukraine Air Force	ODS	11may97	opb 2 osap at Odessa-Tsentralny; l/n ODS 20aug97, c/n not checked either time
18 04	"11" red	An-26RT	Soviet Air Force	mfd	24jul73	relay aircraft; opb 226 osap at Sperenberg; in light grey c/s; last overhaul completed 31aug89; f/n Sperenberg 1989
	"11" red	An-26RT	Russian Air Force	trf	1992	opb 226 osap at Sperenberg; in light grey c/s; left Sperenberg 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
18 05	"14"	An-26	Soviet Air Force			details from russianplanes.net
	RA-26004(2)	An-26	Aeroflot	DME	07jul93	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
	EL-ALT	An-26	Santa Cruz Imp.	SHJ	may98	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 06	"10" 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 07	"25" blue	An-26	Russian Air Force	mfd	1973	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 08	not known	An-26Sh	Soviet Air Force	mfd	1973	
	not known	An-26Sh	Ukraine Air Force	trf	1992	f/n IEV 07jul99 on overhaul, in bare metal c/s without code
	"07" blue	An-26	MNS Ukrayiny	Niz	09apr08	used call-sign 262105XT; opb sao MNS (later sao DSNS) at Nizhyn; stored at Nizhyn, seen apr08/mar14
18 09	CCCP-26533	An-26	AFL/East Sib.-IKT	mfd	31oct73	toc 07dec73; rgd 03jan74; in MGA document with version given as 'RV'; f/n IKT 05jul92
	RA-26533	An-26	Baikalavia	trf	30jun92	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
18 10	CCCP-26534	An-26	AFL/Tyumen	mfd	oct73	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
	no code	An-26	Russian Navy	OSF	07may94	
19 03	not known	An-26PS	Soviet Air Force	mfd	29sep73	last overhaul completed 20apr90
	not known	An-26PS	Russian Air Force			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
19 04	not known	An-26	Soviet Navy	mfd	late73?	mfd not given in Antonov list; opb mil. unit at Ostafyevo soc in 1974, reason unknown
19 05	"19" blue	An-26	Russian Air Force	KGD	12aug96	reportedly broken up KGD 2007
19 06	"03"	An-26	Russian Air Force	mfd	17oct73	broken up possibly around 2005 at Ryazan ?
19 07	not known	An-26	Russian Air Force	no	reports	broken up by 308 ARZ at Ivanovo-Severny by 2006
19 08	"96"	An-26	Soviet Air Force	mfd	31oct73	a photo taken at Sperenberg as "16" red clearly shows that the previous code was "96"
	"16" red	An-26	Soviet Air Force	Spr	27aug80	opb 226 osap at Sperenberg; in grey c/s with Red Stars
	"16" red	An-26	Russian Air Force			opb 226 osap at Sperenberg; in grey c/s with Red Stars; last overhaul completed 31mar93; left Sperenberg for Krasnodar 20apr94
	not known	An-26	Russian Air Force			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
19 09	not known	An-26	Soviet Air Force	mfd	21nov73	opb mil. unit 22580
19 10	CCCP-13371	An-26	MOM Vnukovo	mfd	30nov73	rgd 24dec73; f/n VKO 23apr89, in Aeroflot c/s and titles; l/n VKO 15may93
	RA-13371	An-26	Aeroflot	VKO	02sep93	l/n VKO 17may99
	RA-13371	An-26	Kosmos	trf	20jul95	in Aeroflot c/s and titles; soc 27dec99 as life-time expired; canx 17jan00; l/n VKO 04oct00, without engines
20 01	CCCP-26535	An-26	AFL/Ukraine	mfd	nov73	toc 23jan74; rgd 06feb74; f/n IEV 22aug91; no transfer to any other directorate mentioned in registers or MGA document
	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	l/n RKT 30oct99; soc and canx 01sep99 as to Congo
	TN-AGI	An-26	Trans Air Congo	rgd	18nov99	f/n SHJ 19sep00 named 'Tac Et Moi; RA-26535 visible under the wings; l/n SHJ 27nov00; not canx until 26apr15; see 9Q-COS c/n 8807
20 02	"02"	An-26	Soviet Air Force	no	reports	opb 15th Air Army in the Baltics; order for installation of ASO-2V chaff/flare dispensers issued 15may87

20 03	CCCP-26536	An-26	AFL/Yakutiya	mfd	dec73	toc 20jan74; rgd 06feb74; in MGA document and Soviet Register with version given as 'RV'; dbr 18aug77 on landing at Ust'-Kuiga (Yakutiya) when the pilot reduced power sharply at flare-out altitude and the aircraft touched down very hard, suffering structural damage, all occupants escaped unhurt; soc 23mar79; wreck still at Ust'-Kuiga by aug09
20 04	not known	An-26	Soviet Air Force	mfd	28dec73	salon version
	not known	An-26	Ukraine Air Force			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	An-26	Soviet Air Force	mfd	17dec73	
	"01" blue	An-26	Ukraine Air Force	trf	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
	"99" blue	An-26	Ukraine Air Force	VIN	26aug10	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
	not known	An-26	Ukrainian Navy			to be opb 10 omabr at Mykolayiv-Kulbakino
20 06	not known	An-26	Soviet Air Force	mfd	18jan74	opb mil. unit "Ob-1" at Novosibirsk; salon version
20 07	"09" blue	An-26RT	Russian Air Force	Roc	14aug10	stored engineless in grey c/s; still as such Rostov-na-Donu Tsentralny 20aug11; see c/n 12202
20 08	"09"	An-26	Soviet Air Force	mfd	29jan74	became, see next line
	"69"	An-26	Russian Air Force			opb long-range aviation at Tambov; code probably red but possibly also yellow; wfu before 2010
20 09	not known	An-26	Soviet Air Force	mfd	21feb74	details confirmed by Antonov
	not known	An-26	Armenian AF	trf	2003	details confirmed by Antonov
20 10	CCCP-26537	An-26	AFL/Magadan	mfd	21feb74	on charge as of 01apr74; rgd 22apr74
	RA-26537	An-26	Aeroflot	IKT	11may95	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
21 01	not known	An-26REP	Soviet Air Force	mfd	27feb74	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
	CCCP-26642	An-26	Soviet AF/AFL c/s	LED	25aug91	laboratory aircraft equipped with ASLK-75 equipment; l/n Kubinka 29may93
	RA-26642	An-26	Russian AF/AFL c/s	Kub	14may94	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 aug07/sep16, c/n checked; soc by 2011
	no reg	An-26	Russian Air Force	Kub	aug19	demodified; preserved in the "Patriot" park at Kubinka (N55.564092 E36.817478)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; l/n 03sep24
21 02	CCCP-26538	An-26	AFL/Yakutiya	mfd	27feb74	toc 20mar74; rgd 22apr74; in MGA document with version given as 'RV'; f/n YKS 03jul92
	RA-26538	An-26	Polyarnyye Avial.	trf	20jul95	CofR renewal 29feb00; canx 25mar00; converted to An-26B-100, see next line
	RA-26538	An-26-100	Polyarnyye Avial.	IKT	15aug03	in Aeroflot c/s and titles, c/n painted as '47302102'; CofR renewal 12nov03
	RA-26538	An-26-100	Polyarnyye Avial.	YKS	08may07	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 11aug24
21 03	CCCP-26539	An-26	AFL/East Sib.-IKT	mfd	27feb74	toc 29mar74; rgd 24apr74; in MGA document with version given as 'RV'
	CCCP-26539	An-26	Baikalavia	trf	30jun92	in Aeroflot c/s and titles; f/n IKT 05jul92; last overhaul completed 27aug92
	RA-26539	An-26	Baikalavia	IKT	06jul94	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
21 04	not known	An-26	Soviet Navy	mfd	28feb74	
	"20" blue	An-26	Russian Navy	KGD	26jul12	opb 398 otae at KGD; in grey c/s; last overhaul completed 31jan90; stored at KGD, seen dec12; l/n 16may17, very derelict
21 05	CCCP-26540	An-26	AFL/Tyumen	mfd	feb74	toc 14mar74; rgd 22apr74; f/n IKT 04sep89
	RA-26540	An-26B	Tyumen Airlines	trf	31aug94	f/n TJM 14may95, in Aeroflot c/s and titles with c/n painted as '47302105'; soc 25aug97 as life-time expired; canx 05sep97
21 06	CCCP-26541	An-26	AFL/Magadan	mfd	19mar74	rgd 12apr74; on charge as of 01jul74
	RA-26541	An-26	Aeroflot	GDX	08jul94	
	RA-26541	An-26	Kolymaavia	trf	11aug94	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'
21 07	not known	An-26	Soviet Navy	mfd	28mar74	
	"03" blue	An-26	Russian Navy	VVO	19apr97	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 15oct92; stored at VVO, seen apr11/apr12
21 08	"04" blue	An-26	Russian Air Force	Iva	30aug07	opb 229 AvB at Rostov-na-Donu-Tsentralny; l/n CKL jun10; was in 308 ARZ in 2010; planned to be exported to Mongolia
21 09	"54" red	An-26	Kazakh Air Force	ALA	04jun97	grey c/s
21 10	CCCP-48973	An-26	MAP KuibyshevTsSKB	mfd	apr74	rgd 13nov87; last overhaul completed 28jun89; f/n LNX 10jul94, titles not reported; canx but date unknown
	not known	An-26	Russian Air Force			opb 117 ovtap at Orenburg-2 (Southwest); offered for sale by Russian privatisation agency sep05/jul06 with t/t 5,787 hours and 8,348 cycles; sold to ATK 'Antei-2' 25aug06
22 01	"22" blue	An-26RTR	Soviet Air Force	mfd	19apr74	based at Legnica with 245 osae; in all-grey c/s; l/n Legnica 14sep91
	"22" blue	An-26RTR	Russian Air Force	KGD	22apr05	based at Khrabrovo; broken up by 308 ARZ at Ivanovo-Severny by 2006
22 02	202	An-26	Hungarian AF	d/d	15apr74	in light grey c/s with roundel on the fin and between the last two windows on the fuselage, no titles; l/n PRG amy89; roundels were changed in 1990; wfu 1996; seen jun96/jul97, as such; seen preserved Szolnok museum (N47.130515 E20.220465) jun98/04sep23; having been abandoned when the museum moved to a new site
22 03	203	An-26	Hungarian AF	d/d	25apr74	photo Szentkirályszabadja 1974, in light grey c/s with roundel on the fin and between the last two windows on the fuselage, no titles; repainted by jul90 in white c/s, grey undersides with red cheatline, initially with old roundels; roundels were changed in 1990; later with titles; l/n Szolnok jul97/aug01, stored
	LZ-MNS	An-26	Scorpion Air	rgd	04oct03	seen SOF 10may04, initially in basic ex Hungarian Air Force c/s; repainted in dark blue and white c/s, no titles, just small 'maintained by Scorpion Air' badge by cockpit; f/n SOF 06jul05; l/n SOF mar07
	TR-LID	An-26	Solenta Aviation	SOF	04sep07	in basic Scorpion c/s, no titles and still with small badge under the cockpit; ferried SOF-TIP 13sep07 after heavy maintenance at SOF; seen FIH 10jun09 and LBR 24jan11; ferried ADA-SOF 23oct11; l/n SOF 05nov11/11oct14, with registration removed; not seen SOF sep16, see next line
	EY-323 (2)	An-26	Asia Airways	SOF	25may16	c/n not confirmed; in basic Scorpion c/s, no titles; reported flew SOF-CAI 27may16; see c/n 5106
	S9-LON	An-26		JUB	02feb17	c/n not confirmed; in basic Scorpion c/s, no titles; an illegal registration; became see next line
	TR-OAN	An-26	South Sudan Supr.	JUB	30sep17	c/n not confirmed; in basic Scorpion c/s, no titles; an illegal registration; photo JUB 2019, active; 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
22 04	204	An-26	Hungarian AF	d/d	27apr74	in light grey c/s with roundel on the fin and between the last two windows on the fuselage. no titles; repainted in white c/s, grey undersides with red cheatline, with titles; l/n Szolnok jul97/dec03, stored; reportedly marks HA-TCO were allocated to Cityline Europe but ntu in favour of c/n 2208; reportedly scrapped at Szolnok in 2007
22 05	"50"	An-26	Soviet Air Force	mfd	1974	VIP/passenger aircraft with vehicle compartment in the rear; opb 112 osae at Odessa-Shkolny by 1981; used by the commander of the 5th Aviation Corps; damaged feb81 when landed wheels-up at Odessa-Shkolny; repaired until autumn 1981
	"10"	An-26	Soviet Air Force			
	not known	An-26	Soviet Air Force			based in the Turkestan Military District and later at Kabul
	"22" red	An-26	Russian Air Force	Lev	25feb11	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
22 06	206	An-26	Romanian Air Force	mfd	30mar74	black and white photo exists in two-tone camo colours
	YR-ADD	An-26	Rom AF/TAROM c/s	rgd	1981	CofA expired 06sep90; canx 07mar91 as to the military
	206	An-26	Romanian Air Force	IEV	14apr92	in basic ex TAROM c/s; for overhaul, see rgd next line
	CCCP-26229	An-26	Zavod 410 GA	rgd	12mar92	just for overhaul
	26229	An-26	Zavod 410 GA	IEV	08sep92	in basic Romanian AF (TAROM c/s), with 'Aeroflot' titles; overhaul registration
	UR-26229	An-26	Zavod 410 GA	IEV	16jun93	in basic Romanian AF (TAROM c/s), no titles; c/n reported in error 28jun95 as 12206 !
	206	An-26	Romanian Air Force	OTP	16sep95	l/n OTP may99/feb02 stored on the grass
	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 had 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
22 07	207	An-26	Romanian Air Force	d/d	1974	black and white photo exists OTP in camouflage c/s with 207 by the nose in white
	YR-ADE	An-26	Rom AF/TAROM c/s	BOH	jul79	in full Tarom c/s and titles; l/n BOH 22may81; canx 07mar91 to Romavia
	YR-ADE	An-26	Rom Gvt/Romavia	rgd	17mar91	
	207	An-26	Romanian Air Force	FRA	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	An-26	Hungarian AF	d/d	22may74	in light grey c/s with roundel on the fin and between the last two windows on the fuselage, no titles; roundels were changed in 1990; l/n Szolnok jun96/dec03, stored
	UR-CEP	An-26	not known	Szo	jan05	temporary registration used for the ferry flight from Szolnok to IEV for overhaul jan05
	HA-TCO	An-26	Hegedüs	rgd	24jun05	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	in '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 NUE 03nov24

22 09	209	An-26	Hungarian AF	d/d	24may74	in light grey c/s with roundel on the fin and between the last two windows on the fuselage, no titles; roundels were changed in 1990; l/n Szolnok jun96/sep03, stored
	LZ-MNT	An-26	Scorpion Air	rgd	04oct03	f/n LJU 13jan04; in dark blue and white c/s, no titles; l/n SOF 15mar08
	TR-LIN	An-26	Solenta Aviation	FIH	25jul08	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	in light grey c/s with roundel on the fin and between the last two windows on the fuselage, no titles; crashed near Szentkirályszabadja Air Base 06dec82 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 not given in Antonov list; opb mil. unit 22575 at Sennoye
23 02	XW-TC.	An-26	Laos Government	mfd	jun74	see XW-TCC/D/E at end of file with unknown c/ns; r/r late 1977 ?; to see next line
	RDPL-34039	An-26	Laos Avn/Govt.		nov89	l/n IEV 14apr92 for overhaul, see rgd next line
	26095(2)	An-26	Kiev ARP 410	rgd	03mar92	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 05aug24; 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 Borispolskoe
23 05	not known	An-26	Soviet Air Force	mfd	28jun74	
	"05" blue	An-26	Russian Air Force	Iva	04aug01	c/n checked; overhaul completed 12dec06
	"01" yellow	An-26	Russian Air Force	Rzd	13feb08	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	
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; 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 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	An-26	Civ Avn Adm China	d/d	1974	Chinese Air Force
	10552	An-26	Chinese Air Force	ph.	07mar18	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	An-26	Soviet Air Force	mfd	23sep74	last overhaul completed 21jul91
	not known	An-26	Russian Air Force			opb 1 ae 662 uap 43 TsBP i PLS at Kansk in 1996/97
	"56" red	An-26	Russian Air Force	Tbv	24may08	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	An-26RR	Soviet Air Force	mfd	30sep74	last overhaul completed 21nov91
	not known	An-26RR	Russian Air Force			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	An-26Sh	Soviet Air Force	mfd	30sep74	last overhaul completed 27feb90, t/t 7,240 hours and 11,324 cycles by then
	"58" red	An-26	Russian Air Force	Kts	03nov13	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	An-26	Soviet Air Force	mfd	30sep74	last overhaul completed 26mar89
	not known	An-26	Russian Air Force			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	An-26	Soviet Air Force	mfd	30sep74	last overhaul completed 10jul90
	not known	An-26	Russian Air Force			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)	An-26	Aviaexport	rgd	25oct74	canx, but date not given; see c/n 4109
	XW-TC.	An-26	Laos Government	d/d	30may75	see XW-TCC/D/E at end of file with unknown c/ns; r/r late 1977 ?, to see next line
	RDPL-34038	An-26	Laos Government	no	reports	fate ?; an An-26 is reported to have crashed 1986 in the Xe Bang Hieng region, killing one pilot and injuring another, exact details not known
25 05	CCCP-26576	An-26	Aviaexport	rgd	25oct74	mfd 31oct74 according to Antonov; canx, but date not given
	XW-TC.	An-26	Laos Government			see XW-TCC/D/E at end of file with unknown c/ns; r/r late 1977 ?, to see next line
	RDPL-34037	An-26	Laos Government			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 06	not known	An-26	Soviet Air Force	mfd	25nov74	last overhaul completed 21feb90
	not known	An-26	Russian Air Force	trf	1992	opb ? uap (military unit 78474) BVVAUL at Balashov; time between overhauls exceeded in 2000 and life-time expired in 2004; soc probably between 2011 and 2013
25 07	752	An-26	Civ Avn Adm China	d/d	1974	Chinese Air Force; f/n NKG 13oct88
25 08	508	An-26	Romanian Air Force	d/d	1974	black and white photo exists in two-tone camo colours
	YR-ADF	An-26	Rom AF/TAROM c/s	rgd	1981	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	An-26	Rom Gvt/Romavia	rgd	17mar91	canx again, but date unknown; see next line
	508	An-26	Romanian Air Force		photo	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	An-26	Soviet Air Force	mfd	19dec74	last overhaul completed 16aug90
	not known	An-26	Russian Air Force			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	An-26	MAP Kiev MeZ	mfd	07jan75	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-'
	UR-13395	An-26	United Nations	LPA	05oct94	leased from the Kiev Aviation Plant
	UR-13395	An-26	Antonov Des. Bur.	IEV	29jun95	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 'Vasyl 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 'Vasyl Stepanchenko'; f/n Gostomal 05jun15; l/n LNZ 01feb22; current on register 13aug22; this is probably the An-26 which was destroyed at Gostomel 24feb22 when the airfield was occupied by Russian airborne forces (burnt out completely)
26 06	CCCP-13399	An-26	MRP NPO "Leninets"	rgd	16dec74	CofR renewal 05sep90; f/n LED 11mar90; in Aeroflot c/s and titles; l/n LED 05sep92
	RA-13399	An-26	MRP NPO "Leninets"	SVO	19mar93	in Aeroflot c/s and titles
	RA-13399	An-26	Aviakomp. Partner	LED	16jun93	in all-white c/s with green cheatlines and trim; l/n ULV 13jun94; soc and canx 15jul98 as to Armenia
	EK-13399	An-26	Trans Attico	SHJ	12nov00	in all-white c/s with green cheatlines and titles
	EK-13399	An-26	Air Libya Tibesti	MLA	30sep02	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
	EK-13399	An-26	all-white c/s	SHJ	10nov03	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
	ST-ARL	An-26	Ababeel Aviation	KRT	21mar06	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
	ST-ARL	An-26-100			dec08	in all-white colours with dark blue tail, no titles; l/n KRT 28apr09
	ST-ARL	An-26-100	Alfa Airlines	WUU	31jul09	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
26 07	CCCP-13398	An-26	MRP Yermolino	mfd	22jan75	rgd 26feb75

	CCCP-13398	An-26	MRP NPO "Vzlyot"	rgd	20oct89	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
	RA-13398	An-26	LII Zhukovski	rgd	28dec92	f/n FRA 12feb93, in Aeroflot c/s and titles, leased to the United Nations jun94/jul94
	RA-13398	An-26	LII Zhukovski AOA	trf	01jun94	rgd 29jun94; f/n ZIA 22aug95, all-white c/s, no titles; l/n ZIA 23aug97; was reported for Elf Air
26 08	not known	An-26	FSB	mfd	22jan75	opb 2 oao at Stavropol-Shpakovskoye; in basic Aeroflot c/s; last overhaul completed 28feb00; t/t 8,752 hours by 2007; wfu 2010; sold as scrap metal 21sep12; sat derelict at Shpakovskoye (N45.114525 N42.122454) without any visible registration, seen 16aug13
	RF-26263	An-26	FSB	no	reports	with this c/n and registration in a listing of FSB aviation assets 2007, but the registration was never painted on, see dates above
26 09	not known	An-26	KGB/Border Guards	mfd	14feb75	with a blister for the navigator on the left side; had the code "51" allocated until 2001, but not painted on; registration reported by russianplanes.net as CCCP/RA-26164, but see c/n 13004
	RF-26275	An-26	FSB	ARH	03jun10	based at Magadan until 2001; opb 5 oao at PKC from 2001 to 2008; opb 1 oao at Petrozavodsk from 2008; last overhaul completed 13feb08, t/t 7,333 hours by then; in basic Aeroflot c/s with Russian flag on fin, no titles; initially with red stripe on fin; l/n as such ARH 03jun10; f/n without red stripe LED 09mar12; l/n OVB sep18
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
	"50" blue	An-26	Ukraine Air Force	Chu	24jun16	in all-grey c/s with Ukrainian shield on the tail; opb 203 navbr at Chuhuyiv; l/n Mykolayiv-Kulbakino feb20
27 01	not known	An-26	Soviet Air Force	mfd	28jan75	
	"10" blue	An-26	Russian Air Force	Roc	15aug09	overhaul completed 26jun02; in all-grey c/s with Red Star; with Russian stars by feb11; l/n ROV 12may11
	RF-36071	An-26	Russian Air Force	Roc	16jun11	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
27 02	not known	An-26	Soviet Air Force	mfd	31jan75	last overhaul completed 28feb92
	not known	An-26	Russian Air Force			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 03	not known	An-26	Soviet Air Force	mfd	31jan75	
	"26" red	An-26	Russian Air Force	OSF	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	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; 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
27 06	YR-ADC	An-26	Rom AF/TAROM c/s	rgd	09aug75	f/n BOH 01aug79 and again BOH 24apr80; canx 07mar91 as to the military
	YR-ADC	An-26	Rom Gvt/Romavia	rgd	17mar91	
	706	An-26	Romanian Air Force	OTP	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-Gostomel 05jun08, using a Meridian flight number; l/n Gostomel 03oct10, still in the same c/s; canx 08oct10 version given as An-26B
27 07	YR-ADB	An-26	Rom AF/TAROM c/s	rgd	05feb75	canx 07mar91 as to the military
	YR-ADB	An-26	Rom Gvt/Romavia	rgd	17mar91	
	707	An-26	Romanian Air Force	OTP	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
27 08	CCCP-26542	An-26	AFL/Arkhangel.-ARH	toc	14mar75	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
	RA-26542	An-26	Arkhangelsk Al	trf	22feb94	f/n ARH 10jun94, in Aeroflot c/s, no titles; soc 10nov98 as life-time expired; canx 16dec98
27 09	CCCP-26543	An-26	AFL/East Siberia	mfd	28feb75	on charge as of 01apr75; rgd 04apr75; in MGA document with version given as 'RV'
	RA-26543	An-26	Chita Avia	trf	29jul93	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
	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
	RA-26543	An-26-100	Angara	IKT	10jul09	with titles, c/n painted as '57302709'; l/n IKT 15dec24
27 10	CCCP-26544	An-26	AFL/Tyumen	mfd	28feb75	toc 15mar75; rgd only 16jul76; f/n LED 29sep87
	RA-26544	An-26	Ulyanovsk HFS	trf	01jan99	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
28 01	YR-ADA	An-26	Rom AF/TAROM c/s	rgd	17may75	f/n LGW 05aug75; seen BOH 02jul80; canx 07mar91 as to the military; c/n in papers as 2501 !
	YR-ADA	An-26	Rom Gvt/Romavia	rgd	17mar91	
	801	An-26	Romanian Air Force	OTP	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/aug24, as such
28 02	not known	An-26	Soviet Navy	mfd	23mar75	opb mil. unit 31088 at Korzunovo
28 03	not known	An-26T	Soviet Navy	mfd	26mar75	
	"05" yellow	An-26T	Russian Navy	no	reports	opb 403 osap at Safonovo (Severomorsk-1); last overhaul completed 31may91; no longer on charge by 2012
28 04	"06"	An-26	Soviet Air Force	mfd	31mar75	opb 15th Air Army in the Baltics; order for installation of ASO-2V chaff/flare dispensers issued 15may87; laboratory aircraft equipped with KPA-ES-1 "Standart" equipment
	"12" red	An-26	Russian Air Force	Akc	25sep10	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-Privolzhski 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	An-26	Soviet Air Force	mfd	30apr75	laboratory aircraft equipped with ASLK-75 equipment
	"04" red	An-26	Russian Air Force	Lev	jun95	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-Severny mar21; l/n Levashovo 01apr21
28 06	CCCP-26545	An-26	AFL/Urals-MQF	mfd	30apr75	toc 08may75; rgd 03jun75; mentioned in an incident report at SVO 24nov88
	RA-26545	An-26	Magnitogorsk Air	trf	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 (N53.387129 E58.760913) still in full Aeroflot c/s with faded prefix, f/n 2007; l/n 14aug11
28 07	not known	An-26	Soviet Navy	mfd	21apr75	
	"21" blue	An-26	Russian Navy	OSF	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
	RF-46892	An-26	Russian Navy	OSF	29oct18	in light grey c/s with Red Stars, no titles, also carrying "21" blue; l/n jan19, location withheld
28 08	"06" yellow	An-26SK	Strat.Rocket Force	mfd	23apr75	opb 320 osae at Klyuchi-Kamchatskiye
	"06" yellow	An-26SK	Russian Air Force	trf	01jun10	
	"06" yellow	An-26	Russian Air Force	Iva	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
28 09	CCCP-26546	An-26	AFL/Krasnoyarsk	mfd	30apr75	toc 12may75; rgd 13jun75; opb Yeniseiski OAO; l/n LED 07apr91
	RA-26546	An-26	Aeroflot	EIE	11jun94	c/n painted as '57302809'
	RA-26546	An-26	Yeniseiski Merid.	trf	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 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
28 10	CCCP-26547	An-26	AFL/Yakutiya-KGP	mfd	30apr75	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
29 01	CCCP-26548	An-26	AFL/Far East-KHV	mfd	apr75	toc 26may75; rgd 19jun75; f/n IKT 1977; in 'polar' c/s
	CCCP-26548	An-26	AFL/Far East-UUS	trf	unknown	but in the late 1980s
	RA-26548	An-26	Sakhal. AviaTrassy	trf	26may93	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 Al
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 !; 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	An-26	AFL/Urals-MQF	mfd	apr75	toc 06jun75; rgd 26jun75; f/n LED 17may91; l/n IKT 05jul92, with c/n painted as '57302907'
	RA-26549	An-26	Aeroflot	SVO	15may93	opb Magnitogorsk Aviation Enterprise by 1993; dbr 29aug93 on the leg from Khmelnitski to Donetsk of a flight from Khmelnitski 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	An-26	AFL/Far East-KHV	mfd	may75	toc 16jun75; rgd 08jul75; f/n KHV 30aug89
	RA-26550	An-26	Dalavia	trf	01jun93	no reports; soc 18may94 as involved in an accident, details unknown; canx 06jun94
29 09	not known	An-26	Soviet Navy	mfd	17jun75	
	"04" blue	An-26	Russian Navy	VVO	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
	RF-46890	An-26	Russian Navy	VVO	23jul13	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 Rossii' titles
29 10	not known	An-26	Soviet Navy	mfd	24jun75	
	"05" blue	An-26	Russian Navy	VVO	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	An-26	Soviet Air Force	mfd	1975	
	"08" red	An-26	Russian Air Force	Lev	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 aerials 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	An-26	MIAT Mongolia	mfd	31jul75	f/n ULN 20jun79; l/n ULN 10may95
	MT-1012	An-26	MIAT Mongolia			already allocated by early 1995
	JU-1012	An-26	MIAT Mongolia	ULN	22jul98	l/n ULN 27jun01; JU- prefix reported allocated by mar98
	ER-AZS	An-26	Tiramavia	rgd	25feb05	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	An-26	MIAT Mongolia	PEK	29oct93	l/n ULN 10may95, with c/n painted as '57303010'
	MT-1013	An-26	MIAT Mongolia	PEK	23apr97	c/n not confirmed
	JU-1013	An-26	MIAT Mongolia	ULN	22jul98	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 E106.71504), 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	An-26	AFL/GosNII GA	mfd	10oct75	toc 03dec75
	CCCP-26551	An-26	AFL/Arkhangel.-ARH	trf	07may76	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 Al	trf	22feb94	soc and canx 21jun01 as sold to Ukraine in a non-airworthy condition
31 03	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 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	An-26	AFL/Yakutiya	mfd	31aug75	toc 19sep75; rgd 06oct75; f/n BTK 31aug91; l/n MJZ 02jul92
	RA-26552	An-26	Almazy Ros.-Sakha	trf	18oct94	later Alrosa
	RA-26552	An-26	Sakha Avia		22feb02	seen on TV on a flight from Yakutsk to Omjakon
	RA-26552	An-26	Alrosa	YKS	01jul04	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	An-26	Aeroflot/KShVLP	mfd	sep75	Kirovograd Advanced Flying Training College; toc 01oct75; rgd 07oct75; photo KGO 1979
	RA-26553	An-26	ATsR	rgd	27jun94	in basic ex Aeroflot c/s, logo on tail only; canx 15feb96 as to Ukraine; f/n KGO 21mar97; l/n KGO 24jun99
	26553	An-26	Ukr State Flt Ac	KGO	29may02	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)	An-26	AFL/Krasnoyarsk	mfd	sep75	toc 03oct75; rgd 27oct75; f/n sep80; c/n reported several times as 3302, painting error ?; see c/n 5305
	RA-26554(1)	An-26	Aeroflot	KJA	13jul93	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	An-26	AFL/Ukraine	mfd	sep75	toc 09oct75; rgd 14oct75
	UR-26555	An-26	Avialini. Ukrayiny	IEV	16jun93	opb Avialiniyi Kharkova; l/n HRK 04may98
	UR-26555	An-26	Air Kharkiv	HRK	27apr99	Avialiniyi Kharkova; seen wfu at HRK jun06/mar09; was canx 13aug08
32 04	CCCP-26556	An-26	AFL/Arkhangel.-ARH	mfd	30sep75	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
	26556	An-26	Aeroflot	ZIA	04sep93	
	RA-26556	An-26	Arkhangelsk Al	trf	22feb94	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
	ER-AVB	An-26-100	Valan ICC	rgd	17oct05	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	An-26	Soviet Air Force	rgd	26sep83	canx 27mar86
32 07	"14" yellow	An-26	Soviet MVD/VV	mfd	30sep75	
	"14" yellow	An-26	Russian MVD/VV	trf	1992	opb 10 oae at Novosibirsk-Severny; in light grey c/s with Russian flag on fin
	RF-56301	An-26	Russian MVD/VV	rgd	30jun06	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-Severny 18may08; opb 10 oae at Novosibirsk-Severny by may12; l/n ROV 11dec15, awaiting overhaul by RZGA No. 412
	RF-56301	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 21mar17; l/n OVB 19oct23
32 08	not known	An-26	Soviet Air Force	mfd	25dec75	
	not known	An-26	Ukraine Air Force			opb mil. unit A4258 at Melitopol
32 09	not known	An-26Sh	Soviet Air Force	mfd	1975	
	"30" blue	An-26Sh	Ukraine Air Force	trf	1992	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
32 10	"31" red	An-26Sh	Soviet Air Force	mfd	30dec75	opb 46 uap Voroshilovgradskogo VVAUSh; last overhaul completed feb90
	"31" red	An-26Sh	Ukraine Air Force	trf	1992	opb mil. unit A4083 - 46 uap Luganskogo VVAUSh; t/t 3,915 hours by nov92
33 01	CCCP-26557	An-26	AFL/Krasnoyar.-KJA	mfd	17oct75	toc 19nov75; rgd 10dec75; f/n KJA 01jul92
	RA-26557	An-26	Aeroflot	KJA	13jul93	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	An-26	AFL/Urals-MQF	mfd	30oct75	toc 14nov75; rgd 22dec75; f/n SVO 14aug92
	RA-26558	An-26	Aeroflot	SVO	19mar93	
	RA-26558	An-26	Magnitogorsk Air	trf	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
33 06	not known	An-26	Yugoslav Air Force	mfd	29oct75	info from Antonov file; sole candidates are 71351, 71352 and 71356
33 07	not known	An-26T	Soviet Air Force	mfd	1975	

	"07" red	An-26T	Russian Air Force	Akc	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	An-26	Yugoslav Air Force	mfd	25oct75	d/d 21jan76; opb 677 trae at Nis; f/n aug90; in olive drab camouflage c/s, coded "364" white
	71364	An-26	Serb.& Monteneg.AF	trf	27apr92	f/n ZAG 13nov99; opb 677 trae at Batajnica; l/n BJY 04aug03
	71364	An-26	Serbian Air Force	trf	05jun06	opb 138 trae at Batajnica; f/n CND 29jul06, 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 into all-grey c/s; l/n LWO 06jul13
33 09	CCCP-26559	An-26	AFL/Magadan	mfd	03nov75	toc dec75; rgd 14jan76
	RA-26559	An-26	Mavial	trf	unknown	no reports; canx 13jul00 as leased to Kazakhstan; soc by jan01
	UN-26559	An-26	Tulpar Air Service	PRG	22jul00	
	RA-26559	An-26	... Continental	KGL	07oct03	but not current on the Russian register this date
	9L-LFL	An-26	748 Air Services	rgd	20jun05	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
33 10	CCCP-26560	An-26	AFL/East Siberia	toc	21nov75	rgd 10dec75; version given in MGA document as 'RV'; f/n IKT 06sep89
	RA-26560	An-26	Aeroflot	Niz	11jun93	
	RA-26560	An-26	Ulan-Ude Avn Ent.	trf	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
34 01	71326	An-26	Yugoslav Air Force	mfd	04nov75	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; in olive drab camouflage c/s, coded "326" white; the serial was incorrectly painted and later corrected to 71362
	71362	An-26	Yugoslav Air Force	r/r	early76	opb 677 trae at Nis; in olive drab camouflage c/s, coded "362" white
	71362	An-26	Serb.& Monteneg.AF	trf	27apr92	operational in 2004 but wfu by 2006; l/n BJY aug08/sep12, stored and used for spare parts for the remaining operational Serbian Air Force An-26s
34 02	71371	An-26	Yugoslav Air Force	mfd	12nov75	d/d 26jan76; opb 677 trae at Nis; f/n DBV jul76; in olive drab camouflage c/s, coded "371" white
	71371	An-26	Serb.& Monteneg.AF	trf	27apr92	f/n BJY 15jun03; l/n Tanagra 17sep05
	71371	An-26	Serbian Air Force	trf	05jun06	f/n MJI 18nov06; l/n BJY oct08/sep12, stored; was earmarked for overhaul and upgrade 2009/2010, for 138 trae
34 03	71374	An-26	Yugoslav Air Force	mfd	14nov75	opb 677 trae at Nis; f/n INI 29jul90; in olive drab camouflage c/s, coded "374" white
	71374	An-26	Serb.& Monteneg.AF	trf	27apr92	stored from 2004, 400 metres SW of the runway 11 threshold (N43.33857 E21.83928), seen INI 01aug06; l/n may14/jul23, derelict
34 04	71382	An-26	Yugoslav Air Force	mfd	30nov75	d/d 05feb76; opb 677 trae at Nis; f/n ORY 19jun87; in olive drab camouflage c/s, coded "382" white; l/n ZAG 11sep90
	71382	An-26	Serb.& Monteneg.AF	trf	27apr92	f/n BJY 30dec03; l/n BRQ 10sep05; wfu by 2006; l/n stored BJY sep09/sep12; was earmarked for overhaul and upgrade 2009/2010, for 138 trae
34 05	405	An-26	Hungarian AF	d/d	20nov75	in light grey c/s with roundel on the fin and between the last two windows on the fuselage, no titles; roundels were changed in 1990; seen with titles feb01; seen jan02 with red/white/green stripes (Hungarian flag c/s) around the forward fuselage, which were later removed; l/n Linton-on-Ouse 01jul13; stored at Kecskemet; l/n 28aug21; visible on GE 20feb24
34 06	406	An-26	Hungarian AF	d/d	20nov75	in light grey c/s with roundel on the fin and between the last two windows on the fuselage, no titles; later carried titles; l/n MUC 24may20; withdrawn from service 11jun20 and placed into storage at Kecskemet; performed farewell last flight 23jun20, ending Hungarian AF An-26 operations; l/n Kecskemet 28aug21 on display; visible on GE 20feb24
34 07	407	An-26	Hungarian AF	d/d	22nov75	in light grey c/s with roundel on the fin and between the last two windows on the fuselage, no titles; roundels were changed in 1990; later carried titles; l/n Kecskemet 02feb18/28aug21, stored; visible on GE 20feb24
34 08	769	An-26	Civ Avn Adm China	d/d	1975	Chinese Air Force; f/n Wuhan-Hankou 11oct88; l/n Wuhan-Hankou 15may01
34 09	770	An-26	Civ Avn Adm China	d/d	1975	Chinese Air Force; f/n Wuhan-Hankou 11oct88
34 10	not known	An-26	Soviet Air Force	mfd	1975	
	"02" red	An-26	Russian Air Force	Lev	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	An-26	Soviet Air Force	no	reports	code visible under paint, when seen in jul19
	"03" yellow	An-26	Belarus Air Force	Mma	09sep94	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 Karobchytsy Garadzenski Maentak Park (N53.601360 E23.731388) apr15; l/n 01sep22
35 02	CCCP-26561	An-26	AFL/Tyumen	toc	04jan76	rgd 22jan76; f/n BKA 01jun92
	RA-26561	An-26	Tyumen Airlines	trf	31aug94	f/n TJM 14may95, in Aeroflot c/s and titles; soc 05jul96 as life-time expired; canx 26jun97
35 03	CCCP-26161	An-26	Soviet Air Force	rgd	26sep83	canx 27mar86
35 04	CCCP-26640	An-26	MRP NPO "Vzlyot"	rgd	22mar76	
	CCCP-26640	An-26	AFL/International	rgd	22feb78	f/n SXF 01feb79, in Aeroflot c/s and titles; trf to the Soviet Air Force 29jun88
	CCCP-26640	An-26	MRP NPO "Vzlyot"	trf	unknown	f/n Taszar 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
	RA-26640	An-26	Aeroflot c/s, n/t	KLF	01may95	canx 31mar9. (probably 1998); soc 09apr98; l/n KLF 16aug01; with normal blister window; seen Yermolino 02sep02, titles not reported
	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
	3X-GDF	An-26B	not known	FJR	11nov11	and FJR 18nov11; c/n confirmed; in all-white c/s with red no titles; still present sep22
35 05	CCCP-26562	An-26	AFL/Far East	mfd	dec75	toc 11jan76; rgd 03feb76; f/n KHV 30aug89
	RA-26562	An-26	Dalavia	trf	01jun93	f/n KHV 07jul94, in Aeroflot c/s and titles; l/n KHV 12may95, as such with c/n painted as '57303505'; soc and canx 01feb99 as life-time expired
35 06	CCCP-26563	An-26	AFL/West Sib.-OVB	mfd	29dec75	toc 16jan76; rgd 29jan76
	RA-26563	An-26	Aeroflot	OVB	02jul93	with c/n painted as '57303506'
	RA-26563	An-26	Sibir	trf	29dec94	f/n OVB 02jul03; soc and canx 12mar04 as sold to Sudan (according to UN document reportedly sold to AZZA Air Transport)
	26563	An-26	Sudanese Air Force	KRT	02may06	based at El Fasher; equipped with bomb-racks; in all-white c/s, no titles; carried 'UN' on upper side of left wing and serial '7705' on the fin by 07aug06; l/n ELF 27mar07
	7705	An-26	Sudanese Air Force	KRT	27aug07	in all-white c/s, no markings apart from the serial ('UN' marks removed); seen KRT 15may14; photo Omdurman 2018, in white c/s with red/black cheatline and grey undersides; l/n KRT 09mar23; dbr KRT as of 21apr23 during fighting between different factions of the military
35 07	CCCP-26564	An-26	AFL/Far East-KHV	mfd	27dec75	toc 22jan76; rgd 09feb76; f/n KHV 01sep89; l/n YKS 03jul92
	RA-26564	An-26	Dalavia	trf	01jun93	f/n KHV 07jul94, in Aeroflot c/s and titles; stored at KHV since around 2005 as such, moved to a different location on the apron 19mar08, l/n jun10; to be cannibalised and broken up
35 08	CCCP-58646	An-26	MAP Orenburg MSZ	mfd	29dec75	rgd 04mar76; f/n DME 30aug88 in Aeroflot c/s and titles; reported for Kit Air
	RA-58646	An-26	Aeroflot c/s, n/t	REN	21apr97	
	RA-58646	An-26	Antares Eyr	rgd	26may99	l/n RKT 06nov99, in Aeroflot c/s, no titles; was already canx 01jun99 as to Congo
	ST-AWT	An-26	Air West Express		jan04	reported in fleet list; CofA issued 25sep03, rgd 19mar04
	ST-AWT	An-26	Ababeel Aviation	SHJ	16feb04	seen SHJ 20feb05; in white c/s with red cheatline, dark blue undersides and dark blue/red/white fin, with titles; c/n confirmed by Sudanese CAA; l/n KRT 24jun08; reported arrived FJR 22oct08 and present on ground there 01nov08
	ST-AWT	An-26	Alfa Airlines	FJR	01jul09	reportedly ferried AQJ-AYT-NLV 22oct10; seen KRT 07feb15; in white c/s with blue tail and rear fuselage, lighter blue logo on tail and gold trim; l/n KRT 2018
35 09	not known	An-26PS	Soviet Air Force	mfd	20dec75	last overhaul completed 03dec91
	"02" red	An-26PS	Russian Air Force	Azp	jun15	opb 185 TsBP i PLS; in grey c/s with Red Stars; time between overhauls exceeded in 2001; t/t 8,317 hours by 2005; sat wfu at Astrakhan-Privolzhski (N46.39065 E47.885253), seen jun15; possibly scrapped by 2018
35 10	not known	An-26PS	Soviet Air Force	mfd	20dec75	last overhaul completed 30jun92
	not known	An-26PS	Russian Air Force			opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov; time between overhauls exceeded in 2004; possibly scrapped by 2018
36 01	CCCP-47342	An-26	Soviet Air Force	mfd	20dec75	rgd 17mar77 and on Soviet register without c/n; possibly was an export aircraft for Somalia which returned to the Soviet Union after the breakdown of relations; used as CCCP-47342 in Ethiopia in 1978/79 and return to the Soviet Union and probably used by the 606 UAP/KVVAUL at Balashov
	RA-47342	An-26	Russian Air Force	OVB	14may05	in basic Aeroflot c/s, no titles; seen Ulan Ude-Vostochny 25nov06; l/n Balashov 07may10, c/n read off; reportedly opb 606 UAP/KVVUAL
36 02	not known	An-26	Soviet Air Force	mfd	12feb76	opd mil. unit 78474 at Balashov
36 03	603	An-26	Hungarian AF	d/d	04jan76	in light grey c/s with roundel on the fin and between the last two windows on the fuselage, no titles; roundels were changed in 1990; later carried titles; seen IEV 09apr08 marked 36-03 on a test flight after overhaul; seen OSR 16sep16; l/n Kecskemet 04sep19/09jun20, stored; visible om GE 20feb24
36 04	not known	An-26	Yugoslav Air Force	mfd	28jan76	info from Antonov file; sole candidates are 71351, 71352 and 71356
36 05	"09" blue	An-26	Ukrainian Navy	Sai	08may98	opb 10 mabr at Saki-Novofyodorovka; initially in white c/s with blue cheatline, a blue triangular area under the cockpit, grey belly, 'Viskovo-Morski Syly Ukrayiny' titles and a Ukrainian Navy flag behind the cockpit; c/n checked Saki-Novofyodorovka 29apr99 and 24jun01; repainted in white c/s with light grey undersides and 'Viskovo-Morski Syly Ukrayiny' titles (without Navy flag); f/n as such Kiev-Svyatoshino 16sep00; l/n KBP 26oct05
	"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 Syly Ukrayiny' titles and a Ukrainian Navy flag behind the cockpit; relocated from Saki-Novofyodorovka to Mykolayiv-Kulbakino 03mar14 and based there since; l/n 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 Syly Ukrayiny' 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 trae at Zagreb; in olive drab camouflage c/s, coded "359" white; l/n ZAG 11sep90
	71359	An-26	Serb.& Monteneg.AF	trf	27apr92	seen BJY 15jun97; destroyed Batajnica 1999 during NATO raids, hangar roof collapsed whilst undergoing maintenance
36 07	"10"	An-26	Strat.Rocket Force	no	reports	

	"10"	An-26	Russian Air Force	trf	01jun10	ph. 22jan13 opb 105osae at Omsk-Severny; grey colour scheme; tactical code faded but probably blue; l/n Omsk-Severny 11oct13
	RF-90340	An-26	Russian Air Force	no	reports	details from airforce.forum.ru mar15
36 08	71366	An-26	Yugoslav Air Force	mfd	26jan76	opb 676 trae at Zagreb; f/n ZAG 25dec79; in olive drab camouflage c/s, coded "366" white; l/n ZAG 11sep90
	71366	An-26	Serb.& Monteneg.AF	trf	27apr92	f/n BJY 15jun97; l/n BJY 04aug03; seen stored BJY 2004/aug08, serial painted out and reportedly sold to Russia in 2008
	3X-GEU	An-26	Windmill Markets	rgd	16feb09	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	06feb76	opb mil. unit 25882 at Gorelovo; soc in 1977 ("Ob-2")
36 10	not known	An-26PS	Soviet Air Force	mfd	03feb76	
	"19" blue	An-26PS	Russian Air Force	NSK	13may95	
	"19" red	An-26PS	Russian Air Force	Azp	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	An-26	Soviet Air Force	mfd	04mar76	
	not known	An-26	Ukraine Air Force	trf	1992	offered for sale by SkyBirdHeli 27may06 with t/t 6,896 hours and 5,666 cycles, but was not sold
	"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; was to be overhauled by Zavod No. 410 GA at IEV in 2020, but there was a lack of funding and the overhaul was delayed; h/o 04dec21, 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
37 02	71369	An-26	Yugoslav Air Force	mfd	1976	opb 676 trae at Zagreb; f/n GVA 1977; in olive drab camouflage c/s, coded "369" white; l/n ZAG 11sep90
	71369	An-26	Serb.& Monteneg.AF	trf	27apr92	f/n BJY 15jun97; destroyed Batajnica 1999 during NATO raids, hangar roof collapsed whilst undergoing maintenance
37 03	71377	An-26	Yugoslav Air Force	mfd	03feb76	opb 676 trae at Zagreb; in camo c/s; f/n ZAG 25dec79; in olive drab camouflage c/s, coded "377" white; l/n ZAG 11sep90
	71377	An-26	Serb.& Monteneg.AF	trf	27apr92	seen BJY 04aug03; sat wfu at BJY, 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 (approximately 9 metres in length and purchased by may17) was integrated into a platform for spotters at BEG, seen nov19/06aug24
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	An-26	AFL/Krasnoyarsk	mfd	28feb76	on charge as of 01apr76; rgd 20apr76; f/n LED 12mar90
	RA-26565	An-26B	Aeroflot	BAK	10dec92	
	RA-26565	An-26B	Yeniseiski Merid.	trf	22dec95	fuselage seen at Kyiv Svyatoshino 250ct19 resting on trestles; bare metal with c/n stencilled on behind the cockpit
37 06	71379	An-26	Yugoslav Air Force	mfd	17feb76	d/d 19mar76; opb 676 trae at Zagreb; f/n ZAG 10jun80; in olive drab camouflage c/s, coded "379" white; l/n ZAG 11sep90
	71379	An-26	Serb.& Monteneg.AF	trf	27apr92	f/n BJY 04aug03; operational in 2004 but wfu by 2006, in poor condition and deemed not to be economical to repair; l/n BJY aug08/sep12, stored without engines and used for spare parts for the remaining operational Serbian Air Force An-26s
37 07	not known	An-26Sh	Soviet Air Force	mfd	31mar76	last overhaul completed 19nov91
	"33" red	An-26Sh	Russian Air Force	LED	06jul94	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	An-26	Soviet Air Force	mfd	28feb76	opb mil. unit 42841 at Ostafyevo
	"02" yellow	An-26	Russian Air Force	OVB	mar03	in all-grey c/s; seen Voronezh-Baltimor jun13, with 'VVS Rossii' titles; l/n Voronezh-Baltimor nov13; details from russianplanes.net
37 09	"23"	An-26	Soviet Navy	mfd	28feb76	no reports; opb 278 otae 33 TsBP i PLS at Mykolayiv-Kulbakino
	"23" red	An-26	Ukraine Air Force	Mkk	27may02	c/n not checked this date; in grey c/s
	4L-BKL	An-26	all-white c/s, n/t	rgd	20may08	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	An-26	HDP Trade Ltd	no	reports	owner changed between 01oct18 and 01jan19
	4L-BKL	An-26	Bravo Air	no	reports	current as of 08mar19; still current 08jun19, but canx before 25jul19
	3D-BKL	An-26B	all white c/s, n/t	JUB	29oct19	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	An-26	AFL/West Sib.-TOF	mfd	28feb76	on charge as of 01apr76; rgd 21may76
	RA-26566	An-26	Tomsk Avia	trf	30mar94	canx 29mar97; soc 15apr97 as life-time expired
38 01	CCCP-26567	An-26	AFL/Yakutiya	rgd	31mar76	on charge as of 01apr76; 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 otryad 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	An-26	Cuban Air Force	d/d	1976	serial from Cuban sources
	14-22	An-26	Cuban Air Force			re-serialled according to Cuban sources
	T-52	An-26	Angolan Air Force	no	reports	according to Cuban sources
	CU-T1422	An-26	Cub AF/Cubana c/s	SNN	11mar89	
	14-22	An-26	Cuban Air Force	w/o	11sep89	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 06	14-23	An-26	Cuban Air Force	d/d	1976	
	D2-MIR	An-26	Angolan Government		may89	
	CU-T1423	An-26	Cub AF/Cubana c/s	MAD	03jun91	and SNN same date; in all-grey c/s, blue undersides with Cubana titles on rear of fuselage
	CU-T1423	An-26	Aerogaviota			in fleet list 1995/1999 but no reports
38 07	71385	An-26	Yugoslav Air Force	mfd	20mar76	opb 676 trae at Zagreb; f/n ZAG 10jun80; in olive drab camouflage c/s, coded "385" white; l/n OST 31may91
	71385	An-26	Serb.& Monteneg.AF	trf	27apr92	seen Hradec Králové 31aug98; damaged at BEG 14aug00 when the undercarriage was not extended and belly-landed; photos 2004/2005 without outer wings, engines with tail removed, serial not visible
38 08	CCCP-26568	An-26	AFL/Krasnoyar.-NSK	mfd	30mar76	toc 15apr76; rgd 05may76; in 'polar' c/s; f/n KJA 01jul92
	RA-26568	An-26	Aeroflot	NSK	13may95	
	RA-26568	An-26	Norilsk Avn Ent.	trf	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
38 09	CCCP-26569	An-26	AFL/Urals-MQF	mfd	30mar76	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 10	YI-ALA	An-26	Iraqi Airways		mar89	in all-white c/s with dark green cheatline and titles in Arabic; l/n SDA dec00
39 01	not known	An-26Sh	Soviet Air Force	mfd	02dec76	late mfd; opb Voroshilovgradskogo VVAUSh
	CCCP-26505(2)	An-26Sh	AFL/Kirovograd FS	rgd	20sep90	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
	UR-26505(2)	An-26Sh	Ukr Flt State Ac	KGO	15jul93	l/n KGO 24apr99; in Aeroflot c/s, no titles
	ER-AFH	An-26B	Aerocom, n/t	rgd	22sep00	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
39 02	not known	An-26Sh	Soviet Air Force	mfd	30apr76	
	"20" blue	An-26Sh	Ukraine Air Force	trf	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. Interkulturnaya 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 11oct88; seen Wuhan-Hankou 15may01; l/n 19nov04, location unknown
39 04	CCCP-26570	An-26	AFL/Komi-SCW	mfd	apr76	toc 30apr76; rgd 07jun76; was the first An-26 based at SCW
	RA-26570	An-26	Komiavia	trf	22feb94	f/n LED 09jun94, in Aeroflot c/s and titles; soc and canx 06feb97 as to Bulgaria/Air Sofia
	LZ-SFH	An-26	Air Sofia	trf	18nov96	was already leased by this date, but bought 06feb97; l/n Paya Lebar 17may97
	LZ-SFH	An-26	Mandala	XSP	04jun97	l/n XSP nov98
	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	An-26	Soviet Air Force	mfd	28feb76	overhauled aug92
	"07" yellow	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
	"01" blue	An-26	Ukraine Air Force	IEV	25sep19	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; seen NHT 02sep24, using call-sign '60871'; l/n NHT 09oct24, using call-sign '66971'
39 08	774	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n HAN 19sep74 (but year of sighting must be incorrect); l/n Wuhan-Hankou 11oct88
39 09	CCCP-26571	An-26	AFL/Far East	mfd	29apr76	toc 12may76; rgd 01jul76; according to ADB an An-26SLK
	RA-26571	An-26	Aeroflot	KHV	07jul94	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
	RA-26571	An-26	Dalavia	IKT	03jul01	laboratory aircraft equipped with ASLK-75 equipment; l/n KHV 03jul04; see rgd below
	RA-26571	An-26	Lyotnyye proverki	BKA	25jun05	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
39 10	not known	An-26	Soviet Air Force	mfd	30apr76	opb mil. unit at Khabarovsk
40 01	"55" blue	An-26	Russian Navy	mfd	29apr76	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	Aviatrade Congo	PNR	oct05	photo exists as such, in white c/s with grey undersides and titles in red, 'AVK' on the tail
	9Q-CYN	An-26	Thom's Airways	rgd	11jan06	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-26	Air 4001		15sep06	flew Saki to Mykolayiv (NLV) this date
	9Q-CYN	An-26B	Soft Trans	FIH	16jul07	in white/dark blue c/s with red trim and titles
	9Q-CYN	An-26B	Thom's Airways	TSH	10jun08	in white/dark blue c/s, no titles; l/n FIH 11aug08
	9Q-CYN	An-26B	Air Kasaï	FIH	27mar09	in white c/s with wavy blue undersides/lower engine cowlings and stripes across the tail, no titles; l/n GOM 11sep10
	9S-GYN	An-26B	Air Kasaï			reported stored at Ndolo for eight years, re-registered and flown to Sudan for overhaul
40 02	not known	An-26Sh	Soviet Air Force	mfd	25may76	
	"10" red	An-26Sh	Ukraine Air Force	trf	1992	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
	UR-VAI	An-26-100	Baltika	rgd	22mar05	based at Kryvy 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-T	An-26-100	Amazon Sky	rgd	14aug12	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	Amazon Sky	rgd	12apr13	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
	OB-2015-P	An-26-100	Lionel Air	LIM	18jan20	registration painted on as 'OB2015P'; in white c/s with dark blue trim and light grey belly, with titles; l/n LMA 03feb24
40 03	775	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n Wuhan-Hankou 11oct88; l/n Wuhan-Hankou 02oct99
	3611	An-26	Chinese Air Force	Chp	21sep16	seen preserved in the China Aviation Museum at Shahezhen AFB, (Changping, N40.185807 E116.36078); l/n 07may24
40 04	776	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n Wuhan-Hankou 11oct88; l/n Wuhan-Hankou 15may01
40 05	777	An-26	Civ Avn Adm China	mfd	20may76	Chinese Air Force; no reports; info from Antonov file
40 06	not known	An-26	Soviet Navy	mfd	27may76	
	"07" blue	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	An-26	Soviet Navy	mfd	28may76	
	"54" blue	An-26	Russian Navy	Kac	08oct06	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	An-26	AFL/East Sib.-IKT	mfd	31may76	on charge as of 01jul76; rgd 09jul76; version in MGA document as 'RV'; f/n IKT 05sep89; l/n IKT 14jul92
	RA-26572	An-26	Baikalavia	trf	30jun93	f/n IKT 06jul94, in Aeroflot c/s and titles; l/n IKT 11may95, as such; canx 21dec96; soc 24dec96 as life-time expired
40 10	CCCP-26573	An-26	AFL/Yakutiya-YKS	mfd	30may76	on charge as of 01jul76; rgd 09jul76; f/n YKS 03jul92
	RA-26573	An-26	Aeroflot	YKS	08jul94	l/n YKS 13may95
	RA-26573	An-26	Sakha Avia	trf	20jul95	soc and canx 03jun96 as life-time expired
41 01	not known	An-26Sh	Soviet Air Force	mfd	1976	
	"08" red	An-26Sh	Ukraine Air Force	trf	1992	f/n Lugansk-Ostraya Mogila 27apr99; opb 46 uap Luganskogo VVAUSh
	TN-AIL	An-26B	Canadian Airways	rgd	05jul10	c/n and version from register; no reports; canx 26apr15, fate unknown
41 02	CCCP-93929	An-26	MRP Solntsevo	rgd	02aug76	canx 1984
41 03	not known	An-26	Soviet Air Force	mfd	16jun76	based in the Orenburg region; probably h/o to Yaik for overhaul in 1993
	RA-26247	An-26	Yaik	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
	RA-26247	An-26-100	Avialinii Mordovii	DME	01sep06	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
41 04	CCCP-26574	An-26	AFL/Magadan	mfd	21jul76	toc sep76; rgd 03nov76
	RA-26574	An-26	Aeroflot	GDX	08jul94	l/n GDX 12may95; canx 20mar00; soc 25mar00 as life-time expired
	D2-FDA	An-26		no	reports	in JP-03 as to, see next line
	ER-AWV	An-26	Aeroflot c/s, n/t	rgd	17may02	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	rgd	08oct04	
	ER-AWV	An-26	UTAGE		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
	ER-AWV	An-26	Pecotox Air	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	UTAGE	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	blue/white c/s,n/t	FJR	14sep08	c/n not confirmed, may have already been the second use of marks
	S9-KAV (1)	An-26	Trast Aero	FJR	23jan09	c/n not confirmed, may have already been the second use of marks; l/n FJR 02mar09
	3X-GET (2)	An-26B	GR Avia	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 cheatlines 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	An-26	Soviet Air Force	mfd	16jun76	
	"06" blue	An-26	Russian Air Force	Khb	2010	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	mfd	23jun76	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 Kryvy Rih technical School jan88; canx 10apr89; soc 27apr89 as worn out; seen Kryvy Rih technical School (N47.934827 E33.321084) jul96/04jun22; see c/n 2504
41 10	not known	An-26Sh	Soviet Air Force	mfd	30jul76	initially opb 604 uap at Chelyabinsk-Shagol; trf to 46 uap at Voroshilovgrad-Ostraya Mogila mar82
	"90" red	An-26Sh	Russian Air Force	Chh	18aug11	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
	RF-36149	An-26Sh	Russian Air Force	Chh	apr21	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	l/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; l/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		JNB	30aug02	c/n not confirmed; still present 30apr03 in white/grey c/s
	9U-BHQ	An-26	Turbot Air Cargo	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; l/n TFN 01dec04
	9Q-CMS	An-26	Malila	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; l/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; l/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'; l/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; l/n IEV 11oct15, on overhaul as such; f/n IEV 01feb16, in all-white c/s, no titles; l/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
42 07	783	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n NKG 13oct88
42 08	CCCP-26600	An-26	AFL/West Siberia	mfd	jul76	toc 06aug76; rgd 30aug76; f/n OMS 19aug91; l/n OVB 01jul92
	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; l/n 18aug24
42 09	not known	An-26Sh	Soviet Air Force	mfd	1976	
	"01" red	An-26Sh	Ukraine Air Force	trf	1992	f/n Lugansk-Ostraya Mogila 27apr99; opb 46 uap Luganskogo VVAUSh; in all-grey c/s
42 10	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; l/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 Al	IKT	05jul92	l/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; l/n Wuhan-Hankou 15may01
	785	An-26	Chinese Air Force	ph.	07jul09	with a 'roundel' painted on the rear fuselage, serial on the tail
43 03	786	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n Wuhan-Hankou 02oct99; l/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-Dvoyevka 31mar10; received a Spaces Forces badge behind the cockpit; f/n as such Ivanovo-Severny 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; l/n without code feb14; received code "36" red and 'VVS Rossii' titles; f/n as such CKL 12sep14; l/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
43 06	787	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n Wuhan-Hankou nov91; l/n Wuhan-Hankou 15may01
43 07	788	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n Wuhan-Hankou 11oct88; l/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; l/n Chelyabinsk-Shagol may14; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life
43 09	not known	An-26Sh	Soviet Air Force	mfd	30sep76	based at Stavropol-Shpakovskoye; overhaul completed 29jul92
	"20" blue	An-26Sh	Russian Air Force	trf	1992	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
	RF-36061	An-26Sh	Russian Air Force	Chh	may20	in all-grey c/s with Russian stars and 'VKS Rossii' titles, also carried code "20" red; l/n SVX may21
43 10	789	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n Wuhan-Hankou 11oct88
	789	An-26	China United Al	IKT	05jul92	
44 01	790	An-26	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n NAY 27oct86; l/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 ? uap (military unit 78474) BVVAUL (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; l/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; l/n BXJ 04may22
44 06	CCCP-26601	An-26	AFL/Arkhangelsk	mfd	29sep76	toc 12oct76; rgd 11nov76
	RA-26601	An-26	Arkhangelsk Al	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	l/n Gostomel 22sep94
	UR-26602	An-26B	Busol Airline	IEV	28jun95	l/n LUX 29aug97
	UR-26602	An-26B	Kroonk Airlines	BUD	05sep97	in basic Busol c/s, initially without titles; l/n as such MST 08jul98; f/n with titles OST 25aug99; l/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; l/n NLV sep12, as such; offered for lease feb17
	UR-UCP	An-26B	Constanta Airlines	no	reports	sale to Constanta reported may19
44 08	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; l/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			opb mil. unit A4104 at Chuhuyiv; 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; l/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; l/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; l/n OVB 19jun20
45 03	not known	An-26	Soviet Air Force	mfd	21oct76	based at Krasnodar

	"03" blue	An-26	Russian Air Force	Kub	17may94	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; l/n Kubinka 08aug02
	"24" blue	An-26	Russian Air Force	Sev	14feb11	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
	RF-36047	An-26	Russian Air Force	Iva	27jan12	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 04	not known	An-26	Soviet Air Force	mfd	28oct76	opb military unit 33872 at Voronezh-Baltimor
	not known	An-26	Russian Air Force			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
45 05	CCCP-26603	An-26	AFL/Urals	mfd	30oct76	toc 11nov76; rgd 31dec76; f/n Sperenberg 16apr87
	RA-26603	An-26	Aeroflot	Spr	04aug92	
	RA-26603	An-26	Permskiye Avialin.	trf	30mar94	f/n PEE 23aug95, in Aeroflot c/s and titles, c/n checked; l/n PEE 16aug99, titles not reported
	26603	An-26	Aeroflot c/s, n/t	PEE	14aug01	tail removed and remains still present 22jun06; l/n PEE (N57.913288 E56.009603) 27nov09/07sep15 with tail but no engines
45 06	CCCP-26604	An-26	AFL/Komi	mfd	30oct76	toc 13nov76; rgd only 05dec77; f/n nov80
	CCCP-26604	An-26	AFL/Ukraine	trf	unknown	on charge as of 01jul90
	UR-26604	An-26	Dniproavia	SVO	29aug93	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
	RA-26604	An-26B	Polyarnyye Avial.	rgd	unknown	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 MJZ 23jul24
45 07	not known	An-26Sh	Soviet Air Force	mfd	21nov76	
	not known	An-26Sh	Ukraine Air Force	trf	1992	
	ER-AZQ	An-26	Tiramavia	rgd	30sep04	f/n 17may06; canx 02aug06 as to Armenia
	EK-26442	An-26	South Airlines	FJR	22dec06	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
	3X-GDP (2)	An-26	no titles	TII	28nov08	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-GFG	An-26	all-white c/s, n/t	UET	01sep10	re-registered as such according to pprune website by early jul10; all-white c/s, no titles; seen FJR 14nov11
	EK-26819	An-26	South Airlines	rgd	26oct11	all-white c/s, no titles; f/n EBB mar12; canx 25apr16; still seen active JUB 31mar17, all-white c/s, no titles
	26819	An-26	South Airlines	JUB	16jun17	all-white c/s, no titles
	6819	An-26	South Sudan AF ?	JUB	jul17	all-white c/s, no titles
45 08	not known	An-26Sh	Soviet Air Force	mfd	1976	
	"22" ?	An-26Sh	Ukraine Air Force	trf	1992	code visible beneath "11" blue on a photo, but not 100% confirmed
	"11" blue	An-26Sh	Ukraine Air Force	ODS	24may02	based at Odesa-Tsentralny; in all-grey c/s; l/n ODS 16apr06; trf 456 BrTrA at Vinnytsya-Havryshivka; seen VIN 02sep09, 26aug10 and VIN 27sep12; l/n VIN 11sep15, stored and missing engines; damaged Vinnytsya 06mar22 during the Russian missile strike
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	An-26	Soviet Navy	mfd	23nov76	
	"22" blue	An-26	Russian Navy	Kck	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	An-26	Soviet Navy	mfd	24nov76	
	"23" blue	An-26	Russian Navy	KGD	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	An-26	Strat.Rocket Force	mfd	29nov76	based at Vladimir-Semyazino; overhaul completed 30jan93
	"05" yellow	An-26	Russian Air Force	trf	01jun10	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	An-26T	Soviet Navy	mfd	27nov76	
	"06" yellow	An-26T	Russian Navy	Sai	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	An-26T	Soviet Navy	mfd	27nov76	
	"07" yellow	An-26T	Russian Navy	OSF	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	An-26T	Soviet Navy	mfd	29nov76	
	"03" blue	An-26T	Russian Navy	Kac	aug09	opb 917 osap (renamed 7057 AvB in 2010) at Kacha (Crimea); last overhaul completed 30apr92; l/n Kacha may13
46 07	not known	An-26Sh	Soviet Air Force	mfd	22dec76	
	"30" red	An-26Sh	Russian Air Force	Chh	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
	RF-36063	An-26Sh	Russian Air Force	ph.	mar20	in dark grey c/s with 'VKS Rossii' titles and Russian stars, also carried code "30" red
46 08	not known	An-26Sh	Soviet Air Force	mfd	27dec76	
	"40" red	An-26Sh	Russian Air Force	Chh	20mar09	opb 4 ae ChVVAISh at Chelyabinsk-Shagol; in light grey c/s and with bomb racks; overhaul completed 25nov08; l/n Chelyabinsk-Shagol aug14
	RF-36064	An-26Sh	Russian Air Force	ph.	2016	also coded "40" red, in light grey c/s with Red star, no titles and with bomb racks
46 09	D2-TAD	An-26	TAAG Angola	no	reports	
	D2-TAD	An-26	Angolan Government	IEV	08sep92	in all-grey c/s, no titles with Angolan flag; l/n LAD 1995; registration reported 1996 as a Mi-8
46 10	not known	An-26	Angola	mfd	22dec76	confirmed exported to Angola
47 01	CCCP-48980	An-26	MAP Kuibyshev KBAS	mfd	22dec76	rgd 06may77; in light grey c/s; seen SVO 10apr91; canx but date unknown
	"06" yellow	An-26	Russian MVD/VV	trf	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
	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 Yermolino 06may10; l/n Yermolino 15aug15
	RF-56302	An-26	Rosgvardiya	trf	05apr16	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
47 02	CCCP-26605	An-26	AFL/Ukraine	mfd	dec76	toc 12jan77; rgd 18may77
	UR-26605	An-26	Avialini. Ukrayiny	HRK	30aug93	
	LZ-NHA	An-26	Air Nove, n/t	BUD	06feb98	l/n BUD 11nov02; logo only; operated for Air Nove; named "Yves Duval"
	LZ-RMJ	An-26	Air Max			reported in a fleet list but ever taken up ?
	HK-4295X	An-26	SELVA	rgd	10jun03	rgd to Air Nove Inc; f/n VVC 25mar04; in fleet list dec05;
	HK-4295	An-26	SELVA	VVC	03mar08	photo without 'X' suffix; named 'Maribel'; seen VVC 10feb18 parked as SELVA stopped operations; l/n VVC 21jan23
47 03	CCCP-26606	An-26	AFL/Far East	mfd	dec76	toc 13jan77; rgd 09feb77
	RA-26606	An-26	Aeroflot	DME	02sep93	
	RA-26606	An-26	Sakhal. AviaTrassy	trf	18apr94	soc and canx 01sep97 as life-time expired; broken up
47 04	CCCP-26607	An-26	AFL/Yakutiya-Mirny	mfd	24dec76	toc 20jan77; rgd 28feb77; f/n MJZ 02jul92, in 'polar' c/s
	RA-26607	An-26	Aeroflot	BKA	21may93	in 'polar' c/s
	RA-26607	An-26	Almazy Ros.-Sakha	trf	18oct94	last overhaul completed 08jun95
	RA-26607	An-26	Alrosa	no	reports	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
47 05	not known	An-26SK	Strat.Rocket Force	mfd	24dec76	toc 26dec76; opb 158 osap at Znamensk (Kapustin Yar); last overhaul completed 15dec92
	not known	An-26	Russ. Space Forces	trf	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	An-26PS	Soviet Air Force	mfd	11jan77	
	"01" blue	An-26PS	Russian Air Force	OVB	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 "Artyom" Kiev	mfd	23dec76	rgd 09mar77; in Aeroflot c/s
	CCCP-26215	An-26	MAP "Artyom" Kiev	rgd	02apr86	in Aeroflot c/s; f/n LED 05may86; l/n IEV 08sep92
	UR-26215	An-26	Artem Avia	IEV	16jun93	in basic Aeroflot c/s, no titles; l/n IEV 04jul99
	LZ-NHB	An-26	Air Nove, n/t	EMA	15dec00	l/n CDG 04jun01
	UR-26215	An-26	Artem Avia	IEV	28aug01	c/n not checked, but as such in operators certificate
	UR-26215	An-26	Aeroflot c/s, n/t	IEV	02jun02	c/n not checked
	UR-26215	An-26	Uhuru Airlines	BUX	18jul03	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
47 08	"21" yellow	An-26	Belarus Air Force	Mma	09sep94	in old Soviet grey c/s with red star; opb 50 SAB at Minsk-Machulishchi; l/n Minsk-Machulishchi 24aug96
	"02"	An-26	Belarus Air Force	no	reports	but see next line
	"02" red	An-26	Belarus Air Force	Mma	23feb08	c/n not confirmed; in Aeroflot c/s with red star and Belarus flag; opb 50 SAB at Minsk-Machulishchi; l/n IEV 28nov08
	"07"	An-26AFS	Belarus Air Force	no	reports	aerial survey version; under overhaul at Rostov by 2010
	EW-007DD	An-26AFS	Belarus Air Force	ROV	06may11	in mainly white c/s with stylish red and green, Belarus flag, cheatline; l/n Minsk-Machulishchi dec23
47 09	"44" red	An-26Sh	Ukraine Air Force	no	reports	opb VVAUSh at Lugansk; in all-grey c/s
	"44" blue	An-26Sh	Ukraine Air Force	Niz	02may99	c/n not checked; l/n Nizhyn 25jun99
	"04" blue	An-26	MNS Ukrayiny	Niz	22apr04	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 medivac version
	"04" blue	An-26	DSNS Ukrayiny	Niz	17aug16	in white c/s with red trim, 'Rescue Service Ukraine' titles; l/n ZAG 03jun24
47 10	not known	An-26Sh	Soviet Air Force	mfd	10feb77	version confirmed by Antonov
	not known	An-26Sh	Ukraine Air Force			opb mil. unit A4083 at Lugansk; sold abroad and converted to a standard aircraft
	9Q-CBM	An-26	Defense Nationale	FIH	jan07	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
48 01	233	An-26	Afghan Air Force	mfd	21jan77	serial confirmed; no reports; opb 373 transport regiment at Kabul; soc in 1981
48 02	234	An-26	Afghan Air Force	mfd	29dec76	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
48 03	not known	An-26	Soviet Air Force	mfd	27jan77	overhaul completed 28oct93
	"26" red	An-26	Russian Air Force	ARH	16nov06	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
	RF-36004	An-26	Russian Air Force	ph.	oct13	also carried the code "26" red on the fin; opb AvGr 7000 AvB at Arkhangelsk-Talagi; in basic 'blue' Aeroflot c/s with 'VVS Rossii' 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
	RF-36004	An-26	Russian Navy	OSF	13nov19	also carried code "26" red; probably based at OSF; in basic 'blue' Aeroflot c/s with 'MA VMF Rossii' titles, Russian stars and a 'polar bear' badge by the nose; l/n sep21, location withheld but probably OSF
48 04	235	An-26	Afghan Air Force	mfd	02feb77	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
48 05	CCCP-26608	An-26	AFL/Tyumen	mfd	feb77	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
48 06	CCCP-26609	An-26	AFL/Tyumen	mfd	25feb77	toc 11mar77; rgd 28mar77; f/n BKA 07jul92
	RA-26609	An-26	Aeroflot	IEV	22sep94	trf to ARZ 410 Kiev 14apr95 and soc 01may95 as such
	ST-FAR	An-26	Farnas Aviation			reported in JP-96; crashed on take-off El Obeid, 13mar96; wreck seen still present (N13.162780 E30.237136) 25aug10
48 07	CCCP-47401	An-26	Soviet AF/AFL c/s	mfd	24mar77	rgd 20apr77; f/n WAW jun77; on Soviet register without c/n, see next line; l/n Ivanovo-Severny 1993
	"401" black	An-26	Russian Air Force	Kln	16apr97	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
	RF-93997	An-26	Russian Air Force	KLD	aug13	seen CKL may14; photo proof of c/n; in c/s similar to Aeroflot with Russian flag and 'VVS Rossii' titles on the fin; l/n CKL 26apr19
48 08	not known	An-26Sh	Soviet Air Force	mfd	24feb77	
	"50" red	An-26Sh	Russian Air Force	Chh	12jun09	overhaul completed 10dec07; opb 4 ae ChVVAISh at Chelyabinsk-Shagol; in light grey c/s; l/n Chelyabinsk-Shagol 11sep12
	RF-36065	An-26Sh	Russian Air Force	rgd	sep14	f/n Chelyabinsk-Shagol 22aug15, still carrying code 50" red, in all-grey c/s with Russian Stars and 'VVS Rossii' titles on the fin; fitted with bomb racks; l/n Chelyabinsk-Shagol mar16
48 09	not known	An-26Sh	Soviet Air Force	mfd	28feb77	overhaul completed 30sep94
	"60" red	An-26Sh	Russian Air Force	Chh	2008	opb 4 ae ChVVAISh at Chelyabinsk-Shagol; in light grey c/s with Red star; overhaul completed at 308 ARZ 27jan12, now with 'VVS Rossii' titles and Russian stars; l/n Chelyabinsk-Shagol oct16
48 10	236	An-26	Afghan Air Force	mfd	27feb77	c/n not confirmed for this serial, but confirmed exported to Afghanistan; f/n KBL 1978; soc in 1982
49 01	CCCP-26610	An-26	AFL/Krasnoyarsk	mfd	27feb77	also given as 03feb77; on charge as of 01apr77; rgd 15apr77; f/n KJA 01jul92, in 'polar' c/s; last overhaul completed 29jun93
	RA-26610	An-26	Aeroflot	NSK	13may95	in 'polar' c/s
	RA-26610	An-26	Norilsk Avn Ent.	trf	22dec95	stored at NSK, l/n may05, in Aeroflot 'polar' c/s and titles
	RA-26610	An-26	no titles	NSK	31mar11	in basic 'polar' Aeroflot c/s; offered for sale by Taimyr in 2007 with t/t 24,742 hours and 12,056 cycles, but could not be sold; sat wfu at NSK, l/n jul11; towed from Alykel airport to the area of the former Norilsk-Nadezhda airport during the night 16/17jun12; preserved (at approximately N69.321541 E87.983676) from 06jul12;
	'17304'	An-26	no titles		20jul21	now with this number on the side and under the wings still preserved at former Norilsk-Nadezhda airport; according to local enthusiasts the number is random and has no meaning; l/n 21nov23
49 02	not known	An-26	Soviet Air Force	mfd	24feb77	
	"50" blue	An-26	Russian Air Force	ph.	10aug99	opb oto 148 TsBP i PLS aviatsii PVO at Savasleika; in light grey c/s with a badge of Georgi Pobedonosets (the dragon killer) superimposed on a large Russian flag on the fin; f/n Savasleika 10aug99; no longer based there by 2006
	"05" blue	An-26	Russian Air Force	Iva	30aug07	c/n checked; tender for installation of an R863 transceiver published 15may08 (only c/n mentioned in tender); overhaul completed 01jul08
	"03" blue	An-26	Russian Air Force	ZIA	15aug09	in grey c/s with Russian flag on fin and blue spinner tips, no titles; l/n Kubinka 06may11
	RF-36049	An-26	Russian Air Force	CKL	jul11	also carried code "03" blue; opb AvG 4 GTs PAP i VI at Lipetsk; in light grey c/s with 'VVS Rossii' titles, Russian flag on fin and blue spinner tips; initially carried a unit badge below the cockpit, l/n as such Kubinka 12may18; titles changed to 'VKS Rossii' and badge removed, f/n as such Ryazan-Dyagilevo aug19; l/n Kubinka 15may21
49 03	CCCP-26611	An-26	AFL/Urals-MQF	mfd	feb77	toc 11mar77; rgd 27apr77; f/n BKA apr78; l/n KUF 25apr93, with c/n painted as '4304' this date, see below
	RA-26611	An-26	Magnitogorsk Air	trf	12apr94	impounded because of debts 02apr98 and offered for sale by Russian privatisation agency 19jun98; soc 26nov98 and canx 02dec98 as to Moldova
	ER-ACE	An-26	Aeroflot c/s, n/t	SIP	29apr99	c/n checked this date and painted as '4304'; registration used on An-12 c/n 402812 at the same time !; not current on register mar04
	T-227	An-26	Angolan Air Force	LAD	22mar01	c/n not confirmed, but '-26611' visible under the paint; in basic ex Aeroflot c/s no titles, serial T-227 not worn externally, but used call-sign as such
49 04	CCCP-26612	An-26	AFL/West Siberia	mfd	feb77	toc 14mar77; rgd 29mar77; f/n UFA late 1977
	RA-26612	An-26	Aeroflot	OMS	12jun94	
	RA-26612	An-26	Omskavia	trf	30mar94	f/n OMS 12jun94, in Aeroflot c/s and titles; soc 20apr96 as life-time expired; canx 17jul96; used as ground instructional airframe by the Omsk Aviation Technical School (N54.955565 E73.327458) f/n 2006; l/n 28feb24, still in full Aeroflot c/s
49 05	not known	An-26	Soviet Air Force	mfd	17mar77	based at Stavropol-Shpakovskoye
	"10" blue	An-26	Russian Air Force			based at Armavir from 1993 to 1999 and at Balashov from 1999 to 2002
	"10" red	An-26	Russian Air Force	trf	2002	opb 4 ae ChVVAISh at Chelyabinsk-Shagol; in light grey c/s with Russian stars, no titles; overhaul completed 25oct10; f/n Chelyabinsk-Shagol mar11; l/n Chelyabinsk-Shagol jun14; contract for overhaul signed aug15
	RF-36067	An-26	Russian Air Force	rgd	2015	f/n Chelyabinsk-Shagol 01oct16, in light grey c/s with Russian stars and 'VVS Rossii' titles on the fin, also carried code "10" red; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; seen SVX 03oct18, l/n SVX aug19
49 06	not known	An-26PS	Soviet Air Force	mfd	11mar77	overhaul completed 29aug94
	"02" blue	An-26PS	Russian Air Force			opb AvG at Lipetsk-2; f/n Lipetsk-2 13aug99; initially in basic Aeroflot c/s with Red Stars, no titles; l/n as such Lipetsk-2 29apr10; repainted in all-grey c/s with 'VVS Rossii' titles and Russian stars; f/n as such ZIA 12aug12; l/n Ivanovo-Severny 08aug15
	RF-36069	An-26PS	Russian Air Force	ZIA	26aug15	in all-grey c/s with 'VVS Rossii' titles and Russian stars, also carrying code 02" blue; l/n Nizhny Novgorod Strigino 01sep21
49 07	not known	An-26	Soviet Air Force	mfd	16mar77	opb mil. unit 43006
49 08	"07" yellow	An-26	Strat.Rocket Force	mfd	16mar77	c/n not confirmed for this code; based at Vladimir-Semyazino; overhaul completed 30oct92
	"07" yellow	An-26	Russian Air Force	trf	01jun10	seen Vladimir-Semyazino 12aug12, c/n not confirmed; opb 7000 AvB at Vladimir-Semyazino; in light grey c/s with Red Stars and Russian flag behind the cockpit, no titles; stored by early 2013; l/n Vladimir-Semyazino jan14; under overhaul with 308 ARZ in 2016
	RF-90311	An-26	Russian Air Force	CKL	21mar17	c/n confirmed from photo; in all-grey c/s with 'VVS Rossii' titles and Russian Stars, also wearing "07" red; seen CKL 2020 now with 'VKS Rossii' titles
49 09	CCCP-26613	An-26	AFL/Yakutiya	mfd	mar77	toc 06apr77; rgd 25apr77; f/n jun81
	CCCP-26613	An-26	Zhigansk Avn Ent.	trf	25jul94	soc 12jul95 as life-time expired; canx 21feb96; l/n Zhigansk 05jun14, wfu, still in full Aeroflot c/s and titles
49 10	CCCP-26614	An-26	AFL/East Sib.-IKT	mfd	23mar77	toc 01apr77; rgd 05may77; version given as 'RV' in MGA document; f/n IKT 23sep86
	RA-26614	An-26	Baikalavia	trf	30jun92	f/n IKT 06jul94, in Aeroflot c/s and titles; seen IKT 11may95 with c/n painted as '77304910'; l/n IKT (N52.265122 E104.36317) jun01/28oct17 wfu, no engines; seen 17jan20 very derelict sitting on its tail with no nose
50 01	CCCP-26615	An-26	AFL/Arkhangel.-ARH	mfd	28mar77	toc 07apr77; rgd 20may77; f/n jun81; l/n KJA 01jul92, with c/n painted as '77305001'

	RA-26615	An-26	Arkhangelsk Al	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 nov09/15jun24 in the Aviation museum
50 02	CCCP-26616	An-26	AFL/Belarus-MHP	mfd	29mar77	toc 06apr77; rgd 28apr77; f/n mar80
	EW-26616	An-26B	Belavia	MHP	10jul94	
	SP-FTL	An-26B	EXIN, DHL c/s	CPH	19sep94	l/n VNO 16nov99; canx 21oct99 as sold to Lithuania
	LY-FTL	An-26B	DHL	MHP	jun01	operated by Aviavilsa; CofA expired 12feb00; l/n MHP sep07/oct08 stored
50 03	not known	An-26	Soviet Air Force	mfd	15mar77	
	"03" red	An-26	Ukraine Air Force	trf	1992	overhauled nov92; opb the DNVTs ZSU Test Centre at Kirovskoye (Crimea); in light grey c/s with a large 'Orca' badge over the entry door; f/n Kirovskoye 26aug00
	"72" red	An-26	Ukraine Air Force	ODS	24may02	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; was to be returned by Russia from the Crimea to Ukraine within the second installment of aircraft in spring 2014, but did this happen ?
50 04	CCCP-26617	An-26	AFL/Ukraine-DNK	mfd	20apr77	on charge as of 01jul77; rgd 17aug77; f/n BUD 1979
	RA-26617	An-26	RDS avia	rgd	13mar95	f/n SHJ 10feb97
	RA-26617	An-26	Aeroflot c/s, n/t	ALA	04jun97	l/n ALA 13may98; reported for Aeroservice; soc 25may98 and canx 27may98 as to Swaziland/Volga Atlantic
50 05	CCCP-48092	An-26	MOM Kuibyshev MSZ	mfd	29mar77	rgd 06jul77; f/n LED 16may85 in Aeroflot c/s and titles
	RA-48092	An-26	MOM Kuibyshev MSZ	SVO	17may93	in Aeroflot c/s and titles; reported for Aviaobshchemash; soc and canx 24apr03 as sold to Cameroon
	9Q-CSA	An-26	Services Air	rgd	14may05	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
50 06	CCCP-47403	An-26	Soviet AF/AFL c/s	mfd	22apr77	mfd, c/n and registration confirmed by Antonov; rgd 23may77; on Soviet register without c/n; opb mil. unit 59882 at Saki
	RA-47403	An-26	Russian AF/AFL c/s	Iva	26aug97	l/n Ivanovo-Severny 27mar12; preserved in the VTA museum at Ivanovo-Severny (N57.044987 E40.993637) since 2005; l/n 06aug16
50 07	not known	An-26Sh	Soviet Air Force	mfd	19apr77	version confirmed by Antonov; overhaul completed 19sep86
	"02" red	An-26Sh	Ukraine Air Force	trf	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
	not known	An-26Sh	Ukraine Air Force			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
	"77" blue	An-26Sh	Ukraine Air Force			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; f/n VTE 04oct77; soc in 1978; possiby this was the An-26 that crashed circa jul/aug78 killing all onboard, mainly soldiers, near Bachieng mountain, Pakse district, exact details not known
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	dbr 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
51 02	CCCP-26618	An-26	AFL/North Kavkaz	mfd	apr77	toc 20may77; rgd 23jun77; f/n BKA 18aug92
	RA-26618	An-26B	Kuban Airlines	trf	22feb94	f/n KRR 15jul94, in Aeroflot c/s and titles; soc and canx 20oct97 as life-time expired
51 03	CCCP-26619	An-26	AFL/Tyumen-TJM	mfd	29apr77	toc 13may77; rgd 27may77
	RA-26619	An-26	Tyumen Airlines	trf	31aug94	f/n TJM 14may95, in Aeroflot c/s and titles; l/n TJM 15aug99, titles not reported
	RA-26619	An-26	Aeroflot c/s, n/t	TJM	27jul00	
	RA-26619	An-26	Transaviaservis	rgd	16apr01	l/n IKT 07jun01, in Aeroflot c/s, no titles
	RA-26619	An-26	Tyumen Airlines	TJM	25aug03	lsf Transaviaservis 19mar01/31dec03; seen TJM 09jul04; l/n TJM 22jun05 parked/wfu
51 04	CCCP-26620	An-26	AFL/Krasnoyarsk	mfd	20apr77	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	An-26	Aeroflot	NSK	13may95	
	RA-26620	An-26	Norilsk Avn Ent.	trf	22dec95	last overhaul completed 28jun00
	RA-26620	An-26B-100	Taimyr	rgd	03feb03	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	An-26B-100	Katekavia	KJA	07aug12	all-white c/s with small titles; l/n KJA 16aug14
	RA-26620	An-26B-100	Turukhan	trf	feb15	l/n Krasnoyarsk-Cheremshanka 30oct15, all-white c/s with titles
	RA-26620	An-26B-100	KrasAvia	Kjc	17aug16	all-white c/s with titles; l/n Krasnoyarsk Cheremshanka 22aug23
51 05	CCCP-47404	An-26PS	Soviet AF/AFL c/s	mfd	21may77	rgd 22jun77; f/n SOF jul78; canx 13jul82
	not known	An-26PS	Russian Air Force			last overhaul completed 01dec92; opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov
51 06	not known	An-26Sh	Soviet Air Force	mfd	1977	
	"32" red	An-26Sh	Ukraine Air Force	Lum	27apr99	opn 46 uap Luganskogo VVAUSh
	4L-GSS	An-26	Air Georgia	no	reports	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 flew EVN-TBZ 01sep11; in all-white c/s with 'wavy' 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 'wavy' 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	An-26	Bravo Air	JUB	11oct17	in all-white c/s with 'wavy' dark blue undersides of the fuselage and engines, still with Bravo titles
	4L-GSS	An-26	Bravo Air	JUB	18mar18	in all-white c/s with 'wavy' dark blue undersides of the fuselage and engines, still with Bravo titles
	3D-GSS	An-26	Bravo Air	JUB	02oct20	in all-white c/s with 'wavy' 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
51 07	not known	An-26	Soviet Air Force	mfd	13may77	based in the Baltics until the early 1990s
	"50"	An-26	Russian Air Force			opb otryad upravleniya 61-y Vozdushnoi armii at Orenburg
	"04" blue	An-26	Russian Air Force	trf	2001	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 otsap 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
51 08	CCCP-26621	An-26	AFL/Tyumen	mfd	13may77	toc 26may77; rgd 08jul77; f/n sep79
	RA-26621	An-26	TyumenAviaTrans	SLY	26jul00	derelict; already canx 16jun98 and soc 16jul98 as life-time expired; seen SLY 09may11; l/n SLY 25jun17
51 09	CCCP-26622	An-26	AFL/Arkhangel.-ARH	mfd	29may77	on charge as 01jun77; rgd 12jul77; f/n early80
	CCCP-26622	An-26	Arkhangelsk Al	trf	24feb95	(?); 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 YYR 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	An-26B-100	SELVA	rgd	15sep04	rgd to Copley Holdings Corp
	HK-4356	An-26B-100	Sadelca	VVC	03mar08	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	An-26B-100	Laser Carga	VVC	jan17	with titles; l/n VVC 21aug20, the sole operational HK- registered An-26 by that time according to the crew
	HK-4356	An-26B-100	Amazon Air	MDE	13jul23	full c/s and titles; l/n BOG 09mar24
51 10	not known	An-26	Soviet Navy	mfd	21may77	
	"04" red	An-26	Russian Navy	VVO	04oct08	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
	RF-46882	An-26	Russian Navy	PKC	may13	carried also code "04" red; in light grey c/s with 'MA VMF Rossii' 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	An-26	AFL/West Siberia	mfd	may77	toc 10jun77; rgd 16jul77; f/n BKA 25sep91
	RA-26623	An-26	Kemerovo Avn. Ent.	trf	19apr94	soc 23oct97 as life-time expired; canx 08dec97; seen KEJ 26aug10, still with partial Aeroflot titles, wfu
52 02	CCCP-26624	An-26	AFL/North Kavkaz	mfd	may77	toc 08jun77; rgd 16jul77
	RA-26624	An-26	Kuban Airlines	trf	22feb94	f/n KRR 15jul94, in Aeroflot c/s and titles; soc 17jul97 as life-time expired; canx 19aug97
52 03	CCCP-26625	An-26	AFL/Belarus	mfd	30may77	toc 08jun77; rgd 20jul77; c/n confirmed in ADB listing and registers, see below
	CCCP-26625	An-26	MAP Ulyanovsk APK	trf	27aug87	rgd 15feb88
	RA-26625	An-26	Aeroflot c/s	IEV	30aug93	c/n checked as 5206
	RA-26625	An-26	Aviastar	trf	02nov93	l/n ULY 27aug97, c/s not reported
	RA-26625	An-26	Aviastar		18aug99	at Lukhovitsy in full c/s; laboratory aircraft equipped with ASLK-75 equipment; in fleet list by jan03 but no longer by dec05; l/n GOJ 26jun06
	RA-26625	An-26	Lyotnyye proverki	GOJ	21jul06	laboratory aircraft equipped with ASLK-75 equipment; full titles read 'Lyotnyye proverki i sistemy' (Flight checks and systems); version given as An-26ASLK in Russian register nov09, but just An-26 in apr16; l/n GOJ 19apr19

52 04	CCCP-47405	An-26	Soviet AF/AFL c/s	rgd	03aug77	canx 10jun82; photo in full Aeroflot c/s at Kabul reportedly in 1984
52 05	not known	An-26PS	Soviet Air Force	mfd	29jun77	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	An-26T	Soviet Navy	mfd	08jun77	
	"09" yellow	An-26T	Russian Navy	Iva	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	An-26	AFL/Central Region	mfd	01jun77	toc 01jul77; rgd 04aug77
	CCCP-26626	An-26	MAP Moscow VPO	trf	16sep87	rgd 28oct87; f/n BKA 15mar90; l/n BKA 10sep92
	RA-26626	An-26	Aeroflot c/s, n/t	BKA	27apr93	l/n BKA 14jun94, c/n painted as '77305207'
	RA-26626	An-26	Velocity	trf	30mar94	leased 14feb95/31dec95 to Arkhangelsk Airlines
52 08	CCCP-26627(1)	An-26	AFL/Turkmenis.-KRW	mfd	jun77	toc 30jun77; rgd 04aug77; opb 360 LO; w/o 23dec82 on the leg from Rostov-na-Donu to Krasnovodsk of a combined cargo and training flight from Sukhumi to Krasnovodsk, on take-off from Rostov-na-Donu at night in fog and with an out-of-service RU-19A-300 APU (exceeding the MTOW for the given conditions by 943 kg) the aircraft rapidly lost height when the flaps were retracted, the crew failed to counteract (the fog certainly played a role in this) so that the aircraft crashed into trees 5 km beyond the runway threshold after 1 minute and 40 seconds, all 15 crew (a check crew of 4 plus 3 trainee crews) and the sole passenger killed; soc 20jan84; see c/n 1308
52 09	CCCP-26198	An-26	MAP Kharkov APO	mfd	15jun77	rgd 18oct77; f/n LED 11sep87 in Aeroflot c/s
	UR-26198	An-26	MAP Kharkov, n/t	Krn	04may98	l/n Kharkiv-Sokolniki 27apr99; for Kharkov APO but not in jan02 fleet list; canx 03mar11
52 10	CCCP-26195	An-26	MAP Taganrog MSZ	mfd	26jun77	rgd 26jul77; MAP/Taganrog Machinery Plant No. 86 named after Gheorgiy Dimitrov; in Aeroflot c/s and titles; f/n RVH 03jul90
	RA-26195	An-26	Tavia	trf	26may95	f/n BKA 1996 with titles; soc 25jul00 and canx 28jul00 as to Moldova
	ER-AFX	An-26B	Aeroflot c/s, n/t	rgd	16aug00	f/n SHJ 04oct00; canx 31oct01; still seen l/n SHJ 28dec01, -26195 clearly visible under paint; version from register, painted as just 'An-26' with blister window
	TN-AGU	An-26B	Inter Congo	rgd	20feb02	photo mar02, in ex Aeroflot colour scheme with small SD Group Ltd titles on the nose, painted as just 'An-26'; l/n PNR 19oct03; canx only 26apr15
	9Q-CKQ	An-26B	Cetraca Air Serv.	rgd	03mar04	f/n FKI 15nov04 in worn-out white c/s; seen somewhere in the North Kivu province 11feb07 and FKI 19jul07; mentioned with this reg and c/n in UN document jul07; l/n TSH 20jan09; painted as just 'An-26' with blister window
53 01	CCCP-26193	An-26	MOM 'Perm' Omsk	mfd	28jun77	rgd 26jul77
	RA-26193	An-26	MOM 'Perm' Omsk	OMS	29aug93	in Aeroflot c/s and titles
	RA-26193	An-26	Aviaobshchemash	trf	12nov93	l/n DME 14may95, in Aeroflot c/s and titles; not in 2001 fleet list; soc and canx 02jul04 as sold to Congo in a non-airworthy condition
	9Q-CVE	An-26	Galaxy Kavatsi	rgd	25sep04	f/n FKI 13jun06; named 'Odessa'; l/n Beni 08feb11
53 02	CCCP-26159	An-26	KGB/Aeroflot c/s	mfd	29jun77	opb Central Asian Border District; f/n DYU 29apr89
	RA-26159	An-26	FSB	Eng	01nov05	opb 2 oao at Stavropol-Shpakovskoye; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; last overhaul completed 20sep02; t/t 8,666 hours by 2007; tender for repair of the lower left wing published 14feb08; l/n operational GDZ 17mar11; calendar life time ended 29jun11; sat derelict at Shpakovskoye, seen aug13; reportedly scrapped at Shpakovskoye sep13
	RF-26264	An-26	FSB	no	reports	with this c/n and registration in a listing of FSB aviation assets 2007, but the registration was never painted on, see dates above
53 03	not known	An-26PS	Soviet Air Force	mfd	21jun77	mfd also reported as 21jul77; last overhaul completed 16dec92
	not known	An-26PS	Russian Air Force			opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov; reported stored Balashov 2006
53 04	not known	An-26Sh	Soviet Air Force	f/f	25jun77	last overhaul completed 20oct86
	"28" red	An-26Sh	Ukraine Air Force	OZH	28apr99	opb 46 uap Luganskogo VVAUSh until 1999; in grey c/s; offered for sale by the Ukrainian privatisation agency in 2005, with t/t 4,072 hours and 2,758 cycles; stored at OZH (N47.86078 E35.30783) from at least jul07, seen oct10/15apr19; reportedly acquired by Constanta Airlines apr19; reported 2019 with all markings erased; reported to have been scrapped and "official" parts of the airframe have been made into keyrings and offered for sale
53 05	"24"	An-26	Soviet Navy	mfd	15jul77	opb 278 otae 33 TsBP i PLS at Mykolayiv-Kulbakino
	"24" yellow	An-26	Ukraine Air Force	Mkk	30apr99	c/n not checked this date, in grey c/s
	"54" yellow	An-26	Ukraine Air Force	Mkk	27may02	opb 6 AB at Mykolayiv-Kulbakino and carried a 'Tsentr boyovoi pidgotovky-Combat Training Centre' badge; in grey c/s; last flight 29jul03; sold 29jun07 and changed owners several times since; stored at LWO, l/n 02oct11; see next line
	ER-AVC	An-26	not known	rgd	26jun06	registration not taken up, canx 21nov06; see previous line
	UR-CJS	An-26	ex Ukraine AF c/s	rgd	03nov11	ferry registration; ferried from LWO to IEV 09nov11 with Meridian flight number, still with Ukraine shield on tail and 'Tsentr boyovoi pidgotovky-Combat Training Centre' badge behind cockpit; to undergo rework
	RA-26554(2)	An-26	not known	rgd	2011	see c/n 3202; seen IEV 12mar12 bare metal undergoing heavy maintenance; l/n IEV 07jul12, still in bare metal; no reg visible but quoted on russianplanes.net as UR-CJS
	no reg	An-26	light blue c/s n/t	IEV	29sep12	l/n IEV 04oct12/14apr19
53 06	TZ-359	An-26	Mali Air Force	mfd	13jul77	c/n confirmed by ADB; f/n NCE aug82; photo AJY jan89, in dark/ light green camouflage c/s with light grey undersides and gold winged emblem on the nose; last overhaul completed by ARZ-412 16jun01, with CofA until 2006; photo BKO oct04, in light green/dark green/sand camouflage with cheatline in the c/s of the Mali flag and light blue undersides, no titles; Libyan Air Force serial LAAF-8203 was visible on the tail beneath TZ-359 (the tail was obviously swopped during overhaul at Mitiga, see c/n 11809); stored by apr07; l/n BKO 02mar20, as such
53 07	"03" red	An-26	Strat.Rocket Force	mfd	15jul77	last overhaul completed 24mar94; in basic Aeroflot c/s with Red Stars, no titles; l/n Orenburg-2 (Southwest) 27aug03
	"03" red	An-26	Russian Air Force	trf	2004	opb 117 vtap at Orenburg-2 (Southwest) from 2004; in basic Aeroflot c/s with Red Stars, no titles; time between overhauls exceeded in 2005; stored at Orenburg-2 (Southwest), l/n aug12
53 08	not known	An-26	Soviet Navy	mfd	13jul77	
	"24" blue	An-26	Russian Navy	OSF	28mar06	opb 398 otae at KGD; in grey c/s, no titles; last overhaul completed 27sep04; trf to 7054 AvB at Chkalovsk in early 2011; stored by 2012
53 09	CCCP-26628	An-26	AFL/Yakutiya	mfd	19jul77	toc 10aug77; rgd 27mar78; f/n MJZ 02jul92
	RA-26628	An-26	Almazy Ros.-Sakha	trf	18oct94	last overhaul completed 30apr93
	RA-26628	An-26	Alrosa	MJZ	31oct16	in fleet list 31dec07, t/t 30,865 hours and 17,431 cycles; in official fleet list 04may09 as stored; l/n MJZ 31oct16, as such
53 10	not known	An-26T	Soviet Navy	mfd	20oct77	
	"09" blue	An-26T	Russian Navy	OSF	29jun03	c/n checked; opb 46 otap (renamed 7055 AvB in 2010) at OSF; in light grey c/s; last overhaul completed 31may93; stored at OSF from at least summer 2004, seen sep10/jun13; seen OSF 08jun14 operational; l/n OSF 03aug23 stored engineless
54 01	CCCP-26629	An-26	AFL/North Kavkaz	mfd	jul77	toc 05aug77; rgd 04oct77; f/n SIP 19sep87
	RA-26629	An-26	Kuban Airlines	trf	22feb94	f/n KRR 15jul94, in Aeroflot c/s and titles; soc 17jul97 as life-time expired; canx 19aug97
54 02	not known	An-26T	Soviet Navy	mfd	28jul77	
	"11" yellow	An-26T	Russian Navy	OSF	27mar08	calibration aircraft based on an An-26T, initially equipped with the KPA-ES-1 "Standart" system; opb 403 osap (redesignated 7050 AvB in 2009) at Severomorsk-1; in light grey c/s with Red Stars, a polar bear below the cockpit and blue propeller tips, no titles; last overhaul completed 30sep11; l/n Severomorsk-3 28feb12; tender for the commission of the ASLK-75M-04 "Arnaut" system on this aircraft (only c/n 5402 mentioned) published 31may16; tender for extension of resources and service life published 12dec16 (again only c/n mentioned)
	RF-46854	An-26T	Russian Navy	ph.	jun17	calibration aircraft equipped with the ASLK-75M-04 "Arnaut" system; also carried code "11" yellow; opb 7050 AvB at Severomorsk-1; in light grey c/s with 'MA VMF Rossii' titles, Russian stars, a polar bear below the cockpit and blue propeller tips; l/n OSF 2020
54 03	CCCP-26630	An-26	AFL/Tyumen	mfd	jul77	toc 11aug77; rgd 20sep77
	RA-26630	An-26	Inversija, n/t	rgd	20jan94	f/n RIX 11may95; l/n AMS 01aug95
	RA-26630	An-26	Inversija	SXF	27nov95	in basic ex Aeroflot c/s with red cheatline and tail logo; l/n RIX 22aug96; was leased from Tyumen Airlines; canx 26apr99 as to Sao Tome; soc 27apr99
	S9-GRB	An-26	red cheatline n/t	LAD	19aug99	c/n from russianplanes.net; l/n LAD 15mar01
54 04	not known	An-26	Soviet Air Force	mfd	25jul77	
	"04" blue	An-26	Russian Air Force	Roc	19may06	opb 185 TsBP i BPr at Privolzhski; in basic 'blue' Aeroflot c/s with Red Stars, white/blue/red spinner tips and a badge behind the cockpit on the left side, no titles; overhaul completed 28jun07; l/n with the badge CKL feb11; f/n without the badge SVX 01jun11
	RF-36059	An-26	Russian Air Force	CKL	05nov12	also carried code "04" blue; opb 185 TsBP i BPr at Privolzhski; in basic 'blue' Aeroflot c/s with 'VVS Rossii' titles, Russian stars and white/blue/red spinner tips; l/n as such Kubinka 12sep16; titles changed to 'VKS Rossii'; f/n as such Ryazan-Dyagilevo 01aug18; l/n Privolzhski aug18; on a photo at Chelyabinsk-Shagol 07jul21 the registration is not visible
54 05	FAP-362	An-26	Peruvian Air Force	mfd	12aug77	f/n CPH 05nov77 on delivery
	CCCP-26217(1)	An-26	Aeroflot	HAV	01apr88	and SNN 30jun88, in basic Peruvian Air Force camouflage colours with Aeroflot titles and emblem
	CCCP-26217(1)	An-26	MAP Moskovski OAO	trf	04may90	in basic Peruvian Air Force camouflage colours with Aeroflot titles and emblem; l/n IEV 14apr92
	RA-26217(1)	An-26	Aviatrans	trf	24may94	f/n UUS 07jul94, in Aeroflot c/s, no titles
	RA-26217(1)	An-26	Aviatrans	SXF	22feb95	
	RA-26217(1)	An-26	Atran	Mya	21aug97	l/n Myachkovo aug02/jul06 stored; see EX-26217 with unknown c/n
54 06	not known	An-26Sh	Soviet Air Force	mfd	26aug77	
	not known	An-26Sh	Ukraine Air Force	trf	1992	opb VVAUSh at Lugansk; converted to, see next line
	"25" blue	An-26	Ukraine Air Force	Ksv	15aug02	An-26 "Vita" flying hospital version; opb 456 BrTrA at Vinnytsya-Havryshivka; in white c/s with light grey belly, blue/yellow stripes across fuselage and fin, Red Crosses on fuselage and wings and 'Vita' titles; l/n LWO 02oct19; contract for prolongation of life-time by 1 year signed 27jul20; l/n LVV 23sep21
54 07	not known	An-26Sh	Soviet Air Force	mfd	1977	
	not known	An-26Sh	Ukraine Air Force	trf	1992	
	4L-GST	An-26	no titles	IEV	08oct09	c/n from the owner of the aircraft, Ukrainian company String Ltd.; no blister window; in white c/s with 'wavy' dark blue undersides of the fuselage and engines; l/n FJR 06dec10, no titles but reportedly opb Georgian

						Star International; canx 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-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	An-26	Peruvian Air Force	mfd	01aug77	f/n CPH 05nov77 on delivery
	CCCP-26218	An-26	Aeroflot	HAV	02apr88	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
	26218	An-26	Aeroflot	Mya	10sep92	in full c/s
	RA-26218	An-26	Aeroflot	LCA	20jan93	
	RA-26218	An-26	Aviatrans	DME	06may94	reported RIX 04jul94 without titles
	RA-26218	An-26	Inversija	trf	14jun94	f/n RIX 11sep94
	RA-26218	An-26	Aviatrans	Mya	04jul95	l/n DME 23apr97
	RA-26218	An-26	Atran	Mya	25aug97	l/n Myachkovo aug99/jul06 wfu, not in 2001 fleet list
54 09	FAP-366	An-26	Peruvian Air Force	mfd	aug77	f/n CPH 05nov77, on delivery
	CCCP-26219(1)	An-26	Aeroflot c/s	SNN	30sep88	in basic Peruvian Air Force camouflage colours with Aeroflot titles and emblem; l/n PRG 01oct88
	UR-79165	An-26	Aviant	rgd	30jul92	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
	UR-79165	An-26	United Nations		1994	in all-white c/s, carried code 'UN-961'
	UR-79165	An-26	Aviant	SHJ	18jan97	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	An-26	Peruvian Air Force	mfd	24aug77	f/n CPH 05nov77 on delivery this date
	CCCP-27210	An-26	Aeroflot	SNN	14aug88	in basic Peruvian Air Force camouflage colours with Aeroflot titles and emblem
	CCCP-27210	An-26	MAP Moskovski OAO	rgd	04may90	seen IEV 14apr92/29aug93 in poor condition
	RA-27210	An-26	Aviatrans	SXF	28mar95	l/n Myachkovo 15apr97
	RA-27210	An-26	Atran	DME	24aug97	l/n DME 19aug05; sold to Kostroma Airlines dec05 and converted, see next line
	RA-27210	An-26-100	Kostroma Avn Ent.		21jun06	reported in technical inspection document; f/n DME 26jun06, named 'Marshal Novikov'; l/n LED 15sep24
55 01	"02" yellow	An-26	Strat.Rocket Force	mfd	25aug77	f/n Vladimir-Semyazino 26aug95, c/n confirmed; opb 98 osae 27 RA, based at Vladimir-Semyazino
	"02" yellow	An-26	Russian Air Force	trf	01jun10	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
	RF-90312	An-26	Russian Air Force	Vla	25sep14	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	An-26	Peruvian Air Force	CPH	22dec77	on delivery this date; returned to the Soviet Union (trf to MAP 18feb88) and ferried back as, see next line
	CCCP-59501	An-26	Aeroflot	SNN	06nov88	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	An-26	AFL/Central Region	mfd	29aug77	toc 07sep77; rgd 21sep77; laboratory aircraft equipped with ASLK-75 equipment; f/n BKA 11apr91; l/n BKA 10sep92
	RA-26631	An-26	Aeroflot	BKA	27apr93	laboratory aircraft equipped with ASLK-75 equipment
	RA-26631	An-26	Bykovo Avia	trf	30sep94	laboratory aircraft equipped with ASLK-75 equipment; later reported for Tsentr Avia; l/n BKA aug99/mar02, in Aeroflot c/s and titles, wfu
	RA-26631	An-26	Lyotnyye proverki	VKO	07aug02	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 GOJ aug24
55 04	not known	An-26	Soviet Air Force	mfd	31oct77	
	"24" red	An-26	Russian Air Force	VVO	09apr12	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
	RF-36109	An-26	Russian Air Force	Khb	sep17	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	An-26	Soviet AF/AFL c/s	mfd	15sep77	rgd 12dec77
	RA-47406	An-26	Russian AF/AFL c/s	Kln	20aug01	overhaul completed 27jul99; trf 6955 AvB at Tver-Migalovo; l/n KLD 12may11
	RF-93993	An-26	Russian Air Force	AAQ	mar14	c/n from russinaplanes.net; in all-grey c/s with 'VVS Rossii' titles and Russian stars on the fin; l/n ZIA 17nov20
55 06	FAP-375	An-26	Peruvian Air Force	CPH	22dec77	on delivery this date; l/n CPH 27dec77 and reportedly that it was soc ca. 1990 and stored Havana
55 07	not known	An-26Sh	Soviet Air Force	mfd	28sep77	
	"21" red	An-26Sh	Ukraine Air Force	trf	1992	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
	"71" yellow	An-26Sh	Ukraine Air Force	Chu	29aug09	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
	"45" blue	An-26	Ukraine Air Force	IEV	14apr19	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	An-26Sh	Soviet Air Force	mfd	29apr77	probably opb 46 uap Voroshilovgradskogo VVAUSh
	"39" red	An-26Sh	Ukraine Air Force	trf	1992	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	An-26	Peruvian Air Force	mfd	19aug77	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
	CCCP-59502	An-26	Aeroflot	HAV	05feb90	returned to Soviet Union 12jun90 via Shannon, in basic Peruvian Air Force camouflage colours with Aeroflot titles and emblem
	CCCP-26227	An-26	AFL/Leningrad	rgd	22oct91	on charge as of 01jan92; f/n RVH 17apr92
	RA-26227	An-26	Aeroflot	RVH	15jun93	
	RA-26227	An-26	Rzhevka Air	trf	20jul95	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
	ER-AZA	An-26	Renan	rgd	15nov02	f/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
	ER-AZA	An-26	Pecotox Air	XSP	27feb04	seen XSP nov04, all-white with titles and additional Partner Air Globus Navigator titles; l/n XSP 18may05; canx 11nov05 as sold to Russia
	EK-26227	An-26	Air Glona	CGK	04apr07	titles as such; seen SIN 04aug07 with additional Batam Logistics titles; l/n SIN 28sep07, as such; was already canx 07apr07 !
	RP-C2639	An-26	Inter Island Al	CRK	jul08	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	An-26	Soviet Navy	mfd	23sep77	photo in primer on the production line
	"09" blue	An-26	Russian Navy	Iva	03aug11	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
	RF-46886	An-26	Russian Navy	SVX	24jul13	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 OVB oct23
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	An-26	Peruvian Air Force	mfd	26sep77	f/n CPH 21may78 on delivery this date; returned to the Soviet Union (trf to MAP 18feb88) and ferried back as, see next line
	CCCP-27216	An-26	Aeroflot	SNN	15mar89	c/n checked, in basic Peruvian Air Force camouflage colours with Aeroflot titles and emblem; l/n IEV 14apr92
	RA-26228	An-26	Aeroflot	rgd	23oct92	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
	RA-26228	An-26	Rzhevka Air n/t	trf	20jul95	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
	ER-AZC	An-26	Flight Express	rgd	20mar03	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
	ST-ARJ	An-26	no titles	IEV	09jun06	in basic ex Aeroflot c/s, active
	ST-ARJ	An-26	Sasco Air Lines	KRT	12nov07	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)	An-26	Aeroflot	CPH	10dec78	seen this day on delivery to Cuban AF; l/n LGW 16dec78; see c/n 5708
	12-26	An-26	Cuban Air Force	d/d	dec78	
	14-26	An-26	Cuban Air Force			re-serialled according to Cuban sources
	CU-T1426	An-26	Cub AF/Cubana c/s	SNN	12jul86	l/n SXF aug94
	CU-T1426	An-26	Aerogaviota	SXF	10apr95	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
	FAR-1426	An-26	Aerogaviota	HAV	14sep22	in dark blue/white c/s with titles
56 04	not known	An-26	Soviet Navy	mfd	28sep77	opb by mil. unit 49271 at Vladivostok-Knevichi
56 05	CCCP-26179	An-26	MRP NPO "Vzlyot"	mfd	sep77	rgd 10nov77; f/n ZIA 11aug92; in Aeroflot c/s and titles
	CCCP-26179	An-26	Zhukovski LIIP	rgd	28dec91	
	RA-26179	An-26	Kampuchea Airlines	PNH	may93	in Aeroflot c/s with titles on fuselage and motif on the tail
	RA-26179	An-26	Zhukovski LIIP	HEL	23jun94	CofR renewal 27jul94; in Aeroflot c/s, no titles
	RA-26179	An-26	United Nations	ZAG	27jul95	leased from Zhukovski LIIP
	RA-26179	An-26	Zhukovski LIIP	ZIA	23aug97	was also leased to Savanair, Angola; in all-white c/s, no titles; l/n ZIA 19aug99; canx 13oct00 as to Congo
	9Q-CAB	An-26	Comp. Afriq. d'Avn	h/o	05dec97	may have initially operated as RA-26179 with CAA; rgd 13jan00; f/n FIH 15mar01 l/n FIH 17jul07
56 06	not known	An-26	Soviet Air Force	mfd	14jun77	

	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
56 07	not known	An-26	Soviet Air Force	mfd	14oct77	opb mil. unit 52526 at Chkalovski; salon version
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 'Heroi Ukrayiny Dmytro Maiboroda' after the commander of An-26 "19" blue c/n 9710 who was killed when the aircraft was shot down near Kruzhilovka 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 KBP 04mar21; see c/n 6406
56 10	FAP-379	An-26	Peruvian Air Force	mfd	01oct77	f/n CPH 21may78 on delivery
	CCCP-27211	An-26	Aeroflot	SNN	13jan89	in basic Peruvian Air Force camouflage colours with Aeroflot titles and emblem; l/n IEV 08sep92
	RA-27211	An-26	Tyumen Motors PO	rgd	28may93	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
	S9-BOV	An-26	British Gulf Int.	LHE	29apr02	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
57 01	FAP-386	An-26	Peruvian Air Force	CPH	21may78	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
	CCCP-58641	An-26	Aeroflot	HAV	05feb90	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
57 02	not known	An-26SK	Strat.Rocket Force	mfd	19oct77	opb 158 osap at Znamensk (Kapustin Yar); tender for extension of life-time published 22sep09, t/t 5,607 hours by then
	RF-90342	An-26	Russian Air Force	trf	01jun10	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
57 03	FAP-387	An-26	Peruvian Air Force	CPH	22dec77	on delivery this date
57 04	FAP-388	An-26	Peruvian Air Force	CPH	21may78	on delivery this date, l/n wfu HAV 02jun95, for spares
57 05	UN-26088(2)	An-26	all-white c/s, n/t	TII	nov07	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
	UP-AN605	An-26	all-white c/s, n/t	AEH	oct08	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
57 06	not known	An-26	Soviet Air Force	mfd	28oct77	overhaul completed 29apr94
	"60" blue	An-26	Russian Air Force	Iva	30aug07	opb ae VUNTs VVS "VVA" at Voronezh-Baltimor in 2011
57 07	not known	An-26SK	Strat.Rocket Force	mfd	28oct77	opb 320 osae at Klyuchi-Kamchatskiye; tender for maintenance published 03sep08; in a Russian Air Force document 2012 as being with 308 ARZ at Ivanovo-Severny; see next line
	UN-26089(2)	An-26	all-white c/s, n/t	FJR	15nov07	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
	UP-AN606	An-26	all-white c/s, n/t	FJR	12mar09	c/n confirmed by CAA; opb East Wing; l/n FJR dec10/sep22 stored
57 08	"08" ?	An-26	Soviet Air Force	mfd	19nov77	VIP+passenger version ('polusalon'); reportedly opb 1 ae 50 osap at Kabul in the 1980s, in grey c/s
	CCCP-46457(1)	An-26	Soviet Air Force	r/r	mid-86	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/AFL 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		07jul07	ferried this date to NLV from GUW 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-UDT	An-26	Ukrainian Cargo Aw	no	reports	canx 01oct08; offered for sale nov09 by ARZ 410 overhaul plant, described as on overhaul, disassembled
58 02	FAP-389	An-26	Peruvian Air Force	CPH	21may78	on delivery this date, l/n wfu HAV 02jun95, for spares
58 03	FAP-391	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
	CCCP-58642	An-26	Aeroflot	SNN	30apr89	in basic Peruvian Air Force camouflage colours with Aeroflot titles and emblem; l/n IEV apr92/02jun02 derelict
58 04	not known	An-26	Soviet Air Force	mfd	25nov77	in fact not Air Force, but NBC protection forces (VRKhBZ)
	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
	RA-26638	An-26	Russian Air Force	trf	2010	opb 395 oiae at Bagai-Baranovka; ferried to 308 ARZ at Ivanovo-Severny 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, Saposa, 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 Aviatsiyne 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 FZC 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)	An-26	Aeroflot c/s, n/t	IEV	11may98	
	ST-AVI	An-26	Aviatrans	SHJ	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	An-26	Soviet Air Force	mfd	21sep77	in fact not Air Force, but NBC protection forces (VRKhBZ)
	RA-26641	An-26	Russian AF/AFL c/s	Iva	04aug01	in fact not Air Force, but NBC protection forces (VRKhBZ); opb 395 oiae VRKhBZ at Bagai-Baranovka
	RA-26641	An-26	Russian Air Force	Iva	06aug04	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	An-26PS	Soviet Air Force	mfd	29nov77	
	"01" red	An-26PS	Russian Air Force	Khb	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	KXK	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 21aug24
58 10	CCCP-47409	An-26PS	Soviet AF/AFL c/s	mfd	25nov77	rgd 30jan78; canx 01dec89
	"20" red	An-26PS	Russian Air Force	SVX	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
	RF-36081	An-26PS	Russian Air Force	SVX	24jun13	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
59 01	not known	An-26Sh	Soviet Air Force	mfd	26dec77	
	"75" blue	An-26Sh	Ukraine Air Force	trf	1992	no reports; in light grey c/s, code visible under paint when seen as UR-VIV
	UR-VIV	An-26	Veda	KGO	10may07	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 Aviatsiyne obladannya 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
	UR-UZA	An-26-100	United Nations	JUB	04oct23	in all-white c/s; seen JUB 10nov23, with callsign UNO506P; l/n MGQ 10nov24, with callsign UNO691P; l/n MGQ 19nov24
59 02	not known	An-26	Soviet Navy	mfd	19dec77	
	"25" blue	An-26	Russian Navy	Kck	29mar12	initially opb 398 otae 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
	RF-46897	An-26	Russian Navy	Kck	21jan14	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 18may24 over the Baltic Sea
59 03	not known	An-26	Angola	mfd	26dec77	confirmed exported to Angola; soc in 1980
59 04	not known	An-26	Soviet Navy	mfd	21dec77	
	"26" blue	An-26	Russian Navy	trf	1992	opb 398 otae 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-Severny
	RF-46898	An-26	Russian Navy	REC	04nov17	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	An-26	Soviet Navy	mfd	23dec77	
	"56" blue	An-26	Russian Navy	Kac	sep97	opb 917 osap at Kacha (Crimea); last overhaul completed 26sep94; l/n Kacha may13
59 07	not known	An-26	Soviet Navy	mfd	22dec77	opb mil. unit 87381 - 917 osap at Kacha (Crimea)
	not known	An-26	Russian Navy			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 otae 33 TsBP i PLS at Mykolayiv-Kulbakino
	"16" blue	An-26	Ukraine Air Force			laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; colour of code not confirmed, but likely; damaged Vinnytsya 06mar22 during the Russian missile strike
59 09	CCCP-26632	An-26	AFL/Belarus	mfd	dec77	toc 13jan78; rgd 03feb78; f/n MHP 11sep87; l/n MHP 08sep93
	EW-26632	An-26	Belavia	MHP	10jul94	
	SP-FTZ	An-26	EXIN	rgd	31aug95	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
59 10	CCCP-26633	An-26	AFL/Turkmenis.-KRW	mfd	30dec77	toc 14jan78; rgd 01feb78; f/n IEV 22aug91
	CCCP-26633	An-26	Turkmenistan Al	BGY	mar93	l/n BKA 08apr93
	EZ-26633	An-26	Turkmenistan Al	VCE	early93	l/n KRW 18may96; not in 2001 fleet list; for sale early 2008, t/t 20,040 hours and 8,463 cycles
	TJ-26633	An-26	Tajik Air Force	ph.	13sep11	with large titles on the lower fuselage; l/n MHP 12feb12
60 01	not known	An-26	Soviet Air Force	mfd	30dec77	opb mil. unit 83252 at Kubinka
60 02	CCCP-47411	An-26PS	Soviet AF/AFL c/s	mfd	28apr78	rgd 12jun78; c/n from Russian register feb98
	RA-47411	An-26PS	Russian AF/AFL c/s	Iva	21aug96	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 03	CCCP-47410	An-26	Soviet AF/AFL c/s	mfd	23dec77	rgd 12jun78; f/n WAW 22jul78; l/n Ivanovo-Severny 02sep97; c/n checked and on Russian register feb98
	RA-47410	An-26	Russian AF/AFL c/s	Iva	26may99	overhaul completed 24may00; seen Ivanovo-Severny 22jun00; seen Ivanovo-Severny 30aug07, c/n not checked; opb BUATs at Balashov; canx but date unknown; overhaul completed 26jun10
60 04	CCCP-26170	An-26B	MAP Taganrog MSZ	mfd	21dec77	rgd 05may78
	RA-26170	An-26B	MAP Taganrog MSZ	TGK	08sep93	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
	EL-AHT	An-26	Air Cess			doubtful as also not on the Liberian register 13jul01
	9Q-CJI	An-26	Succes Airlines	rgd	24jul00	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 05	not known	An-26	Soviet Air Force	mfd	30dec77	
	"17" blue	An-26	Russian Air Force	ph.	08jun10	at Rostov-na-Donu Tsentralny; overhaul completed 13apr06; in all-grey c/s with Red star; l/n Rostov-na-Donu Tsentralny 01jun11
	RF-36088	An-26	Russian Air Force	Roc	27jun11	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
60 06	"02" blue	An-26	Soviet Air Force	no	reports	code visible under paint
	"26" yellow	An-26	Belarus Air Force	Mma	09sep94	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
60 07	not known	An-26	Soviet Air Force	mfd	20jan78	overhaul completed 31aug92
	"26" red	An-26	Russian Air Force	SVX	18aug12	wfu, in all-grey c/s; stored on the grass; l/n SVX 11mar16, engineless; see also c/n 9309
60 08	"09"	An-26	Strat.Rocket Force	mfd	30jan78	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
60 09	not known	An-26	Soviet Air Force	mfd	20jan78	
	not known	An-26	Russian Air Force	no	reports	opb BUATs at Balashov; tender issued 29jun09 asked for the repair of centre and lower panels of the fuselage; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life
60 10	not known	An-26	Soviet Air Force	mfd	28jan78	opb mil. unit 42147 Kazan-Borisoglebskoye; later mentioned in a service bulletin
61 01	"57" red	An-26	Russian Air Force	Iva	27aug04	reported sold via Uzbek company Uzmakhsusimpex SE jun05 to SRX Transcontinental Inc. of Florida (USA) for $ 72,500
	N5057E	An-26	SRX Transcontinen.	rgd	20jul05	reg was reserved 15jul05; based at Fort Walton Beach; probably contracted by United States Special Operations Command (USSOCOM) via L3Com; f/n OPF 30oct05; in all-white c/s, no titles with small logo on tail 'a question mark within a circle'; l/n Hurlburt Field 16mar07
	N5057E	An-26	Avia Lsg Asset Mgt	rgd	17oct07	f/n OPF 18jun08, stored; still in all-white c/s, no titles with small logo on tail 'a question mark within a circle'; l/n OPF 14feb10, still stored, flew Bangor-Goose Bay-Reykjavik on 07oct10; CofA expired 30oct11; canx 18nov14 as to the Republic of Congo; l/n BZV nov20, parked
61 02	not known	An-26	Ukraine Air Force	mfd	1978	f/n IEV 08aug08 bare metal; l/n IEV 12feb10/11mar10, undergoing heavy maintenance, no tail or wings; offered for sale on the web after overhaul in 2010, t/t 4,939 hours, 5,199 cycles
61 03	not known	An-26	Russian Air Force	mfd	1978	opb KVVAUL at Krasnodar
61 04	not known	An-26	Soviet Air Force	mfd	14feb78	
	not known	An-26	Russian Air Force	no	reports	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
61 05	CCCP-26220	An-26	Soviet Air Force	mfd	11feb78	rgd 07jun89; canx but date unknown; overhaul completed 04dec93
	not known	An-26	Russian Air Force	no	reports	opb BUATs at Balashov by 2011
61 06	not known	An-26	Soviet Air Force	mfd	16feb78	
	"57" red	An-26	Russian Air Force	Iva	04aug01	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-Severny 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 Rossii' titles, Russian stars and black spinner tips; l/n Krasnodar-Tsentralny 03nov18
61 07	"48" red	An-26Sh	Soviet Air Force	mfd	24feb78	
	"48" red	An-26Sh	Ukraine Air Force	trf	1992	opb 46 uap Luganskogo VVAUSh; seen in bare metal on overhaul by Zavod No. 410 GA at IEV jun99/jul99
	"01" blue	An-26	MNS Ukrayiny	Niz	19oct06	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; l/n KBP 19may17, as such; 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; f/n IEV 28jan18; l/n IEV 25feb18
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	An-26	Soviet Air Force	mfd	22feb78	opb mil. unit 78474 at Balashov
	not known	An-26	Russian Air Force			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 01	not known	An-26	Soviet Air Force	mfd	27feb78	opb mil. unit 78474 at Balashov; last overhaul completed 08nov85; time between overhauls exceeded in 1995
62 02	not known	An-26	Soviet Navy	mfd	27feb78	
	"27" blue	An-26	Russian Navy	KGD	12aug96	opb 398 otae at KGD; l/n KGD 20apr05; no longer on charge by 2012 (overhauled in 2013)
	RF-46899	An-26	Russian Navy	Lev	23mar13	also carried code "27" blue; opb 72 AvB at Chernyakhovsk; in light grey c/s with 'VMF Rossii' 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; l/n Kaliningrad region 2021
62 03	not known	An-26	Soviet Air Force	mfd	27feb78	
	"19" red	An-26	Russian Air Force			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 Rossii' titles; l/n Armavir 23feb16; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life
	RF-36114	An-26	Russian Air Force	ph.	21nov18	in all grey c/s with 'VVS Rossii' titles and Russian stars, also carries "19" red; l/n Krasnodar-Tsentralny oct21
62 04	"24" red	An-26	Russian Air Force	PEE	08sep08	based at SVX, seen as such in 2008; in all-grey c/s with Red star on the tail, l/n SVX aug12, stored
62 05	CCCP-26165(2)	An-26	Sov. Navy/AFL c/s	mfd	27feb78	rgd 15aug88; see c/n 8004
	RA-26165(2)	An-26	Russian Navy	VVO	19apr97	opb 71 ovtae at VVO; in basic Aeroflot c/s, no titles; l/n VVO 31mar11; last overhaul completed 01oct12
	RF-46887	An-26	Russian Navy	VVO	30mar13	also carried code "11" blue; based at Mongokhto-Kamenny Ruchei; in light grey c/s with Russian stars, no titles; seen VVO 17aug18, with additional 'MA VMF Rossii' titles; l/n PKC 2022
62 06	not known	An-26	Soviet Air Force	mfd	28feb78	
	RA-26245	An-26	Yaik	rgd	06jun94	c/n from Russian register feb98/sep01; trf to Yaik 30jun94; f/n Sterlitamak-Salavat 16jun01, c/n checked as being 6202 !, in white/gold and black c/s; reportedly delivered to the Russian Air Force in early 2005
	RA-26245	An-26-100	Izhavia	IJK	09feb07	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; l/n as such OMS 27jun22
	RA-26245	An-26-100	Sev-Avia	OMS	11sep22	blue and white colours, no titles; l/n VVO 14aug23
62 07	"45" blue	An-26	Soviet Navy	mfd	27dec78	mfd from Ukrainian CAA, late mfd; f/n Kacha 1986; in all-grey c/s; l/n jan87
	"45" blue	An-26	Russian Navy	Kac	16sep96	l/n Yevpatoriya 24aug97
	UR-26	An-26	Tavria MAK	SIP	07may98	registration painted as such, c/n checked; l/n SIP 07aug98
	UR-BXB	An-26	Tavria MAK	IST	13aug98	c/n from JP-03; in all-white c/s; l/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
	UR-BXB	An-26	Europ. Ukraine Al	IST	06aug02	
	UR-DWB	An-26	Aero-Charter	AMS	28feb04	in all-white c/s; purchased dec04 according to website (but possibly already by feb04); wet-leased to Emerald Airways mar05; canx 17jul12; l/n IEV 19aug12; reported by ATDB to have been scrapped
62 08	CCCP-26634	An-26	AFL/Belarus	mfd	apr78	toc 21mar79; rgd 03apr79; f/n MHP 09sep87; l/n MHP 08sep93
	EW-26634	An-26	Belavia	MHP	09sep94	l/n MHP 13may96
	SP-FPL	An-26	ex Belavia n/t	rgd	10jun96	f/n MHP 01jul96; canx 31jan97; l/n MHP jun01; seen nov08 unmarked at the training area of the MChS Belarusi at Svetlaya roshcha (N54.334293 E28.389190 Borisov region) together with Tu-154 EW-85748 Tu-134 EW-65861(1) and Yak-40 UR-YVS; l/n 2019
62 09	not known	An-26Sh	Soviet Air Force	mfd	1978	
	not known	An-26Sh	Ukraine Air Force	trf	1992	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
	UR-VYV	An-26-100	Baltyka	BUD	11jan07	c/n checked SXF 16apr07; l/n MST 25may07
	OB-1859-P	An-26-100	Amazon Sky	rgd	09aug07	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; l/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	An-26	Benin Government	mfd	mar78	f/n DLA 26aug78; returned to the Soviet Union in 1988
	CCCP-29107	An-26	RAF-Avia	d/d	31may91	from Kiev to Riga; rgd 12jul91; inaugural flight 19aug91 Riga-Nizhni Novgorod-Riga; f/n SVO 30jun92
	YL-RAA (1)	An-26	RAF-Avia	rgd	10nov92	f/n AMS 22dec92; canx 01aug97 and reported sold to Congo; see c/n 11206
	EL-WAQ	An-26	East West	rgd	unknown	c/n confirmed from register dated 13jul01
63 01	not known	An-26	KGB/Border Guards	mfd	23mar78	
	"15" red	An-26	FSB	SVO	13aug08	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
	RF-26256	An-26	FSB	ROV	19aug10	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; l/n ARH may20
63 02	CCCP-26686(2)	An-26	Yakutavia	mfd	23aug78	rgd 26apr91; late mfd, ex military or export aircraft; on charge as of jan93; see c/n 8806
	RA-26686(2)	An-26	Sakha Avia	trf	25jul94	CofR renewal 26jan98
	RA-26686(2)	An-26	United Nations	BGF	02dec98	leased from Sakha Avia; soc 06oct04 as worn out; probably broken up, location and date unknown
63 03	not known	An-26	Soviet Air Force	mfd	27mar78	
	"41" red	An-26	Russian Air Force	Iva	27aug04	overhaul completed 30sep05; opb Borisoglebsk KVVAUL; in all-grey c/s with 'VVS Rossii' titles and Red star; l/n CKL 11apr13
	RF-92958	An-26	Russian Air Force	ZIA	sep13	in all-grey c/s with 'VVS Rossii' titles and Red star, still coded "41" red; l/n Kubinka 04aug14
63 04	"11" red	An-26	Soviet Air Force	mfd	28mar78	last overhaul completed 24dec87
	"11" red	An-26	Russian Air Force	no	reports	opb 929 GLITs at Akhtubinsk; time between overhauls expired in 2001, an overhaul was deemed economically not viable
63 05	CCCP-26635	An-26	AFL/Yakutiya-YKS	mfd	28mar78	toc 15apr78; rgd 18may78; f/n LED 05may89; l/n CYX 04jul92 in 'polar' c/s
	RA-26635	An-26	Polyarnyye Avial.	trf	21apr94	in official fleet list dated 04may09 as stored; soc 04aug09 as unrepairabl3; l/n CYX 30mar10, in full Aeroflot c/s and titles, stored without engines; believed still extant on GE image 12jun19
63 06	CCCP-26636	An-26	AFL/Urals	mfd	28mar78	toc 07apr78; rgd 04may78; opb 311 LO Permskogo OAO
	RA-26636	An-26	Permskiye Avialin.	trf	30mar94	still in full Aeroflot c/s including titles; f/n BKA 24may94; soc 20feb97 as to Iran; see next line
	EP-TPR	An-26	IPTAS/AFL titles	DXB	12apr95	registration painted on the left side as 'P-TPR', with the 'E' missing; l/n DXB 18jul96
	EP-TQB	An-26	Esquith Air ?	Pay	26mar97	
	RA-26636	An-26	Permskiye Avialin.	PEE	14aug01	c/n on register feb98/sep01 in error as 3606; in Permskiye Avialinii fleet list in 1998/2000; initially in basic Aeroflot c/s, no titles; l/n as such PEE 14aug01; new CofR issued 21aug03; repainted in white c/s with blue fin, with 'Permskiye Avialinii' titles and a 'PAL' logo on the fin; f/n PEE 15apr05; l/n NNM 26aug08; the operator's certificate was suspended may09; stored at PEE, l/n 22jun09; see rgd below
	RA-26636	An-26-100	UTair Express	rgd	02feb09	to the Russian Federation; in white c/s with blue fin, with small titles; f/n UFA 16may10; l/n NNM 24nov11
	RA-26636	An-26-100	KAPO Im. Gorbunova	rgd	17oct13	in white c/s with blue fin and a KAPO logo on the fin, no titles; seen MMK 03mar15
	RA-26636	An-26-100	Sev-Avia	rgd	20jun19	in white c/s with blue fin, still with the KAPO logo on the fin, no titles; f/n OVB 24mar20; l/n MMK 11jul24
63 07	CCCP-26500	An-26	AFL/Far East	mfd	mar78	toc 12apr78; rgd 11may78
	RA-26500	An-26	Dalavia	trf	01jun93	f/n KHV 01jun93, in Aeroflot c/s and titles; l/n KHV 12may95, as such; soc 23apr98 as life-time expired; canx 30apr98
63 08	CCCP-26501	An-26	AFL/Arkhangel.-ARH	mfd	31mar78	toc 12apr78; rgd 05may78; f/n mar80; last overhaul completed in 1989
	RA-26501	An-26	Aeroflot	ARH	12jul94	
	RA-26501	An-26	Arkhangelsk Al	trf	24feb95	(?); l/n IKT 11may95; canx but date unknown; not in 1997 fleet list; fate unknown
63 09	CCCP-26502	An-26	AFL/North Kavkaz	mfd	mar78	toc 07apr78; rgd 27apr78; f/n jun84; photo may91 in flight, in Aeroflot colours with blue tail
	RA-26502	An-26	Kuban Airlines	trf	22feb94	f/n KRR 15jul94, in Aeroflot c/s and titles; soc and canx 01apr97 as life-time expired
63 10	CCCP-26503	An-26	AFL/Tyumen	mfd	31mar78	toc 11apr78; rgd 25apr78; f/n SIP 17sep87
	RA-26503	An-26	Aeroflot	LED	13jun93	l/n ULV 27aug97; trf to Ulyanovsk Avia, date unknown; CoR renewal 02sep98
	RA-26503	An-26	UVAU GA	KGO	24apr99	Ulyanovsk Flying School; in basic Aeroflot c/s, no titles; was stored at ULV, l/n aug99/jun05; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.291182 E48.235133) since 15dec08; l/n 27aug24
64 01	not known	An-26Sh	Soviet Air Force	mfd	22apr78	
	not known	An-26Sh	Ukraine Air Force	trf	1992	offered for sale by SkyBirdHeli 27may06 with t/t 3,339 hours, type given as just An-26
	9Q-CGM	An-26	Tolaz Aviation	rgd	05jun06	f/n ROV 07mar07; reportedly flew ROV-ALP 07mar07
	9Q-CGM	An-26	Mango Airlines		16may09	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; l/n GOM 09sep12
	9Q-CGM	An-26	South West Airl.	JUB	17mar17	all white c/s with titles and type painted as 'Antonov 26'; l/n JUB 18mar18
	YI-AZR	An-26	South West Airl.	JUB	29oct19	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'
64 02	022	An-26	Mozambique AF	MPM	1983	in camo c/s; l/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
64 03	not known	An-26	Soviet Air Force	mfd	30apr78	also given as 20apr78
	"147" black	An-26	Russian Air Force	KLD	10may95	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; l/n ULV 21aug14; named 'V Bochkaryov'; overhauled by 308 ARZ in 2016

	RF-93998	An-26	Russian Air Force	OSF	20jun17	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'; l/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
	"35" blue	An-26	Ukraine Air Force	ODS	24may02	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
	"47" blue	An-26	Ukraine Air Force	h/o	06jul18	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
64 07	CCCP-26504	An-26	AFL/Ukraine-DNK	mfd	27apr78	rgd 25may78; on charge as of 01jul78; f/n LED 22sep87
	UR-26504	An-26	Avialini. Ukrayiny	BKA	21may93	
	LZ-MNH	An-26	Scorpion Air	rgd	12jan96	f/n MST 30mar96, in basic ex Aeroflot c/s, no titles; l/n BUD 07may97; c/n checked
	LZ-MNH	An-26	DHL	BUD	sep97	l/n BUD 14jun99
	YR-ITA	An-26	DHL	rgd	01jul99	f/n BUD 06jul99; opb Ion Tiriac Air; l/n BUD 09mar05
	LZ-MNH	An-26	Scorpion Air	rgd	08apr05	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
	S9-GBA	An-26	no titles	FJR	04mar08	in all white c/s with blue tail; see comment two lines down; l/n LBV 10oct08
	4L-BKA (1)	An-26	no titles	FJR	21mar09	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
	EK-26407	An-26	South Airlines	rgd	12mar10	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
64 08	not known	An-26	Soviet Air Force	mfd	27apr78	opb mil. unit 78474 at Balashov; last overhaul completed 09jan88
64 09	not known	An-26	Soviet Air Force	mfd	27apr78	opb mil. unit 42147 at Kazan-Borisoglebskoye
	not known	An-26	Russian Air Force			overhaul completed 15mar01; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life
64 10	not known	An-26	Soviet Air Force	mfd	26apr78	opb mil. unit 42147 at Kazan-Borisoglebskoye
65 01	"07"	An-26	Soviet Air Force	mfd	27apr78	opb 15th Air Army in the Baltics; an order for the installation of ASO-2V chaff/flare dispensers was issued 15may87
	"03"	An-26	Soviet Air Force	no	reports	opb 15th Air Army in the Baltics; a request for changing part of the wing was issued 23jun88
	"03" red	An-26	Russian Air Force	RIX	10sep93	l/n RIX 04jul94, c/n not checked for either sighting; the unit was disbanded in 1994
	"10" red	An-26	Russian Air Force	Lev	22may01	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
	RF-36008	An-26	Russian Air Force	Gmv	aug17	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 02	not known	An-26	Soviet Air Force	mfd	27apr78	opb mil. unit 97978 at Kabul
65 03	not known	An-26Sh	Soviet Air Force	mfd	1978	
	"40" red	An-26Sh	Ukraine Air Force	trf	1992	no reports
	UR-MMB	An-26	Meridian	IEV	08aug08	based at Kiev; in all grey c/s still wearing previous code "40" red; seen IEV aug08/sep12 stored; canx 01oct08
65 04	1188	An-26	North Yemen AF	SAH	may82	
	1188	An-26	Yemen Air Force	trf	22may90	f/n SAH nov93
65 05	not known	An-26	Soviet Air Force	mfd	16may78	opb mil. unit 27926, SVVAULSh (Stavropol Higher Military Aviation School)
	not known	An-26	Russian Air Force			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 06	not known	An-26	Soviet Air Force	mfd	18may78	opb mil. unit 25883, SVVAULSh (Stavropol Higher Military Aviation School
65 07	1177	An-26	North Yemen AF	SAH	may82	photo, in dark green/light brown camo c/s
	1177	An-26	Yemen Air Force	trf	22may90	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
65 08	not known	An-26	Soviet Air Force	mfd	21may78	
	not known	An-26	Russian Air Force	no	reports	tender issued 29jun09 asked for the repair of engines and repair of load-bearing elements of the hull; opb BUATs at Balashov by 2011
	"70" red	An-26	Russian Air Force	CKL	jan11	grey c/s; c/n from russianplanes.net; l/n Ivanovo-Severny 22aug12
65 09	not known	An-26T	Soviet Navy	mfd	23may78	version from a Russian Navy document
	"12" yellow	An-26T	Russian Navy	trf	1992	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-Severny
	RF-46855	An-26	Russian Navy	FOR	05dec17	in basic Nicaraguan Air Force c/s, no markings apart from the registration on the fin; arrived at MGA 07dec17
	FA-EN162	An-26	Nicaraguan AF	MGA	08dec17	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; seen MGA 10sep20; l/n HAV 09nov21, transporting Covid vaccines to Managua
65 10	not known	An-26	Soviet Air Force	mfd	25may78	opb mil. unit 32994 at Sverdlovsk
66 01	CCCP-26643	An-26	Soviet AF/AFL c/s	mfd	25may78	f/n Lensk 09dec88; l/n Kubinka sep93 (c/n read off as 6001, probably a misread)
	RF-36174	An-26	Russian MVD/VV	trf	12feb09	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
	RF-36174	An-26	Rosgvardiya	trf	05apr16	opb 70 osap on at Yermolino; in light grey c/s with dark blue engines and belly and 'Russian flag' cheatline, no titles
66 02	not known	An-26	Russian Air Force	no	reports	opb 229 AvB at Rostov-na-Donu-Tsentralny; wfu in 2010
	"28" blue	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
	no code	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; stored from 1997 to 2004; converted to, 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 30jan24
66 05	not known	An-26	Soviet Navy	mfd	31may78	
	"15" blue	An-26	Russian Navy	VVO	19apr97	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-Severny by jul12
	RF-46888	An-26	Russian Navy	VVO	22jun13	in grey c/s with Russian stars and 'MA VMF Rossii' titles, also coded "15" blue, active; l/n OVB 16sep22
66 06	not known	An-26Sh	Soviet Air Force	mfd	1978	
	not known	An-26Sh	Ukraine Air Force	trf	1992	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
	UR-VIG	An-26-100	Baltika	rgd	24oct05	f/n BUD 27feb06; c/n confirmed; l/n BUD 01sep06
	UR-VIG	An-26-100	Baltika/Amazon Sky	LIM	dec06	joint titles; l/n LIM 22jan08; canx 21mar08
	OB-1887-P	An-26-100	Amazon Sky	rgd	30apr08	f/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 Cochas province of Peru about 80nm E of Lima; all four crew killed; t/t 7,104 hours 30 minutes and 5,719 cycles
66 07	CCCP-47324(1)	An-26	Aeroflot	mfd	09jun78	f/n CPH 07oct78; see c/n 7803, seen on delivery to Cuban AF
	12-20	An-26	Cuban Air Force	d/d	oct78	l/n VRA 31oct79 in two-tone camo c/s
	14-20	An-26	Cuban Air Force			re-serialled according to Cuban sources
	CU-T1420	An-26	Cub AF/Cubana c/s	d/d	jan86	f/n SNN mar86; l/n SNN 29oct90

	CU-T1420	An-26	Aerogaviota	VRA	09jun95	in original white c/s with blue logo; Cuban sources confirm scrapped at either Playa Baracoa or Ciudad Libertad
66 08	not known	An-26	Soviet Navy	mfd	15may78	
	"10" red	An-26	Russian Navy	Osv	sep06	initially opb 240 iisap 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 Yeisk by 2012; l/n OSF 22aug13; right wing seen marked '6608' at Ivanovo-Severny 19jun14
	RF-46537	An-26	Russian Navy	OSF	21feb15	also coded "17" blue"; in light grey c/s with 'MA VMF Rossii' titles; l/n OSF 2021
66 09	"03"	An-26	Strat.Rocket Force	mfd	13jun78	opb 105 osae at Omsk-Severny; overhaul completed 08sep93
	RF-90441	An-26	Russian Air Force	trf	01jun10	seen Omsk-Severny 11jan13; opb 105 osae at Omsk-Severny; in basic Aeroflot c/s with Russian flag on fin, no titles; l/n Omsk-Severny 28sep21
66 10	CCCP-47325(1)	An-26	Aeroflot	CPH	07oct78	see c/ns 7907 and 8306, on delivery to Cuban AF
	12-21	An-26	Cuban Air Force	d/d	oct78	
	14-21	An-26	Cuban Air Force			re-serialled according to Cuban sources
	CU-T1421	An-26	Cub AF/Cubana c/s	rgd	14jan86	l/n SNN 07apr90
	CU-T1421	An-26	Aerogaviota			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/Krasnoyar.-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	An-26	AFL/Krasnoyarsk	mfd	jul78	toc 27jul78; rgd 14aug78; f/n mar85; l/n SVO 11sep92 in 'polar' colours
	CCCP-26506	An-26	KrasAir	trf	22dec95	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	An-26	AFL/Kazakhstan	mfd	24jun78	toc 05jul78; rgd 03aug78; f/n VNO feb90, laboratory aircraft equipped with ASLK-75 equipment by this date
	UN-26507	An-26	Aeroflot	PPK	11jul93	reported for Kazakstan Airlines; laboratory aircraft equipped with ASLK-75 equipment
	UN-26507	An-26B	Spetsavia	BKA	01aug02	laboratory aircraft equipped with ASLK-75 equipment; in red/blue and white c/s; l/n BKA 23aug04
	RA-26507	An-26B	Spetsavia	BKA	01jul06	laboratory aircraft equipped with ASLK-75 equipment; in red/blue and white c/s; l/n BKA 22jul06
	RA-26507	An-26B	Skytest, n/t	trf	04dec06	laboratory aircraft equipped with ASLK-75 equipment; in red/blue and white c/s; f/n DME 13apr11
	RA-26507	An-26B	KAPO im. Gorbunova	trf	16jul12	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
	RA-26507	An-26B	Sev-Avia	trf	sep15	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
67 04	CCCP-26508	An-26	AFL/N.Kavkaz-KRR	mfd	27jun78	toc 06jul78; rgd 25jul78
	RA-26508	An-26	Kuban Airlines	trf	22feb94	f/n KRR 15jul94, in Aeroflot c/s and titles; soc and canx 25mar99 as life-time expired
67 05	CCCP-26509	An-26	AFL/Yakutiya	mfd	29jun78	rgd 15aug78; toc 17aug78; f/n LED 25aug91; l/n CYX 04jul92 in 'polar' c/s
	RA-26509	An-26	Polyarnyye Avial.	trf	21apr94	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)	An-26	AFL/West Sib.-KEJ	mfd	29jun78	toc 12jul78; rgd 19sep78; f/n jun80; see c/n 9510
	RA-26510(1)	An-26	Aeroflot	LED	15jun93	l/n VKO 07sep93 with c/n painted as '87306706'
	RA-26510(1)	An-26	Kemerovo Avn. Ent.	trf	19apr94	soc 04feb99 and canx 05feb99 as to Ukraine
	RA-26510(1)	An-26	primer c/s	IEV	04may99	l/n IEV 04jul99 on overhaul
67 07	"08"	An-26	Soviet Air Force	mfd	28jun78	the code (red or yellow) was still visible under the paint when seen as RF-36010 aug11; overhaul completed 12may94
	RF-36010	An-26	Rus. Space Forces	Kub	2008	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
	RF-36010	An-26	Russian Air Force	trf	2010	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-Severny 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	An-26	Strat.Rocket Force	mfd	28jun78	overhaul completed 25may93; f/n Vladimir-Semyazino 26aug95, c/n confirmed; opb 98 osae 27 RA, based at Vladimir-Semyazino
	"01" yellow	An-26	Russian Air Force	trf	01jun10	seen Vladimir-Semyazino 12aug12 in all grey c/s with Red star; opb 7000 AvB at Vladimir-Semyazino; l/n CKL 11sep12
	RF-90313	An-26	Russian Air Force	ph.	2013	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	An-26Sh	Soviet Air Force	no	reports	
	"41" red	An-26Sh	Ukraine Air Force	Lum	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	An-26	Aeroflot	CPH	07oct78	seen this day on delivery to Cuban AF
	12-23	An-26	Cuban Air Force	d/d	oct78	according to Cuban sources
	CU-T1228 (1)	An-26	Cub AF/Cubana c/s			c/n confirmed; see c/n 12604
	CU-T110	An-26	Aerocaribbean	HAV	21aug83	in full Cubana c/s with 'Aerocaribbean' titles; l/n PRG mar85
	CU-T110	An-26	Aerocaribbean	CYO	24mar88	in white c/s with dark brown cheatline and orange tail logo, grey undersides with titles; l/n SNN 22may89; seen PRG oct89 with red cheatline/blue trim and red tail logo with titles; seen SNN 26jan94, in all white c/s with orange tail logo and additional large 'Cuba' titles and other stickers for the 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
	CU-T1506	An-26	Aerocaribbean	SNN	01mar00	in the revised 'palm' tree c/s, no titles; operated for Chaillotine Air Service from 02mar00 until they ceased operations and seen 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	An-26	Soviet Air Force	mfd	07aug78	opb mil. unit 42147 at Kazan-Borisoglebskoye
	not known	An-26	Russian Air Force			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	An-26	Soviet Air Force	mfd	20jul78	
	not known	An-26	Russian Air Force			overhaul completed 01sep08; opb BUATs at Balashov; contract for overhaul signed aug15
68 03	CCCP-47327	An-26	Aeroflot	CPH	07oct78	seen this day on delivery to Cuban Air Force
	12-24	An-26	Cuban Air Force	d/d	oct78	l/n HAV 03oct83
	CU-T115	An-26	Aerocaribbean	HAV	21nov83	in white c/s with dark brown cheatline and orange tail logo, grey undersides with titles; repainted with red cheatline/blue trim and red tail logo with titles; l/n HAV aug93; seen HAV nov97, in all white c/s with orange tail logo and titles; seen HAV 09mar00 operational and wfu 06jan01; l/n HAV 20apr02
68 04	not known	An-26	Soviet Air Force	mfd	22jul78	
	"05" red	An-26	Russian Air Force			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	An-26	Ukraine Air Force	mfd	25jul78	in basic 'blue' Aeroflot c/s with 'Zbroini Syly Ukrayiny' (Armed Forces of Ukraine) and additional 'Blakytna 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
	"08" yellow	An-26	Ukraine Air Force	KBP	29sep10	c/n checked KBP 13mar12; opb 15 BrTrA at KBP; initially in basic 'blue' Aeroflot c/s with 'Zbroini Syly Ukrayiny' (Armed Forces of Ukraine) and additional 'Blakytna 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 'Ryatunchyk' - Rescuer); f/f after overhaul 26apr15; repainted in 'digital' light blue/dark blue/light grey camo c/s with light blue undersides and 'Zbroini Syly 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
	"08" blue	An-26	Ukraine Air Force	IEV	29dec17	opb 15 BrTrA at KBP; in 'digital' light blue/dark blue/light grey camo c/s with light blue undersides, 'Zbroini Syly 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
68 07	not known	An-26	Soviet Navy	mfd	27jul78	
	"59" blue	An-26	Russian Navy	AAQ	20oct04	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
	RF-46876	An-26	Russian Navy	AAQ	08jun12	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	An-26	AFL/Magadan	mfd	28jul78	rgd 26sep78; on charge as of 01oct78
	RA-26511	An-26	Aeroflot	ULV	31aug93	
	RA-26511	An-26	Aeroflot c/s, n/t	IKT	05jun01	leased to Stels 20mar00/31dec01; rgd to Sarma-TD 04jan02; c/n reported in March 2003 Russian register as 6806 in error for 6808
	RA-26511	An-26-100	Angara	rgd	24nov03	f/n IKT 04jul04, c/n given in Feb 2004 Russian register as '97306808'; l/n IKT 14sep24
68 09	CCCP-26512	An-26	AFL/Turkmenis.-KRW	mfd	28jul78	toc 07aug78; rgd 27sep78

	EZ-26512	An-26	Turkmenistan Al	KRW	18may96	not in 2001 fleet list; for sale early 2008, t/t 19,654 hours and 8,739 cycles
68 10	CCCP-26513	An-26	AFL/Tyumen	mfd	31jul78	toc 08aug78; rgd 18aug78
	RA-26513	An-26	Aeroflot c/s, n/t	ULV	27aug97	trf to Ulyanovsk Avia; on charge by jan99
	26513	An-26	Aeroflot c/s, n/t	ULV	17aug99	l/n ULV 26jun02
	RA-26513	An-26	TyumenAviaTrans	ULV	28jun05	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 Novobyelaya (close to Byelolutsk, Lugansk region), suffering damage to the lower fuselage, most occupants injured but no casualties; superficially repaired and used as a ground instructional airframe by Luganskoye VVAUSh; later trf to the University of the Ukrainian Ministry of the Interior and put up at its training area at Khoroshe in the Lugansk region (N48.606666 E38.871944), seen jun10/may13 and according Google Earth gone by jul20
69 03	CCCP-47328	An-26	Aeroflot	CPH	07oct78	seen this day on delivery to Cuban AF
	not known	An-26	Cuban Air Force	d/d	oct78	
	14-08	An-26	Cuban Air Force			serial not confirmed by Cuban sources
	CU-T1408	An-26	Cub AF/Cubana c/s	d/d	jan86	
	CU-T1408	An-26	Aerogaviota	HAV	17may95	l/n HAV 03mar03; Cuban sources confirm scrapped at either Playa Baracoa or Ciudad Libertad
69 04	CCCP-47329	An-26	Aeroflot	CPH	10dec78	seen this day on delivery to Cuban AF; l/n LGW 16dec78
	12-25	An-26	Cuban Air Force	d/d	dec78	
	14-25	An-26	Cuban Air Force			re-serialled according to Cuban sources
	CU-T1425	An-26	Cub AF/Cubana c/s	d/d	may86	l/n SVO 17jun94
	CU-T1425	An-26	Aerogaviota	SXF	dec94	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	An-26	Soviet Navy	mfd	22aug78	
	"16" blue	An-26	Russian Navy	trf	1992	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
	RF-46889	An-26	Russian Navy	VVO	may15	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	An-26	Aeroflot	CPH	10dec78	seen this day on delivery to Cuban AF; l/n LGW 16dec78
	12-27	An-26	Cuban Air Force	d/d	dec78	
	14-27	An-26	Cuban Air Force			re-serialled according to Cuban sources; w/o jun84 when crashed into the sea off Playa Baracoa; also reported this crashed in Angola 28apr08
69 07	CCCP-26514	An-26	AFL/Komi	mfd	aug78	toc 29aug78; rgd 25sep78
	CCCP-26514	An-26	AFL/Ukraine	trf	15jan89	
	UR-26514	An-26	Avialini. Ukrayiny	HRK	15jul93	reported for Air Kharkiv
	ST-BEN	An-26	Ben Air	KRT	14mar01	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
	ST-BEN	An-26	El Magal Aviation	KRT	15apr11	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	Ben Air	KRT	28mar16	
69 08	not known	An-26	Soviet Air Force	mfd	22aug78	
	"27" red	An-26	Russian Air Force	trf	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 'Polyarnaya Aviatsiya' titles) below the cockpit while being opb ? oae at Kilp-Yavr; later based at Severomorsk-1; f/n Pushkin aug01; opb 186 osap 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
	RF-36126	An-26	Russian Air Force	Iva	08may15	c/n from russianplanes.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
69 09	not known	An-26	Soviet Air Force	mfd	1978	
	"57" blue	An-26	Ukraine Air Force	trf	1992	laboratory aircraft equipped with the KPA-ES-1 "Standart" complex; opb 456 BrTrA 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; destroyed Vinnytsya 06mar22 during the Russian missile strike
69 10	CCCP-26515	An-26	AFL/Krasnoyarsk	mfd	25aug78	on charge as of 01oct78; rgd 02oct78; f/n IKT 04sep89; l/n KJA 01jul92 with c/n painted as '87306910'
	RA-26515	An-26	Aeroflot	KJA	12jun94	damaged 06dec93 on take-off from Tura-Gorny when ran off the runway, but repaired; l/n IKT 10may95; was reported for KrasAir
	RA-26515	An-26	Bodaibo Avn Ent.	rgd	21apr99	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)
	RA-26515	An-26	IrAero		23dec05	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
70 01	CCCP-26516	An-26	AFL/Yakutiya	mfd	28aug78	on charge as of 01oct78; rgd 21nov78; f/n YKS 03jul92
	RA-26516	An-26	Aeroflot	YKS	13may95	c/n painted as '87307001'
	RA-26516	An-26	Sakha Avia	trf	20jul95	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
70 02	CCCP-26517	An-26	AFL/Kazakhstan	mfd	aug78	toc 12sep78; rgd 03oct78; f/n ALA 22sep87
	UN-26517	An-26	Aeroflot	PPK	11jul93	
	UN-26517	An-26	Kazakstan Airlines	DME	10mar96	not in 2001 fleet list; l/n IEV 06aug02 in primer on overhaul without prefix
	UN-26517	An-26	all-white c/s, n/t	TSE	16jun06	
	UN-26517	An-26	Mega Aircompany	no	reports	mentioned on Megaair's website aug07
	UP-AN607	An-26	Mega Aircompany	ALA	07may10	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
	3X-APL	An-26	Fly Air Africa		photo	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
70 03	CCCP-26698	An-26	Sov. Navy/AFL c/s	mfd	30aug78	rgd only 14dec79
	RA-26698	An-26	Russ. Navy/AFL c/s	OSF	16may99	opb 46 otap at OSF; last overhaul completed 23dec92; stored without engines at OSF, seen aug01/jun13
70 04	not known	An-26		mfd	sep78	probably an ex-export or military aircraft
	RA-49271	An-26	Avial. tsentr. rai	rgd	16dec92	Avialinii tsentralnykh raionov; in fleet list 30sep94; f/n IEV 28jun95; in Aeroflot c/s; l/n BKA 04jul95; canx as to Ukraine
	ST-APT	An-26	Ben Air	IEV	jun96	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
70 05	not known	An-26Sh	Soviet Air Force	mfd	05may78	also given as 14aug78; opb 46 uap Voroshilovgradskogo VVAUSh
	not known	An-26Sh	Ukraine Air Force	trf	1992	opb 46 uap Luganskogo VVAUSh until 1999; in basic 'blue' Aeroflot c/s
	"07" blue	An-26	Ukrainian MVS	trf	1999	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
	"07" blue	An-26	Ukraine Nat.Guard	trf	2014	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
70 06	CCCP-47331	An-26	Aeroflot	CPH	10dec78	seen this day on delivery to Cuban AF; l/n LGW 29dec78
	12-29	An-26	Cuban Air Force	d/d	dec78	
	14-29	An-26	Cuban Air Force			re-serialled according to Cuban sources
	CU-T1429	An-26	Cub AF/Cubana c/s	SNN	16dec86	seen PRG mar87; photo oct89
	CU-T1429	An-26	Aerogaviota	PTY	10mar00	operational; Cuban sources confirm scrapped at Playa Baracoa
70 07	CCCP-47332	An-26	Aeroflot	LGW	16dec78	seen this day on delivery to Cuban AF; l/n LGW 17dec78
	12-28	An-26	Cuban Air Force	d/d	dec78	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
	14-28	An-26	Cuban Air Force			re-serialled according to Cuban sources; w/o 03feb83 in landing accident at Playa Baracoa
70 08	not known	An-26	Soviet Air Force	mfd	23sep78	
	"28" blue	An-26	Russian Air Force	Iva	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
	"28" red	An-26	Russian Air Force	Akc	jun13	calibration aircraft; opb 929 GLITs 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
70 09	CCCP-26518	An-26	AFL/West Siberia	mfd	23sep78	toc 04oct78; rgd 27oct78
	RA-26518	An-26	Tomsk Avia	trf	30mar94	
	UN-26518	An-26	all-white c/s, n/t	IKT	06jun01	in rework plant, c/n checked
	RA-26518	An-26-100	Tomsk Avia	rgd	25jun02	c/n painted as '87307009'; l/n TOF 26feb11, operational; canx between 17may19 and 29jul19 and reported scrapped

70 10	CCCP-26519	An-26	AFL/Ukraine	mfd	sep78	toc 10oct78; rgd 03nov78
	UR-26519	An-26	Crimea Airlines	VKO	31aug93	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
	UR-26519	An-26	Ukr. Air Alliance	FAO	21aug05	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
	UR-CAI	An-26	Ukr. Air Alliance	SZG	19dec06	in all-white c/s, no titles; l/n PRG 25jan07
	UR-CAI	An-26	Turbot Air Cargo	LPA	11jul07	in white c/s with small titles only
	UR-CAI	An-26	Ukr. Air Alliance	BUD	30nov07	c/n confirmed by Ukraine Air Alliance fleet list nov07; l/n LPA 09mar09
	4L-AIL	An-26	Turbot Air Cargo	BVC	03nov09	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 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
	no reg	An-26	no titles	ph.	28apr18	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, seen 10feb21, very poor condition, resting on its rear fuselage with a broken port wing; l/n 21sep24, very derelict; 4L- reg on wing, UR-CAI reg showing through on the fuselage
71 01	CCCP-26520	An-26	AFL/Urals	mfd	25sep78	toc 06oct78; rgd 26oct78
	RA-26520	An-26	Permskiye Avialin.	trf	30mar94	f/n PEE 23aug95, in Aeroflot c/s and titles with c/n painted as '87307101'; l/n SXF 07dec95
	RA-26520	An-26	Aeroflot c/s, n/t	PEE	16aug99	opb Permskiye Avialinii; l/n PEE 14aug01
	RA-26520	An-26-100	Permskiye Avialin.	rgd	29aug02	already f/n PEE 07aug02; seen PEE 12jun06 with c/n painted as just '7101'; l/n NNM 20feb08
	RA-26520	An-26-100	UTair Express	NNM	08nov08	in white c/s with blue fin and grey undersides; l/n SCW 22nov11
	RA-26520	An-26-100	KAPO im. Gorbunova	PEE	jun14	white with blue bird motif on tail; l/n OMS 12nov16
	RA-26520	An-26-100	Sev-Avia	OMS	04jan17	operator from russianplanes.net; same c/s as previously, no titles; l/n HTA 13oct24
71 02	CCCP-26521	An-26	AFL/Central Region	mfd	27sep78	toc 12oct78; rgd 23oct78; f/n MHP 10sep87; in Aeroflot c/s with blue tail; converted to laboratory aircraft equipped with ASLK-75 equipment, seen BKA 07jul92, as such; l/n BKA 10sep92
	RA-26521	An-26	Aeroflot	BKA	04jul93	laboratory aircraft equipped with ASLK-75 equipment, later repainted in standard Aeroflot c/s and titles; l/n BKA 24sep94, as such
	RA-26521	An-26	Bykovo Avia	trf	30sep94	laboratory aircraft equipped with ASLK-75 equipment; in standard Aeroflot c/s and titles; engineless since 1996; l/n BKA 21may96
	RA-26521	An-26	Bykovo Avia	BKA	21sep98	laboratory aircraft equipped with ASLK-75 equipment; in standard Aeroflot c/s, no titles; l/n BKA aug00/jan10, wfu and missing propellers
	RA-26521	An-26	Lyotnyye proverki	BKA	jan10	laboratory aircraft equipped with ASLK-75 equipment; with titles and engines; in register with owner as Lyotnyye Tehnologii; with upgraded ASLK-NU # 1002 equipment from 2012; l/n OVB 12apr16; titles removed and f/n as such KZN 15jun16; seen GOJ 29dec17; always operated by air-traffic control (OrVD, organizatsiya vozdushnogo dvizheniya), the holding company of Lyotnyye tekhnologii; seen REN 14jul24 l/n VKO 21dec24
71 03	CCCP-26522	An-26	AFL/Kazakhstan	mfd	28sep78	toc 14oct78; rgd 26nov78; f/n jan85; l/n BKA 27apr93
	UN-26522	An-26	Aeroflot	PPK	11jul93	for Kazakstan Airlines: not in 2001 fleet list; l/n IEV 06aug02 in primer on overhaul without prefix
	UN-26522	An-26	Pheniks	TSE	23mar07	laboratory aircraft equipped with ASLK-75 equipment; c/n checked; in all-white c/s with small red bird emblem (Pheniks) on the tail; performing calibration flights; l/n DME 30dec07
	UP-AN602	An-26	Pheniks	TSE	22may08	laboratory aircraft equipped with ASLK-75 equipment; no titles c/n confirmed; in all-white c/s with small red bird emblem (Pheniks) on the tail; l/n CEK 10sep09
	UP-AN602	An-26	SkyTest	GOJ	sep10	laboratory aircraft equipped with ASLK-75 equipment; operator from Russian website; still in all-white c/s with small red bird emblem (Pheniks) on the tail
	RA-26522	An-26	KAPO im. Gorbunova	rgd	26jun12	laboratory aircraft equipped with ASLK-75 equipment; f/n OMS 05jun13; all white c/s, no titles with small blue motif on the tail; l/n KZN 14sep20
	RA-26522	An-26KPA	Sev-Avia	OMS	17oct24	all white, blue logo on tail, no titles; operator from RP; l/n OMS 18nov24
71 04	CCCP-26523	An-26	AFL/Urals	mfd	sep78	toc 17oct78; rgd 09nov78; f/n SVX 20apr93
	RA-26523	An-26	United Nations	ph.	dec94	coded 'UN-488'; with Aeroflot cheatline
	RA-26523	An-26	Ural Airlines	trf	20jul95	
	RA-26523	An-26	all-white c/s, n/t	SVX	23aug95	with 'TKA07' painted below the registration, c/n painted as '87307104'; soc and canx 15jul98 as to United Arab Emirates
	EL-ALC	An-26	all-white c/s, n/t	SHJ	14feb99	rgd 01apr99 to Santa Cruz Imperial; l/n SHJ 19sep99
71 05	CCCP-26524	An-26	AFL/Turkmenistan	mfd	29sep78	toc 10oct78; rgd 24oct78
	EZ-26524	An-26	Turkmenistan Al	BTS	jul93	and VNC 11oct93; l/n KRW 18may96; not in nov99, but in 2001 fleet list; for sale early 2008, t/t 20,554 hours and 9,057 cycles
71 06	CCCP-47412	An-26	Soviet AF/AFL c/s	rgd	19dec78	f/n ADD 02jun82; in 223rd flight unit fleet list mar95; soc by 01jan01 as life-time expired; according to Russian register was canx 12mar01 reportedly as destroyed, but see next line
	T-53	An-26	Cuban Air Force		25apr96	c/n not confirmed; preserved in the DAAFAR museum on the outskirts of Havana (N23.067914 W82.458151) with this fake ? serial in blue/ grey camouflage; the old soviet flag, cheatline and CCCP-47412 were clearly still visible as much of the paint has subsequently washed away; later repainted into dark blue/green camouflage; l/n 16aug08; museum had reportedly closed by aug10; no longer visible on GE since dec10
71 07	not known	An-26PS	Soviet Navy	mfd	30oct78	opb mil. unit 13736 at Ostafyevo; salon version; mfd also given as 27sep78
	not known	An-26PS	Russian Air Force			overhaul completed 01apr94; opb BUATs at Balashov
71 08	not known	An-26Sh	Soviet Air Force	mfd	28sep78	opb 46 uap of Luganskoye VVAUSh; overhaul completed 29jun88
	"26" red	An-26Sh	Ukraine Air Force	trf	1992	opb 46 uap of Luganskoye VVAUSh; converted to an An-26-100 jun04, without the extra cabin windows
	UR-MDA	An-26-100	Meridian	rgd	02mar05	in white c/s with grey belly, with titles; f/n IEV 22aug06; seen PMI 25feb07 with 'TAC' stickers; offered for sale by Meglin oct07 with t/t 3,621 hours and 2,789 cycles, but not sold; l/n with titles BUD 28feb13; f/n without titles, but with a logo (a blue circle with a yellow eagle's head) on the fin JUB aug13; ferried via CAI to KIV 04jan14, reported as operated for South Supreme Airlines; current on register with the owner Meridian by feb15; rgd 16mar15 to FSG Aviation Limited of the Bermuda Islands (affiliated with Erik Prince), with the operator still given as Meridian; photo MLA 30may15, all white c/s with 'Frontier Services Group' titles and black tail logo; new CofR issued 10feb17; photo jun18, in the same c/s without titles, operating for Via Air (Central African Republic); deployed to ADJ 27jun19 for flights to Libya; sold by FSG Aviation Limited to L6-FZE 22jul19, but payment was made already 28jun19 and the agreement dated back to 09jul19; expelled by Jordanian authorities 22jul19; new CofR issued 17sep19; sold by L6-FZE to Expedition Aviation FZC 11nov19
	UR-UZI	An-26-100	Constanta	rgd	19feb20	to Expedition Aviation FZC of the UAE
	UR-UZI	An-26-100	United Nations	lsd	14apr20	in full all-white UN c/s, carried code 'UNO-690P'; l/n ATH 15oct21
	UR-UZI	An-26-100	Constanta	OSR	28mar22	in all-white c/s, no titles; l/n BGY 26apr22
	UR-UZI	An-26-100	Supernova Airlines	rgd	22sep22	to Expedition Aviation FZC of the UAE; seen KRK 30nov22, reported still with Constanta, all white c/s, no titles; l/n PZY 27dec22 seen PZY 27feb23 now with 'Nova' titles in red on a white fuselage and small 'by Supernova Airlines' on the lower forward fuselage, with a white 'H' in a red square on the tail; seen Trencin 20jan24; l/n Maribor 23sep24 all white, no titles, stored
71 09	not known	An-26	Soviet Navy	mfd	23oct78	
	"29" blue	An-26	Russian Navy	Kac	30nov06	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 29apr05; l/n Kacha 22sep10; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life
	RF-46877	An-26	Russian Navy	OSF	20jun17	also carrying code "25" blue; grey c/s with red star and 'MA VMF Rossii' titles; details from russianplanes.net; l/n 2023, location withheld
71 10	not known	An-26	Soviet Air Force	mfd	19oct78	in fact not Air Force, but NBC protection forces (VRKhBZ)
	"03" red	An-26	Russian Air Force	Bai	09jun09	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, no titles; last overhaul completed 18nov99; time between overhauls exceeded in 2009
	"03" red	An-26	Russian Air Force	trf	2010	opb 395 oiae at Bagai-Baranovka; stored 2010/15; under overhaul with 308 ARZ in 2016
	RF-36033	An-26	Russian Air Force	ZIA	21jul17	in c/s similar to Aeroflot, with Russian stars and 'VVS Rossii' titles, also wearing "03" red; c/n from russianplanes.net; l/n Kubinka aug22
72 01	not known	An-26	KGB/Border Guards	mfd	1978	
	"08" white	An-26	Kaz Border Guards	trf	1992	
	"02" white	An-26	Kaz Border Guards	ALA	14dec04	initially in camo c/s with a red stripe on the rudder; c/n checked TSE 22apr07; l/n as such IEV 08aug08; seen in bare metal under overhaul with Zavod No. 410 GA at IEV 25apr09; repainted in beige/green camo c/s with light blue undersides, a white stripe on the rudder and a Kazakh flag on the fin; f/n as such IEV 05jun09; l/n as such IEV 19jun14; repainted in khaki/beige/brown camo c/s with light blue undersides and a white stripe on the rudder, nationality marking green circle with blue star; f/n as such IEV 19nov15; w/o 13mar21 on a flight from Nur-Sultan to Almaty when approached in poor weather (low clouds, freezing drizzle and fog), crashed upside-down 600 metres before the runway threshold and burst into flames, 4 of the 6 occupants were killed and both survivors seriously injured
72 02	"81"	An-26	Soviet AF/PVO	mfd	26oct78	laboratory aircraft equipped with KPA-ES-1 "Standart" equipment; opb 978 ovtap PVO at Klin
	RA-26081(2)	An-26	Russian Air Force	Kln	jun01	converted to a C3I flying laboratory probably in the late 1990s and received a civil identity at the same time; opb 978 vtap at Klin; named 'Klin' around 2003, f/n as such Klin-5 airbase 20aug06; see c/n 11703
	"05" red	An-26	Russian Air Force	Lev	28feb11	based at Levashovo from 2008; in light grey c/s with Red Stars, no titles; l/n Levashovo mar14
	RF-36003	An-26	Russian Air Force	Gmv	16apr14	reconverted to the standard version by 308 ARZ; initially also carried code "05" red; opb 33 otsap at Levashovo; in light grey c/s with Red Stars, initially no titles; l/n without titles Gromovo 16apr14; f/n with 'VVS Rossii' titles (and still with the code "05" red) Vladimir-Semyazino 24jun14; code changed to "30" red; f/n as such Gromovo 11jul14; l/n jan22 active
72 03	not known	An-26	Strat.Rocket Force	mfd	24nov78	opb mil. unit 33782 - 158 osap at Znamensk (Kapustin Yar)
72 04	not known	An-26	Soviet Air Force	mfd	27oct78	
	"57" red	An-26	Russian Air Force	OVB	17may08	based at Chita-Cheryomushki until 2010; in light grey c/s with Red Stars, no titles; l/n SVX oct10
	"27" red	An-26	Russian Air Force	SVX	21may12	opb 4 AvGr 6980 AvB at SVX from 2010; in light grey c/s with Red Stars and blue spinner tips, no titles; l/n SVX 10apr13
	RF-36023	An-26	Russian Air Force	OVB	29jun13	also carried code "27" red; initially opb 4 AvGr 6980 AvB (redesignated 32 otsap) at SVX; initially in light grey c/s with Red Stars, no titles; l/n as such Ivanovo-Severny 09aug14; received 'VVS Rossii' titles and Russian stars; f/n as such OVB oct15; received black spinner tips; f/n as such OVB 31may16; trf to sae 32 otsap at Kyzyl 01mar19; seen OVB 06oct21 now coded "27" blue and with a snow leopard motif on the forward fuselage and 'VVS Rossii' titles; l/n OVB 16feb23
72 05	not known	An-26	Soviet Air Force	mfd	15feb79	

	not known	An-26	Russian Air Force	no	reports	tender for repair of outer wing published 07oct08; tender issued 29jun09 asked for the repair of load-bearing elements of the hull; opb 610 TsBPiPLS VTA at Ivanovo-Severny, overhaul completed at 308 ARZ 22jun09; see next line
	"05" red	An-26	Russian Air Force	Pus	04jan09	reported with this c/n, operational; see also c/n 7202
	RF-36070	An-26	Russian Air Force	Iva	27jun12	has the 'old' type blister, also carried code "17" blue; in all-grey c/s with Russian stars and 'VVS Rossii' titles; l/n Ivanovo-Severny jul21
72 06	CCCP-26525	An-26	AFL/Urals-MQF	mfd	27oct78	toc 13nov78; rgd 12dec78; f/n BKA 19may91
	RA-26525	An-26	Magnitogorsk Air	trf	12apr94	impounded because of debts 02apr98 and offered for sale by Russian privatisation agency 19jun98
	D2-FBR	An-26		no	reports	c/n confirmed; disappeared 07jan00 near the border of the Angolan provinces of Malanje and Lunda Norte while on a flight from Luanda to Cafunfo
72 07	CCCP-47333	An-26	Aeroflot	CPH	22apr79	seen this day on delivery to Cuban AF
	12-30	An-26	Cuban Air Force	d/d	apr79	
	CU-T1230 (1)	An-26	Cubana	NAS	02oct80	see c/n 14306
	CU-T111	An-26	Aerocaribbean	HAV	21aug83	in white c/s with dark brown cheatline, white tail; seen CUR 21nov84; in white c/s with dark brown cheatline and orange tail logo, grey undersides with titles; seen SNN 31mar89 with red cheatline/blue trim and red tail logo with titles; photo CYO aug93, in all white c/s with light blue tail and orange tail logo, with titles; l/n SDQ 20nov94, in all white c/s with orange tail logo and titles
	YV-600C	An-26	Oriental	HAV	08dec95	in full c/s; l/n HAV 14dec95
	CU-T111	An-26	Oriental	HAV	14feb96	in full c/s; seen HAV 30apr96, now with small Aerocaribbean sticker
	CU-T111	An-26	Aerocaribbean	SNN	14nov96	operated by Chaillotine Air Service 14nov96 to 26feb98, in all white c/s, no titles; operated again from 24dec98 to 06mar00, in revised 'palm' tree c/s, no titles, passed through SNN returning to Cuba; l/n HAV 12mar00
	CU-T1501	An-26	Aerocaribbean	HAV	06jan01	in 'palm' tree c/s; l/n HAV 20apr02; not in fleet list 16oct03
	YV-1110C	An-26	Solar Cargo	SDQ	14apr03	ex Aerocaribbean 'palm' tree c/s, no titles
	YV1402	An-26	Solar Cargo	rgd	16nov05	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
	HK-5035X	An-26	ex Solar Cargo c/s	BOG	31oct14	no titles, still named 'Lino'; c/n from Colombian CAA; parked at the Aer Caribe ramp
	HK-5035	An-26	ex Solar Cargo c/s	BOG	30mar15	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
72 08	CCCP-26526	An-26	AFL/Ukraine	mfd	30oct78	toc 14nov78; rgd 23nov78; opb Kharkovski OAO; modified in 1986 to, see next line
	CCCP-26526	An-26	AFL/Ukraine	HRK	1992	calibration aircraft equipped with the ASLK-75 system; opb Kerchenski otryad spetsprimeneniya Simferopolskogo OAO
	UR-26526	An-26	Aeroflot c/s, n/t	IEV	16jul93	
	UR-26526	An-26	Crimea Airlines	KGO	21sep94	in full c/s; l/n KGO 21mar97; not in fleet list in 1997
	UR-26526	An-26	UkrAeroRukh	HRK	17jul97	calibration aircraft, now with Aerodata (Germany) equipment; based at Kerch; initially in basic Crimea Airlines c/s; l/n as such HRK 17jul97; repainted in full c/s with 'UkrAeroRukh' titles on the left side and 'UkSATSE' titles on the right side; f/n as such HRK 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
72 09	CCCP-26527	An-26	AFL/Turkmenis.-KRW	mfd	30oct78	toc 05nov78; rgd 28nov78
	EZ-26527	An-26	Turkmenistan Al	BTS	30apr93	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
72 10	CCCP-26528	An-26	AFL/Central Region	mfd	30oct78	toc 15nov78; rgd 22nov78; f/n BKA 20jul91
	RA-26528	An-26	Aeroflot	BKA	20mar93	seen BKA 08apr93 with c/n painted as '7210'; l/n BKA 25aug95, with c/n still as such
	RA-26528	An-26	all-white c/s, n/t	BKA	17mar96	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
	TN-AGB (1)	An-26	Air Espace	rgd	12jun99	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
73 01	"10" yellow	An-26SK	Strat.Rocket Force	mfd	23oct78	opb 320 osae at Klyuchi-Kamchatskiye; last overhaul completed 28apr94
	"10" yellow	An-26	Russian Air Force	trf	01jun10	no reports; opb 320 osae at Klyuchi-Kamchatskiye
	RF-90333	An-26	Russian Air Force	Iva	08may15	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
73 02	not known	An-26Sh	Soviet Air Force	mfd	1978	
	not known	An-26Sh	Ukraine Air Force	trf	1992	
	EX-094	An-26	Trast Aero	PNR	25jan08	titles need confirmation; previous history unknown; c/n confirmed by Kyrgyz CAA; not on register nov09
73 03	CCCP-47334	An-26	Aeroflot	CPH	22apr79	seen this day on delivery to Cuban AF
	12-31	An-26	Cuban Air Force	d/d	apr79	
	CU-T1231	An-26	Cubana		nov80	probably at PTY
	CU-T112	An-26	Aerocaribbean	SNN	14oct85	in white c/s with dark brown cheatline and orange tail logo, grey undersides with titles; l/n HAV 22oct89; seen SNN 26may90 with red cheatline/blue trim and red tail logo with titles; l/n HAV 11dec95; seen SNN 26apr96, in all white c/s with orange tail logo, no titles; operated by Chaillotine Air Service from this date to 20nov96 when it passed through SNN returning to Cuba; l/n HAV apr98/nov98 stored/wfu, still no titles; broken up nov99
73 04	791	An-26	Civ Avn Adm China	d/d	1979	Chinese Air Force; photo exists, location and date unknown
73 05	792	An-26	Civ Avn Adm China	d/d	1979	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
73 06	CCCP-47335	An-26	Aeroflot	CPH	22apr79	seen this day on delivery to Cuban AF
	12-32	An-26	Cuban Air Force	d/d	apr79	
	14-32	An-26	Cuban Air Force			re-serialled according to Cuban sources
	T-232	An-26	Angolan Air Force	no	reports	according to Cuban sources
	CU-T1432	An-26	Cub AF/Cubana c/s	rgd	14jan86	
	T-432	An-26	Angolan Air Force	LAD	1988	c/n not confirmed; in dark green c/s with light blue undersides, Angolan flag on the fin and with external bomb racks
	CU-T1432	An-26	Aerogaviota	SXF	30sep96	seen CYO 14jul00 in revised dark blue/white c/s; l/n CYO 22jan19
73 07	793	An-26	Civ Avn Adm China	d/d	1979	Chinese Air Force; photo mid 1980s at OVB; l/n Wuhan-Hankou 02oct99
73 08	794	An-26	Civ Avn Adm China	d/d	1979	Chinese Air Force
73 09	CCCP-47336	An-26	Aeroflot	CPH	22apr79	seen this day on delivery to Cuban AF
	12-33	An-26	Cuban Air Force	d/d	apr79	
	14-33	An-26	Cuban Air Force			re-serialled according to Cuban sources
	CU-T1433	An-26	Cub AF/Cubana c/s	d/d	feb86	
	CU-T1433	An-26	Aerogaviota	VRA	13apr95	l/n Playa Baracoa 24nov97; Cuban sources confirm scrapped at either Playa Baracoa or Ciudad Libertad
73 10	795	An-26	Civ Avn Adm China	d/d	1979	Chinese Air Force; f/n Wuhan-Hankou 02oct99
74 01	CCCP-26529	An-26	AFL/Urals	mfd	06dec78	on charge as of 01jan79; rgd 08jan79; f/n LED 05may85; damaged on landing at Kharasavei 11mar93 when landed short of the runway and reportedly ground-looped; repaired
	RA-26529	An-26	Izhavia	trf	19apr94	f/n SVO 17jun94, in Aeroflot c/s and titles
	RA-26529	An-26	Izhavia	IJK	16aug99	in Aeroflot c/s, no titles; CofA expired 06dec00; l/n IJK 14jun11
74 02	CCCP-26530	An-26	AFL/East Siberia	mfd	06dec78	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
	RA-26530	An-26	Baikalavia	trf	30jun92	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
74 03	CCCP-26531	An-26	AFL/Ukraine	mfd	08dec78	toc 26nov78, but see mfd; rgd 15jan79; f/n LED aug80; converted to laboratory aircraft equipped with ASLK-75 equipment in 1986
	UR-26531	An-26	Crimea Airlines	VKO	25jan94	not in fleet list 1997
	UR-26531	An-26	UkrAeroRukh	BAK	22sep01	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 04	not known	An-26	Soviet Navy	mfd	20dec78	
	"06" blue	An-26	Russian Navy	OSF	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
	RF-46542	An-26	Russian Navy	AAQ	12dec13	still in basic old Aeroflot colours and wearing "06" blue; l/n Ostafyevo 21may15; seen ZIA 02sep15 now coded "47" blue with 'MA VMF Rossii' titles; l/n Ivanovo-Severny 02jan22
74 05	not known	An-26	Strat.Rocket Force	mfd	22dec78	opb 320 osae at Klyuchi-Kamchatskiye; last overhaul completed 25apr88; time between overhauls exceeded in 2000; stored in non-airworthy condition
74 06	CCCP-47337	An-26	Aviaexport/AFL c/s	CPH	22apr79	seen this day on delivery to the Cuban Air Force
	12-36	An-26	Cuban Air Force	h/o	apr79	
	14-36	An-26	Cuban Air Force		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
	CU-T1436	An-26	Cub AF/Cubana c/s	SNN	25may87	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 07	CCCP-26644	An-26	MRP NPO "Vzlyot"	rgd	25jan79	
	RA-26644	An-26	MRP NPO "Vzlyot"	IEV	16jun93	in Aeroflot c/s and titles; l/n IST 22mar96
	RA-26644	An-26	Teuto Aw Germany	AMS	02oct97	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
74 08	CCCP-26645	An-26	MRP NPO "Vzlyot"	mfd	21dec78	rgd 25jan79
	RA-26645	An-26	MRP NPO "Vzlyot"	rgd	15jul92	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
	ER-AWN	An-26	Aerocom, n/t	rgd	20feb02	f/n OSF 27aug02; l/n OSF 02oct02; canx 06mar03 as to Zaïre; still seen FIH 21feb04 as such
	9Q-CML	An-26	Coza Airways	rgd	19mar04	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

74 09	CCCP-26647	An-26	MAP "Sokol" MSZ	mfd	dec78	rgd 06dec78
	RA-26647	An-26	Avial. Tatarstana	trf	28feb93	f/n KZN 13jun94, in Aeroflot c/s and titles; l/n KZN aug01/aug04 with Tatarstan flag, stored; soc 30jan06 as to Peru
	OB-1828-T	An-26	Aero Condor SAC	rgd	14feb06	f/n ROV 20apr06, flew ROV-RIG this date; l/n YHZ 25apr06; named "Camisea"
	OB-1828	An-26	Aero Condor	rgd	05jun06	f/n LIM 15sep06
	OB-1828-P	An-26	Aero Condor	rgd	29dec06	
	OB-1828	An-26	Aero Condor	rgd	19jun07	f/n LIM 05mar08, with Aero Condor Cargo titles; l/n LIM 24may08;
	OB-1828	An-26	TA Cielos Andinos	rgd	03jul08	CofA expired 22sep09 and reported wfu; lease expired 03sep10; still current on register in 2016 but with an expired CofA
74 10	CCCP-26532	An-26	AFL/Magadan-Sym	mfd	22feb79	rgd 18sep79; on charge as of oct79; photo exists Bilibino-Keperveyem in Aeroflot c/s with a blue tail
	RA-26532	An-26	SVB AOLOP Avia	rgd	30may95	f/n GOJ 25aug95, in full Aeroflot c/s with titles
	RA-26532	An-26	Lesavia	Vla	18aug01	opb Vladimir Avia
	RA-26532	An-26	Avialesookhrana	IKT	16aug03	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
	RA-26532	An-26	Polyar-Avia n/t	sld	13oct10	f/n UUD 01feb11, still in full Avialesookhrana c/s with titles; opb IrAero; l/n YKS 17jun11
	RA-26532	An-26	IrAero	YKS	16dec12	still in basic ex Avialesookhrana c/s with IrAero titles; l/n IKT 03mar23
75 01	"20" blue	An-26	Kazakh Air Force	no	reports	based Baikonur-Kraini; details from russianplanes.net
	"06" red	An-26	Kazakh Air Force	ALA	01apr10	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
75 02	CCCP-47413	An-26	Soviet AF/AFL c/s	mfd	06feb79	rgd 10apr79; f/n early80 and ADD 17nov78
	RA-47413	An-26	Russian AF/AFL c/s	KLD	05may94	and KLD 20aug95; c/n not checked; canx but date unknown; overhaul completed 18oct01
	"03" yellow	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 Russain flag
	RF-90589	An-26	Russian Air Force	CKL	oct18	coded "30" red; in grey c/s with 'VVS Rossii' titles and Russian stars; l/n jul21, location withheld
75 03	CCCP-47414	An-26	Soviet AF/AFL c/s	mfd	mar79	rgd 10apr79; f/n MHP 17jun79
	RA-47414	An-26	Aeroflot	LCA	01jan93	probably still Air Force; soc by 01jan01 as life-time expired; canx 12mar01 reportedly as destroyed
75 04	CCCP-26177	An-26	MAP Kuibyshev	mfd	23dec78	rgd 15mar79; f/n TAS 29apr89, in Aeroflot c/s and titles; still CCCP- 16jul93
	RA-26177	An-26	Salyut	trf	07jul94	f/n SVO 06may95 and KUF 19may96/16sep97 in Aeroflot c/s with a small 'Lada' badge; seen KUF 13aug99 titles not reported; soc and canx 27apr01 as to Bulgaria
	LZ-NHC	An-26	Air Nove	rgd	28nov01	f/n BUD 11jan02; l/n SOF 05jul02
	LZ-MNR	An-26	Scorpion Air	WAW	31aug03	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
	TR-LII	An-26	Solenta Aviation	rgd	09aug07	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		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, white undersides; canx 01mar11
	3X-GFV (1)	An-26	GR Avia	rgd	22feb11	in green/red/black and white c/s, white undersides, no titles; reportedly flew LXR-AYT-KRR for GR Avia; canx 21oct11; l/n EVN 01mar12/09aug24, stored; see 3X-GFV (2) at end of file with unknown c/n
	YA-KAL (1)	An-26	no titles	EVN	15dec24	photo proof; in green/red/black and white c/s, white undersides
75 06	CCCP-26649	An-26	AFL/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	Burundaiavia	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	AFL/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; l/n 17oct24 very derelict
75 08	CCCP-26651	An-26B	AFL/Komi	mfd	jan79	toc 09feb79; rgd 16feb79
	CCCP-26651	An-26B	AFL/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	
	"19" red	An-26	Russian Air Force	ZIA	23aug03	overhaul completed 20dec99
	"19" blue	An-26	Russian Air Force	Roc	26may07	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
	RF-36074	An-26	Russian Air Force	Roc	19aug12	also carried code "19" blue; opb 535 osap at Rostov-Tsentralny; in light grey c/s with 'VVS Rossii' 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 Rossii' titles Kubinka aug18; titles changed to 'VKS Rossii'; f/n as such AER 26jul19; w/o 24feb22 on a flight probably related to the Russian attack on Ukraine when was shot down by mistake by the Russian air defence and crashed in a field near Uryv-Pokrovka (Ostrogozhsk district of the Voronezh region), all 6 occupants were killed; 2 officers of a Russian Air Force air surveillance regiment were sentenced on 08aug24to labour camp for 5 and. 3 years respectively for negligence leading to the loss of the aircraft
76 01	"10" yellow	An-26	Soviet MVD/VV	mfd	30jan79	opb mil. unit
	"10" yellow	An-26	Russian MVD/VV	trf	1992	f/n Novosibirsk-Severny 24jul00
	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; 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	Rosgvardiya	trf	05apr16	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
76 02	not known	An-26	Soviet Air Force	mfd	21may78	
	"42" red	An-26	Russian Air Force	Iva	04aug01	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
	RF-36115	An-26	Russian Air Force	ZIA	22aug19	also carried code "42" red, in all grey c/s with Russian stars and 'VKS Rossii' titles
76 03	not known	An-26	Soviet Air Force	mfd	30jan79	
	not known	An-26	Russian Air Force	no	reports	tender for repair of outer wing published 04aug08; overhaul completed 12nov08
	"77" red	An-26	Russian Air Force	Rti	oct09	opb BUATs at Balashov; seen Balashov 25aug12, c/n not checked; in all-grey c/s with Red star, 'VVS Rossii' 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
	RF-36155	An-26	Russian Air Force	Kub	2020	also carried code "77" red, in all grey c/s with Russian stars and 'VKS Rossii' titles; l/n 14may22 active location unknown
76 04	not known	An-26	Soviet Air Force	mfd	28feb79	opb mil. unit 42147 at Kazan-Borisoglebskoye; mfd also given as 30jan79; overhaul completed 03mar89
	not known	An-26	Russian Air Force			opb BUATs at Balashov by 2011
76 05	not known	An-26	Soviet Air Force	mfd	20feb79	opb mil. unit 33975; reported soc
76 06	not known	An-26	Soviet Air Force	mfd	31jan79	
	"30" blue	An-26	Russian Air Force	Iva	27aug04	l/n Ivanovo-Severny 30aug07; tender for the repair of load-bearing elements of the hull published 29jun09; see c/n 8407
	"04" blue	An-26	Russian Air Force	BTK	18aug12	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
	RF-36167	An-26	Russian Air Force	SVX	21aug14	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 07	"54" red	An-26	Russian Air Force	mfd	10jan79	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
	RF-92954	An-26	Russian Air Force	Tbv	05oct11	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

76 08	not known	An-26	Soviet Air Force	mfd	06feb79	trf to the Ukrainian Air Force in 1992
	UR-UDF	An-26	Ukrainian Cargo Aw	IEV	09jul04	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 hulk (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 09	RA-26250	An-26	Gorizont	mfd	08feb79	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
76 10	not known	An-26T	Soviet Navy	mfd	14feb79	overhaul completed 29sep88
	"04" yellow	An-26T	Russian Navy	trf	1992	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
77 01	CCCP-47338	An-26	Aeroflot	CPH	12jul79	seen this day on delivery to Cuban AF
	12-34	An-26	Cuban Air Force	d/d	jul79	
	14-34	An-26	Cuban Air Force			re-serialled according to Cuban sources
	CU-T1434	An-26	Cub AF/Cubana c/s	SNN	26oct86	l/n Varadero 23mar89
	CU-T1434	An-26	Aerogaviota	trf	1995	f/n VRA 12mar98; l/n CYO apr99
77 02	CCCP-47339	An-26	Aeroflot	CPH	12jul79	seen that day on delivery to the Cuban Air Force
	12-35	An-26	Cuban Air Force	d/d	jul79	
	14-35	An-26	Cuban Air Force	no	reports	re-serialled according to Cuban sources
	CU-T1435	An-26	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	An-26	Soviet Air Force	mfd	22feb79	
	"28" blue	An-26	Russian Air Force	trf	1992	c/n checked Ivanovo-Severny 04aug01
	"58" red	An-26	Russian Air Force	no	reports	based at Chita-Cheryomushki until 2010; overhaul completed 20aug02
	"28" red	An-26	Russian Air Force	no	reports	overhaul completed 20sep10; opb 4 AvGr 6980 AvB at SVX from 2010
	RF-36028	An-26	Russian Air Force	SVX	23jul11	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
77 04	CCCP-47340	An-26	Aeroflot	CPH	12jul79	seen on delivery to the Cuban Air Force 12jul79
	12-37	An-26	Cuban Air Force	d/d	jul79	
	CU-T1237	An-26	Cub AF/Cubana c/s	d/d	jul79	l/n PRG 87; see An-24RV CU-T1237 c/n 37308909
	T-237	An-26	Angolan Air Force	no	reports	operated by the Cuban Air Force, in fact; w/o 27apr88 on approach to Tchamutete (Huíla 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	An-26	Ukraine Air Force	mfd	21feb79	f/n IEV 11apr92, c/n not confirmed for this sighting; based IEV, in grey c/s; last overhaul completed 06may89
	"20" blue	An-26	Ukraine Air Force	IEV	29aug93	c/n confirmed; based IEV, in grey c/s; l/n IEV 19jul94
	UR-26244	An-26	Busol Airline	IEV	25jun97	l/n IEV 12may98
	UR-26244	An-26	Kroonk Airline	OST	29jun98	in basic Busol c/s with titles; l/n BUD 02oct00
	HA-TCN	An-26	Aviaexpress	rgd	14dec00	still with 'Kroonk Airline' titles; first service 22dec00
	HA-TCN	An-26	Aviaexpress	BUD	22dec00	leased from Kroonk Airline; l/n HHN 16mar03
	HA-TCN	An-26B	Cityline Hungary	BUD	05apr03	l/n IEV 25apr14; not canx until jun23
	--	An-26MSB	ARZ 410, a/w, n/t	IEV	20aug15	"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 Motor Sich's CEO; l/n IEV 13jan16
77 06	not known	An-26	Soviet Air Force	mfd	26feb79	
	"02" yellow	An-26	Russian Air Force	Rzd	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 completedl 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	An-26	Soviet Air Force	mfd	26feb79	last overhaul completed 31jan94
	"07" red	An-26	Russian Air Force	Kub	04aug07	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	An-26	Soviet Air Force	mfd	28feb79	last overhaul completed 20may94
	"08" blue	An-26	Russian Air Force	Khb	jun12	opb 6 AvGr 6983 AvB at Khabarovsk-Tsentralny; in grey c/s with Red Stars; to be trf to Balashovski UAT
77 09	CCCP-26652	An-26	AFL/Yakutiya-KGP	mfd	28feb79	toc 19mar79; rgd 05apr79; f/n IKT 04sep89
	RA-26652	An-26	Aeroflot	YKS	13may95	c/n painted as '97307709'; l/n IKT 06jul95
	RA-26652	An-26	Sakha Avia	trf	20jul95	no longer in fleet list by 2000; sat wfu at YKS, seen aug03/aug10; scrapped at YKS sep11
77 10	CCCP-26653	An-26	AFL/Krasnoyarsk	mfd	28feb79	on charge as of 01apr79; rgd 11apr79; opb Yeniseiski OAO
	RA-26653	An-26	Aeroflot	Kjc	12jun94	rgd 04oct95 to the Russian Federation
	RA-26653	An-26	Yeniseiski Merid.	trf	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 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
78 01	CCCP-26654	An-26	AFL/Urals	mfd	mar79	toc 26mar79; rgd 13apr79; f/n SVO 27sep91
	RA-26654	An-26	Ural Airlines	trf	25jul94	f/n SVX 23aug95, in Aeroflot c/s and titles; l/n SVX 19aug99 derelict; soc 26aug99 as life-time expired; canx 31aug99
78 02	CCCP-26655	An-26	AFL/East Siberia	mfd	17mar79	toc 03apr79; rgd 19apr79; opb Chitinski OAO; c/n painted on in error as '6925' when seen Krasnoyarsk-Severny 09may83 and painted on correctly after overhaul when seen KJA 15dec84; l/n IKT 06sep89
	RA-26655	An-26	Bodaibo Avn Ent.	trf	31mar94	initially still in full Aeroflot c/s including titles; l/n as such IKT 06jul94; reported in a technical inspection document 30aug05 as IrkutskAvia
	RA-26655	An-26-100	Angara	rgd	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 IKT 10mar24
78 03	CCCP-47324(2)	An-26	Aeroflot	CPH	12jul79	see c/n 6607, on delivery to Cuban AF
	12-38	An-26	Cuban Air Force	d/d	jul79	
	CU-T1238	An-26	Cubana	SNN	01may87	en route to IEV for overhaul; l/n 1994
	CU-T1238	An-26	Aerogaviota	HAV	28oct02	already in 1995 fleet list; reported by Cuban sources to have been scrapped at either Playa Baracoa 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	An-26	Soviet Air Force	mfd	mar79	no reports; see next line
	RA-49272	An-26	Avial. tsentr. rai	rgd	16dec92	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
	4K-AZ39	An-26	Sky Wind, n/t ?	BAK	14jan04	reported 20nov03 on the Azerbaijan register; l/n GYD jun04
78 06	not known	An-26	Angola	mfd	25apr79	confirmed exported to Angola; soc in 1983; see T-202 at end of file with unknown c/n
78 07	"16" blue	An-26	Turkm Bord Guards	Gos	26dec08	in all-grey c/s with 'Türkmenistanyn Harby Huwa Güycleri' 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	An-26	MAP Voronezh APO	mfd	29mar79	rgd 15may79; f/n LED 23sep87 in Aeroflot c/s and titles; l/n VKO 11sep92
	RA-26646	An-26	MAP Voronezh APO	SVO	14sep93	in Aeroflot c/s and titles; l/n Voronezh-Pridacha 09aug99, titles not reported; soc 29may00 and canx 15jun00 as to Moldova
	ER-AFR	An-26	Aeroflot c/s, n/t	rgd	19jun00	f/n SHJ 19aug00; canx 04may01; l/n SHJ 26may01
	EX-26780	An-26	Marsland Aviation	SHJ	15aug01	l/n SHJ 03nov01; c/n checked
78 10	CCCP-26180	An-26	MAP Kuibyshev APO	mfd	11mar79	rgd 05jun79; f/n LED 02sep88 in Aeroflot c/s; l/n SVO 11sep92
	RA-26180	An-26	Aviaobshchemash	trf	12nov93	not in 2001 fleet list
	RA-26180	An-26	Aeroflot c/s, n/t	IEV	06aug02	lst TsSKB Progress AON; and still as such in technical inspection document 11apr05
	RA-26180	An-26-100	TsSKB Progress AON	GOJ	14mar08	now f/n with titles; l/n VKO 30mar18; canx between 29jul19 and 06sep19; l/n MMK 24sep20
	26180	An-26-100	LIATs	MMK	20mar21	Letno Issledovaelviskii Aerogeofisueski Tsentr, - Aerogeophysical Flight Test Centre; basic Aeroflot colours, no titles; l/n UUS 23nov22
79 01	not known	An-26	Soviet Air Force	mfd	1979	opb 112 osae at Odesa-Shkolny
	"11"	An-26	Ukraine Air Force	trf	1992	opb A4022 at Odesa-Shkolny
	EX-095	An-26B-100	Trast Aero	JIB	22aug06	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 02	CCCP-26656	An-26	AFL/N.Kavkaz-KRR	mfd	26mar79	toc 06apr79; rgd 19apr79; f/n YKS 03jul92
	RA-26656	An-26	Kuban Airlines	trf	22feb94	f/n KRR 19sep94, in Aeroflot c/s, no titles; soc and canx 20dec99 as life-time expired
79 03	CCCP-26657	An-26	AFL/Yakutiya	mfd	30mar79	toc 14apr79; rgd 16may79; converted to An-26B; f/n OVB 01jul92 with c/n painted as '97307903'
	RA-26657	An-26B	Aeroflot	YKS	08jul94	l/n YKS 13may95, still with c/n painted as '97307903'
	no reg	An-26B		IEV	28jun95	in all-white c/s, no titles and without registration, presumably just on overhaul
	RA-26657	An-26B	Sakha Avia	trf	20jul95	soc 14may97 as further use not economically viable; canx 23may97
79 04	CCCP-26658	An-26	AFL/Tajikistan-LBD	mfd	31mar79	toc 13apr79; rgd 16may79; f/n AER 21sep87; to Tajik Air in 1993 which was renamed Tajikistan Airlines

	EY-26658	An-26	Tajikistan Al	IKT	06jul94	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
	26658	An-26	bare metal	IEV	02jun02	on overhaul
	EY-26658	An-26	Tajikistan Al	IEV	06aug02	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 05	CCCP-26664	An-26	AFL/Urals	mfd	20apr79	toc 07may79; rgd 28may79; registration is out of sequence
	CCCP-26664	An-26	AFL/International	trf	03jun86	as leased; f/n MLA 06jun86
	CCCP-26664	An-26	AFL/Urals	trf	11mar87	
	RA-26664	An-26	SAM/AAA		jan94	seen somewhere in South Africa; l/n BEW apr94, in basic ex Aeroflot c/s also carrying just '26664' on the tail
	RA-26664	An-26	United Nations	DME	aug94	in all-white c/s; l/n SJJ 17dec94
	RA-26664	An-26	Kirov Avn Enterpr.	trf	23jan95	seen SHJ 23feb97, in all-white c/s, no titles
	RA-26664	An-26	United Nations	ALA	28sep99	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 06	not known	An-26SK	Strat.Rocket Force	mfd	31mar79	opb 158 osap at Znamensk (Kapustin Yar); last overhaul completed 29sep89; time between overhauls exceeded in 2003; stored in non-airworthy condition
79 07	CCCP-47325(2)	An-26	Aeroflot	CPH	12jul79	see c/ns 6610 and 8306, on delivery to Cuban AF
	12-39	An-26	Cuban Air Force	d/d	jul79	
	T-239	An-26	Angolan Air Force	no	reports	according to Cuban sources
	CU-T1239	An-26	Cubana	SNN	17dec87	l/n VRA apr93
	CU-T1239	An-26	Aerogaviota			in fleet list 1995/2001 but no reports
	CU-T1417	An-26	Aerogaviota	Bar	20apr02	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	not known	An-26	Soviet Air Force	mfd	14may79	opb mil. unit 42147 at Kazan-Borisoglebskoye; soc in 1985
79 09	not known	An-26		mfd	25dec79	
	ER-AUR	An-26	Trast Aero	FJR	10oct09	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
	4L-UCK	An-26B	Georgian Star	no	reports	mentioned in official fleet list mar10 on the internet with version as just 'An-26'; c/n from CAA, see next line
	TN-AIK (1)	An-26B	Canadian Airways	rgd	05jul10	c/n and version from register; canx only 26apr15; see TN-AIK (2) An-26B at end of file with unknown c/n
	4L-UCK	An-26B	BULOG	WMX	25feb11	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	An-26B	Georgian Star		03dec13	operator given as Georgian Star in register listing with version as just 'An-26'
	4L-UCK	An-26B	AG Air		jan14	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	An-26B	Eagles Global Exp.	rgd	12jan15	no reports; c/n confirmed by Tajik CAA with version as such; canx 11dec15, see next line
	EY-325	An-26B	Trast-Aero	DJJ	22sep16	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	An-26	Soviet AF/PVO	mfd	1979	opb 223 otae PVO at Zhulyany
	"22" red	An-26	Ukraine Air Force	trf	1992	opb 223 otae PVO at Zhulyany; in olive drab/dark green camo c/s with light grey underside; on a photo in 1992 still with Red Stars
	"22" blue	An-26	Ukraine Air Force	IEV	08sep92	the c/n is not painted under the stabiliser, but is painted on many covers and protection devices; opb 223 otae PVO at Zhulyany (l/n there 03may99) and later at Vasylkiv (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	An-26	Soviet Air Force	mfd	12apr79	
	not known	An-26	Russian Air Force			overhaul completed 02nov00; opb Balashovskoye UATs by 2011
	RF-36160	An-26	Russian Air Force	CKL	jun14	also carried code "79" red; opb 6 af VUNTs VVS "VVA" at Balashov; in light grey c/s with 'VVS Rossii' 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)	An-26	LII Zhukovski	mfd	apr79	rgd 25dec91; ex Soviet Air Force ?; see c/n 10701
	RA-26038(2)	An-26	Kampuchea Airlines	PNH	jan93	all-grey c/s with titles
	RA-26038(2)	An-26	LII Zhukovski	IEV	30aug93	l/n ZIA 24aug95; all-grey c/s, no titles
	RA-26038(2)	An-26	Mauritanienne TA	LIS	22jan97	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 LII Zhukovski, according to canx register
	9Q-CJB	An-26	Comp. Afriq. d'Avn	rgd	12nov98	h/o 16dec98; f/n FIH 15mar01; l/n FIH 21feb04; registration re-allocated to a MD-81 18jan06
80 03	"17" blue	An-26	Russian Air Force	Iva	04aug01	in all-grey c/s with Red star; l/n Ivanovo-Severny 09aug03
80 04	CCCP-26165(1)	An-26	Soviet AF/AFL c/s	mfd	apr79	rgd 21may82; see c/n 6205
	RA-26246	An-26	Yaik	trf	30jun94	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
	HK-4186	An-26-100	South Sudan Supr.	JUB	06dec21	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
80 05	not known	An-26	Soviet Air Force	mfd	26apr79	last overhaul completed 19jan89; version given as 'lab' in Russian Air Force inventory listing
	RA-26696	An-26	Russian AF/AFL c/s	Kub	29may93	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 types and parts missing (possibly for future renovation and static display); l/n jul15/aug22 in the same condition
80 06	CCCP-26182	An-26	MAP Kuibyshev APO	mfd	jun79	rgd 05jun79; f/n SVO 25sep87, in Aeroflot c/s and titles; l/n SVO 17jul91
	RA-26182	An-26	Aviaobshchemash	trf	12feb93	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
80 07	CCCP-26659	An-26	AFL/Ukraine	mfd	28apr79	toc 15may79; rgd 06jun79
	UR-26659	An-26	Avialini. Ukrayiny	SVO	29aug93	
	UR-26659	An-26	Dnieproavia	DNK	05jul96	not in 1998 fleet list
	LZ-CBA	An-26	Heli Air Services	rgd	01aug97	f/n MLA 10mar98 all-white c/s, no titles but with a small sticker on the nose
	ER-AFF (1)	An-26		rgd	27may99	in Moldovan register as ex LZ-CBR which seems in error; canx 01jul99; see c/n 10103
	LZ-CBA	An-26	Heli Air Services	BUD	10oct99	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
	LZ-CBA	An-26	Scorpion Air	BUD	21aug03	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
	TR-LIE	An-26	Solenta Aviation	SOF	17sep07	in all-white c/s, no titles; ferried MJI-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	An-26	AFL/Yakutiya	mfd	28apr79	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
	RA-26660	An-26	Aeroflot	YKS	08jul94	seen YKS 13may95 with c/n painted as '97308008'
	RA-26660	An-26	Sakha Avia	trf	20jul95	
	RA-26660	An-26-100	Yakutiya	rgd	13aug03	in full c/s; last overhaul completed 23may03; f/n YKS 14aug03; new CofR issued 15sep05; l/n YKS 06mar13
	RA-26660	An-26-100	Polyarnyye Avial.	YKS	aug14	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
80 09	CCCP-26661	An-26	AFL/East Siberia	mfd	apr79	toc 22may79; rgd 08jun79; converted to the An-26P prototype (water bomber) in 1987 with external tanks on the fuselage
	CCCP-26661	An-26	AFL/GosNII GA	trf	unknown	on charge as of 01jun90; f/n SVO 22sep90; in Aeroflot c/s and titles; l/n SVO 09sep92
	RA-26661	An-26	GosNII GA	SVO	15may93	in Aeroflot c/s and titles, converted back to a standard freighter; soc and canx 29jan97 as to Sao Tome; l/n SVO may97
	7722	An-26	Sudanese Air Force		photo	on Safatavia website, all-white c/s
80 10	"83" blue	An-26	Ukraine Air Force	IEV	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
81 01	CCCP-26662	An-26	AFL/Tyumen	mfd	20apr79	also given as 14may79; rgd 06jun79; on charge as of 01jul79; opb 2-i Tyumenski OAO; l/n Krasnoselkup 06feb93
	RA-26662	An-26	Aeroflot	SVO	01sep93	operated by Tuymenskiye Avialinii
	RA-26662	An-26	Tyumen Airlines	trf	31aug94	initially still in full Aeroflot c/s including titles; l/n as such TJM 14may95, with the c/n painted on as '97308101'; the titles were removed; f/n as such AMS 21aug97; leased to Pskov-Avia in 1997/98; seen MLA 04apr01; still in fleet list 27oct00; l/n BKA 17aug01
	RA-26662	An-26	Tyumenspetsavia	IKT	28aug07	in white c/s with light grey undersides, with titles; already mentioned in a technical inspection document 03jul07
	RA-26662	An-26-100	UTair Cargo	rgd	29oct07	in white c/s with light grey undersides, with titles in Russian and English; f/n SVX oct08; l/n TJM 04sep12
	RA-26662	An-26-100	UTair Express	NNM	27mar13	in white c/s with light grey undersides, with titles; l/n ARH 28sep13
	RA-26662	An-26-100	Katekavia	IAA	02apr14	leased from UTair; in white c/s with light grey undersides, with both 'Katekavia' and 'UTair Express' titles; new CofR issued 30apr14; l/n SGC 28sep14
	RA-26662	An-26-100	Turukhan	trf	feb15	leased from UTair; in white c/s with light grey undersides, with titles; f/n IAA apr16; new CofR issued 17apr17; l/n ARH 11jan18
	RA-26662	An-26-100	UTair	KJA	17sep19	in white c/s with light grey undersides, with titles; seen TJM 20aug23; w/o 14jun24 on a flight from Sabetta to Utrenni (Gyda Peninsula) when approached in poor visibility and dropped below the glide path so that the pilot decided to go around, but the aircraft lost speed and height, the left main gear collided with a snow mound 960 metres in front of the runway threshold and the aircraft came down with 2.2 g in the snow-covered tundra, the outer left wing collided with another snow mound and broke off and the fuselage broke into two pieces, 2 of the 3 crew members and 1 of the 36 passengers were injured; t/t 38,913 hours and 18,124 cycles
81 02	not known	An-26	Cuba	mfd	29may79	confirmed exported to Cuba
81 03	CCCP-26663	An-26	AFL/North Kavkaz	mfd	may79	toc 23may79; rgd 06jun79; f/n LED 02jun90
	RA-26663	An-26	Kuban Airlines	trf	22feb94	f/n KRR 15jul94, in Aeroflot c/s and titles; soc and canx 08sep99 as life-time expired
81 04	"10" red	An-26RT	Russian Air Force	SVX	18aug12	wfu, stored on the grass; in all-grey c/s; see c/n 9301; broken up 2019
81 05	not known	An-26	Soviet Air Force	mfd	21may79	last overhaul completed 25sep89
	"43" red	An-26	Russian Air Force	CKL	13aug99	opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov; time between overhauls exceeded in 1999; possibly scrapped by 2018
81 06	not known	An-26RT	Soviet Air Force	mfd	18may79	
	"40" yellow	An-26RT	Russian Air Force	Syt	28may05	based at OVB; in light grey c/s with Red Stars; l/n OVB 01oct10; overhauled by 308 ARZ at Ivanovo-Severny and converted into a standard transport, overhaul completed 03aug12
	RF-36024	An-26	Russian Air Force	Iva	22aug12	also carried code "40" blue; opb ao 6980 AvB at OVB; in basic 'blue' Aeroflot c/s with 'VVS Rossii' titles, Russian stars and blue spinner tips; l/n OVB 27jul22
81 07	CCCP-26162	An-26	Soviet Air Force	rgd	04mar83	based in Orenburg region; h/o by ARM-336 to Yaik for rework 16jan93
	RA-26248	An-26	Yaik	rgd	06jun94	trf 30jun94; soc and canx 08apr97; Yaik applied to a court demanding from the Russian Air Force return of the aircraft, but this application was rejected by court orders dated 07dec98 and 27mar00; photo exists date unknown at KRR (N45.081925 E38.964826) in poor condition
81 08	CCCP-26665	An-26	AFL/Yakutiya-Nyu	mfd	25may79	on charge as of 01jul79; rgd 02jul79; was the sole An-26 "Pogoda" (weather) weather control aircraft converted by KiAPO in 1988; f/n MJZ 02jul92 with c/n painted as '97308108'
	RA-26665	An-26	Sakha Avia	trf	25jul95	
	RA-26665	An-26	SirAERO	trf	05jun01	rgd 14aug01; f/n YKS 01jul04, with dark blue cheatline and tail, SirAERO titles and c/n painted as '97308108'; fitted with two slab-sided pods mounted on pylons housing ASO-2 flare dispensers
	RA-26665	An-26	IrAero	UUS	19mar08	with dark blue cheatline and tail, IrAero titles; in official fleet list 04may09 as owned by SirAERO and lsd to Iraero; l/n IKT 11jul09, as such; still with some special features pointing to its use as a laboratory aircraft (the second but last window is blanked off on the port side and the rear window on the starboard side modified); CofR renewal 14aug11; repainted in lighter blue c/s by oct11; photos exist jun17/aug17 again with two slab-sided pods mounted on pylons housing ASO-2 flare dispensers; l/n IKT 10sep24
81 09	CCCP-26666	An-26	AFL/West Siberia	mfd	may79	toc 05jun79; rgd 14jun79; f/n ATH 05oct89
	RA-26666	An-26	Kemerovo Avn. Ent.	trf	23aug94	soc and canx 03sep96 as to Ukraine
	26666	An-26	no titles	IEV	25jun97	on overhaul; in white/blue c/s
	7711	An-26	Sudanese Air Force	ph.	20jul09	in white c/s, former registration UR-26666 still visible under paint; dbr on landing at Gogrial (southern Sudan), having made an emergency landing in 1997 after coming under fire from SPLA rebels; (probably landed long, overran the runway and came to rest some 200 metres behind the runway threshold; wreck still in situ (at N08.542051 E28.09754) by jul09, c/n checked
81 10	CCCP-26667	An-26	AFL/Belarus-MHP	mfd	may79	toc 07jun79; rgd 14jun79; f/n MHP 10sep87; l/n MHP 08sep93
	EW-26667	An-26	Belavia	MHP	10jul94	l/n MHP 13may96
	SP-FPM	An-26	ex Belavia c/s n/t	rgd	10jun96	f/n MHP 01jul96; canx 31jan97; l/n MHP jun01/jun08 stored
82 01	CCCP-26668	An-26	AFL/Yakutiya-Mirny	mfd	26may79	also given as 05jun79; on charge as of 01jul79; rgd 04jul79; opb Mirninski OAO; f/n jul85
	RA-26668	An-26	Aeroflot	OMS	12jun94	opb Alrosa
	RA-26668	An-26	Alrosa	trf	18oct94	
	RA-26668	An-26-100	Alrosa	rgd	10jul03	in full c/s; f/n YKS 01jul04, c/n painted on as '97308201'; new CofR issued 07aug08; t/t 31,634 hours and 16,929 cycles by 01jan10; new CofRs issued 29jun15 and 11aug16; l/n MJZ 10aug24
82 02	CCCP-26669	An-26	AFL/Urals	mfd	31may79	toc 08jun79; rgd 21jun79; f/n LED 22jul88
	RA-26669	An-26	Izhavia	trf	19apr94	f/n IJK 16aug99, in Aeroflot c/s, no titles; not in 2000 fleet list
	RA-26669	An-26-100	Izhavia	rgd	10jul03	l/n IJK 14jun11, in Aeroflot c/s, no titles, missing engines; broken up IJK 2014
82 03	not known	An-26	Soviet Air Force	mfd	01jun79	
	"02" blue	An-26	Russian Air Force	no	reports	opb 11 apso at Bratsk; overhaul completed 17mar00
	RF-36025	An-26	Russian Air Force	BTK	02aug12	c/n confirmed; also carried code "02" blue; initially opb apso 6980 AvB at Bratsk; trf to otdyelnaya aviagruppa at Chelyabinsk-Shagol by 2012; in light grey c/s with 'VVS Rossii' titles, Russian stars, blue spinner tips and a 'polar bear' badge below the cockpit; initially had a Russian flag on the engine cowling, l/n as such BTK 02aug12; f/n without the flag SVX 30jul14; l/n OVB may22
82 04	not known	An-26	Soviet Air Force	mfd	25jun79	opb mil. unit 28064 at Arkhangelsk; soc in 1986
82 05	CCCP-26670	An-26	AFL/West Siberia	mfd	19jun79	toc 22jun79; rgd 04jul79; f/n mar83; l/n ATH 30sep89
	RA-26670	An-26	Kemerovo Avn. Ent.	trf	unknown	no reports; soc and canx 18nov96 as to Ukraine
	UR-26670	An-26	primer	IEV	20mar97	
	UR-BWY	An-26B	Fayban Cargo	IEV	11may98	l/n IEV 26jun99
	UR-BWY	An-26B	AAR Airlines	IEV	07jul99	l/n CMB 24feb00
	UR-BWY	An-26B	Kiev ARP 410 Al	LUX	13nov00	l/n FJR 22aug02; still in fleet list 12jan03
	ER-AZR	An-26B	Jet Line Internat.	rgd	08dec04	in Jet Line fleet list 28apr05; l/n VIE 24oct05; d/d to BASe 11jan06; seen BUD 03mar06; canx 24mar06
	HA-TCY	An-26B	Budapest A/c Serv	BUD	04apr06	in ARP 410 Al c/s, no titles; l/n STR 19jan08; for sale on the internet from 06may08 for $ 850.000; remained stored RWN nov08/sep09 and trf to FleetAir (on paper)
	EK-26205(2)	An-26B	Air Highnesses	rgd	18jun10	c/n confirmed by CAA; see c/n 14107; ferried RWN-BGO-KEF-YHZ 07jul10-09jul10 on delivery to Aer Caribe; seen BOG 22jul10
	HK-4728	An-26B	Aer Caribe	rgd	13oct10	owned by Latinamericano de Aviacion SA and opb Aer Caribe; f/n BGA 21feb11; seen Medellin 24apr13; involved in an incident at San José del Guaviare 07jun14 when it ran off the runway and sustained minor damage; in register as CofA suspended with effect from 29jul15; restored; l/n BOG 11mar24, undergoing maintenance
82 06	not known	An-26	Soviet Air Force	mfd	jun79	
	"32" red	An-26	Ukraine Air Force	IEV	14apr92	based IEV; opb 223 osap; in green/brown camouflage; l/n IEV 08sep92
	"32" blue	An-26	Ukraine Air Force	IEV	16jul93	based IEV, in green/brown camouflage; l/n BOJ oct95; seen as just "32" under overhaul (in primer without any markings) IEV 11may98
	"02" blue	An-26	Ukraine Air Force	IEV	02may99	c/n checked; opb 223 oe PVO at IEV; in basic 'blue' Aeroflot c/s; l/n IEV 02jun02
	"05" yellow	An-26	Ukraine Air Force	KBP	21may04	opb 15 BrTrA at KBP; initially in basic 'blue' Aeroflot c/s, no titles; offered for sale in 2008, but could not be sold; stored at KBP, seen apr10/18jun14; overhauled at KBP by volunteers starting apr14 (unofficially named 'Vezunchyk') and repainted in 'digital' medium grey/light grey/light blue camo c/s with light blue undersides, 'Zbroini Syly Ukrayiny' (Armed Forces of Ukraine) titles and the inscription 'Phoenix' on the nose; f/n as such KBP 22jun14; f/f after overhaul 29aug14; arrived for overhaul at Zavod No. 410 GA at IEV 13mar17; l/n IEV 10nov19; contract for prolongation of life-time by 1 year signed 27jul20
82 07	not known	An-26SK	Strat.Rocket Force	mfd	20jun79	
	"12" yellow	An-26	Russian Air Force	trf	01jun10	seen Ivanovo-Severny 01aug11; initially opb 158 osap at Znamensk (Kapustin Yar); last overhaul completed 29aug11; trf to 329osae at Klyuchi Kamchatskiye around 2012; in light grey c/s with Russian stars, no titles, with an additional small Russian flag/badge with an eagle ? over water below the cockpit by 2012; l/n SVX 28jun14
	RF-90332	An-26	Russian Air Force	ph.	oct18	at DYR; in light grey c/s with Russian stars and 'VKS' Rossii titles, also carried code "12" yellow and small Russian flag/badge with an eagle ? over water below the cockpit; opb 329osae at Klyuchi Kamchatskiye; l/n Khabarovsk-Tsentralny 2019
82 08	not known	An-26	Soviet Air Force	mfd	23jun79	
	"95" red	An-26	Russian Air Force	trf	1992	c/n checked CKL 15aug99
	"12" yellow	An-26	Russian MVD/VV		2000	
	RF-56308	An-26	Russian MVD/VV	rgd	30jun06	opb 685 osap on at Rostov-na-Donu-Tsentralny; in light grey c/s with a white-on-black horse unit badge below the cockpit, no titles; initially with Red Stars; l/n as such Rostov-na-Donu-Tsentralny 25aug09; f/n with Russian flag on fin Rostov-na-Donu-Tsentralny 05may10; l/n AER 04oct13

	RF-56308	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; named 'Geroi Rossii Nikolai Skrypnik' after a general of the Interior Troops who was killed in Chechnya 11jul96; f/n Rostov-na-Donu-Tsentralny 24may16; l/n AER 30aug22
82 09	not known	An-26	Strat.Rocket Force	mfd	23jun79	opb 158 osap at Znamensk (Kapustin Yar); last overhaul completed 18aug89; time between overhauls exceeded in 2007; possibly transferred to Russian AF 01jun10
82 10	CCCP-26671	An-26	AFL/Krasnoyarsk	mfd	23jun79	rgd 31jul79; on charge as of 01oct79; opb Yeniseiski OAO; f/n BKA 25sep91
	RA-26671	An-26	Aeroflot	EIE	11jun94	owned by the Russian Federation
	RA-26671	An-26	Yeniseiski Merid.	trf	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 or CofA by aug10 and on the register still with the rgd 31jul79; sat wfu (still with 'Aeroflot' titles) at EIE, seen sep10/aug17; t/t 19,659 hours and 12,815 cycles; canx 22mar21
83 01	"04"	An-26	Strat.Rocket Force	no	reports	opb 105 osae 33 RA at Omsk-Severny; colour of code probably blue
	RF-90373	An-26	Strat.Rocket Force	trf	01jun10	opb 105 osae at Omsk-Severny; seen Omsk-Severny 29apr12, in grey c/s with Russian flag on fin, no titles; c/n only mentioned in a document dated 12dec16 with regards to the extension of resources and service life; l/n OVB sep24
83 02	"20" red	An-26RT	Soviet Air Force	mfd	26jun79	relay aircraft; opb 243 osap at Lvov-Sknilov; in light grey c/s
	"20" red	An-26RT	Ukraine Air Force	trf	1992	relay aircraft; opb 243 osap at Lviv-Skniliv; in light grey c/s with dark (black ?) spinner tips; seen LWO aug93
	"20" blue	An-26RT	Ukraine Air Force	LWO	09sep96	relay aircraft; initially opb 243 osap at Lviv-Skniliv; initially in light grey c/s; trf to 456 brTrA at Vinnytsya-Havryshivka at an unknown date; l/n in its old c/s VIN 19aug97, c/n not checked; repainted in dark green camouflage c/s; f/n as such VIN 17jul07; l/n as such VIN sep12; repainted in medium grey c/s with light grey undersides; f/n as such IEV 07dec16; last overhaul completed 23dec16; l/n in a fly-past over Kiev 22aug18
83 03	CCCP-26185	An-26	MAP Kom-na-Amu APO	mfd	jun79	rgd 12sep79; reported for Komsomolsk Air; soc by 01jan01 as life-time expired; canx but date unknown
	EX-106	An-26	Click Airways, n/t	SHJ	29dec06	in basic Aeroflot c/s, paint faded and ex reg visible; l/n SHJ 04mar08
	3X-GEL	An-26	Tehnoer	rgd	04apr08	f/n SHJ 08oct08; c/n confirmed by CAA; arrived FJR 29oct08, opb Aerospace Consortium
	3X-GEL	An-26	Trast Aero	TII	16mar09	canx 06apr09; seen FJR 04may09, ex reg '26185' visible on top of the wing; l/n FJR 17oct09; owners reported to be Oleg Baranov and Gennady Ganeev and opb Supreme Group (USA); reportedly re-registered, see next line
	3X-GFH	An-26	Brise Air	rgd	14may10	f/n FJR 11sep10, in all-white c/s, no titles; canx 07jun11; l/n FJR 03nov11
	EK-26878	An-26	South Airlines	MLA	07jan12	all-white c/s, no titles; c/n checked; l/n EBB 14mar14; canx 15apr14
	S9-TUS	An-26	all white c/s, n/t	EBB	24may14	l/n BGF 2016; c/n from russianplanes.net
83 04	CCCP-26174	An-26	MAP Kuibyshev APO	mfd	15jun79	rgd 09aug79; f/n VKO 31aug81 in Aeroflot c/s
	RA-26174	An-26	MAP Kuibyshev APO	VKO	11sep92	in Aeroflot c/s
	RA-26174	An-26	Aviakor	trf	25jul94	f/n Samara-Bezymyanka 30aug98; l/n Samara-Bezymyanka 30aug99; confirmation of titles welcome
	RA-26174	An-26-100	no titles	IKT	04jul04	in rework plant
	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
	RA-26174	An-26-100	Iraero	IKT	16jul22	l/n IKT 14sep24
83 05	CCCP-26672	An-26	AFL/North Kavkaz	toc	10jul79	rgd 20jul79; f/n LED 05may89
	RA-26672	An-26	Kuban Airlines	trf	22feb94	still in full Aeroflot c/s including titles; l/n as such KRR 15jul94; soc and canx 24dec98 as to Madagascar
	5R-MUP	An-26	Malagasy Air Force	ph.	17jun01	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 2020
83 07	not known	An-26	Soviet Air Force	mfd	06jul79	
	"25" red	An-26	Russian Air Force			opb 257 osap at Khabarovsk; f/n Ivanovo-Severny 04aug01, awaiting overhaul (code faded)
	"15" yellow	An-26	Russian MVD/VV	trf	2005 ?	last overhaul completed 12dec05
	RF-56304	An-26	Russian MVD/VV	rgd	30jun06	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
	RF-56304	An-26	Rosgvardiya	trf	05apr16	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
83 08	"03" white	An-26	Kaz Border Guards	ALA	31may08	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
	"18"	An-26	Kaz Border Guards	IEV	21mar13	test flying, bare metal with just "18" painted on in black; c/n confirmed from www.spotters.net.ua
	"03" white	An-26	Kaz Border Guards	IEV	17may13	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
83 09	"03" yellow	An-26	Strat.Rocket Force	mfd	16jul79	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
	"03" yellow	An-26	Russian Air Force	Vla	30may12	opb 7000 AvB at Vladimir-Semyazino; in light grey c/s with Red stars, no titles; l/n Vladimir-Semyazino 12aug12; stored by 2013
	RF-90314	An-26	Russian Air Force	ph.	apr15	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
83 10	"02"	An-26GR	Soviet Air Force	mfd	27jul79	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
	not known	An-26GR	Soviet Army Avn	trf	1985 ?	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
	RF-00714	An-26	ROSTO Vladivostok	UUS	25sep08	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	DOSAAF	trf	04apr11	opb Tikhookeanski ATSK at Artyom-Knevichi from 30nov10; donated by Geos-Aero to the Russian Federation 01apr11; l/n KXK 03mar15; seen wfu engineless VVO 09jul18, reg faded; l/n VVO 18aug18
84 01	"53" yellow	An-26	Russian Navy	mfd	1979	opb 46 otap at OSF; last overhaul completed 25jan88; seen wfu at OSF 10may/22aug01; 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
	OB-1893-T	An-26	TA Cielos Andinos	rgd	26jun08	
	OB-1893-P	An-26	TA Cielos Andinos	rgd	02sep08	
	OB-1893-P	An-26	Peruvian Air Line	rgd	28mar11	
	OB-1893-P	An-26	TA Cielos Andinos	rgd	08nov12	still current on register in 2016 but with an expired CofA
84 02	"62"	An-26	Soviet Air Force	mfd	1979	opb 50 osap at Kabul during 1984 until 1988; in grey c/s
	"82" yellow	An-26	Ukraine Air Force	KBP	08sep92	c/n not checked that day; opb 10 oae; in grey c/s
	"82" blue	An-26	Ukraine Air Force	IEV	19mar97	with large 'Blakutna Stesha' (Open Skies) titles; l/n HRK 30may00
	"10" yellow	An-26	Ukrainian Navy	Sai	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 Syly Ukrayiny' 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 Syly Ukrayiny' 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	An-26T	Soviet Navy	mfd	27jul79	
	"15" yellow	An-26T	Russian Navy	no	reports	opb 403 osap at Safonovo (Severomorsk-1); last overhaul completed 27feb90; no longer on charge by 2012
84 05	"46" blue	An-26	Soviet Navy	mfd	1979	
	"46" blue	An-26	Russian Navy	Kac	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; f/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-Severny 30aug07; last overhaul completed 04jul08
	"02" blue	An-26	Russian Air Force	trf	01jun10	l/n Rostov-na-Donu-Tsentralny 28mar11
	RF-90344	An-26	Russian Air Force	Roc	04jul11	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	An-26	Soviet Navy	mfd	28jul79	
	"39" blue	An-26	Russian Navy	Kac	jun05	tie-up correct ?
	"30" blue	An-26	Russian Navy	AAQ	21sep06	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; seen AAQ 24aug09; 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 Khabarovski 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 Khrebtovaya (786 metres) in the Bolshoi Khekhtsir 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	An-26	Soviet Air Force	mfd	03aug79	
	"09" red	An-26	Russian Air Force	Kub	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	An-26	Soviet Air Force	mfd	1979	
	"01" blue	An-26	Ukraine Air Force	trf	1992	used call-sign UR-71500 BUD 07dec00; opb 255 osae at Borispol; l/n OZH 28may02
	"04" yellow	An-26	Ukraine Air Force	KBP	05mar06	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
	"04" blue	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 02	CCCP-26585(1)	An-26	Vietnam Air Force	mfd	26sep79	delivery registration, details from Antonov; see c/n 13802
85 03	"04" red	An-26	Kazakh Air Force	ALA	01jun08	in all-grey c/s, code outlined in yellow; l/n Zhetigem 07may22
85 04	CCCP-26586(1)	An-26	Vietnam Air Force	mfd	13aug79	delivery registration, details from Antonov; see c/n 13805
85 05	CCCP-26587(1)	An-26	Vietnam Air Force	mfd	17aug79	delivery registration, details from Antonov; see c/n 13907
85 06	CCCP-26674	An-26	AFL/Yakutiya	mfd	17aug79	rgd 20sep79; on charge as of oct79; f/n LED 11mar90
	RA-26674	An-26	Polyarnyye Avial.	trf	21apr94	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 IST 01aug24
85 10	CCCP-46007	An-26	Soviet AF/AFL c/s	mfd	14sep79	opb 929 GLITs at Chkalovski; c/n checked CKL 15aug99, still carried the prefix 'CCCP-'
	RA-46007	An-26	Russian AF/AFL c/s	CKL	19aug01	seen without titles Ivanovo-Severny aug02
	RA-46007	An-26	Russian Air Force	CKL	jun10	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	An-26	AFL/Kazakhstan	mfd	28aug79	toc 07sep79; rgd 17sep79; f/n ALA 22sep87
	UN-26675	An-26	no titles	BKA	15may99	in red/white c/s; l/n Ivanovo-Severny 30aug07
	UP-AN609	An-26	Feniks Airline	IEV	12mar10	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. Kuzovenkov; 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 01jul24
86 02	CCCP-26676	An-26	AFL/Ukraine	mfd	aug79	rgd 19sep79; toc 07sep79; l/n KBP 07sep92
	CCCP-26676	An-26	AFL/Kirovograd VAU	trf	25oct80	
	CCCP-26676	An-26	AFL/Ukraine	trf	unknown	on charge as of 01dec80
	UR-26676	An-26B	Avialini. Ukrayiny	HRK	15jul93	opb Avialiniyi Kharkova; l/n HRK 27apr99
	UR-26676	An-26B	Kiev ARP 410 Al	FJR	15sep01	owned by Avialiniyi Kharkova; l/n FJR 29dec01
	UR-26676	An-26B	Pioneer Cargo Al	KHI	10feb02	owned by Avialiniyi Kharkova; canx 30apr09 but see next line
	9Q-CVR	An-26B	Aviatrade Congo	rgd	17dec04	to Middlanditracep; f/n PNR 30oct05 named 'Mwanamboka'; Antonov regard this aircraft as no longer airworthy from 31jan04
	9Q-COR	An-26B	Middlanditracep	rgd	27dec05	as such in 2008 DRC but doubtful
86 03	CCCP-26677	An-26	AFL/Urals	mfd	30aug79	toc 12sep79; rgd 27sep79; opb Kirovski OAO; in standard 'blue' c/s
	RA-26677	An-26	Aeroflot	KUF	25apr93	opb Kirov Aviation Enterprise
	RA-26677	An-26	Kirov Avn Enterpr.	trf	23jan95	
	RA-26677	An-26	United Nations	ZAG	18apr95	opb Kirov Aviation Enterprise; in full all-white UN c/s; seen ZAG 18apr95 with code 'UN183'; seen 02nov97 (possibly at ZAG) with code 'UNO-182'
	RA-26677	An-26	Kirov Avn Enterpr.	rgd	26sep97	in all-white c/s, no titles; f/n KUF 28nov97; l/n IST 09aug98
	RA-26677	An-26	United Nations	ZAG	14apr00	opb Kirov Aviation Enterprise
	RA-26677	An-26	Kirov Avn Enterpr.	PRG	17aug02	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	An-26	Strat.Rocket Force	mfd	12sep79	
	"12" red	An-26	Strat.Rocket Force	Iva	04aug01	former code "02" red still visible; last overhaul completed 06mar02
	"12" red	An-26	Russian Air Force	trf	2004	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 SVX 30may24
86 05	not known	An-26	Soviet Air Force	mfd	21sep79	opb mil. unit 83252 at Kubinka; mfd also given as 19sep79
	not known	An-26	Russian Air Force			opb mil. unit 52806 at Kubinka; wfu by 2008; soc by 2011
86 06	CCCP-26589(1)	An-26	Vietnam Air Force	mfd	17sep79	delivery registration, details from Antonov; see c/n 13909
	259	An-26	Vietnam Air Force	SGN	28jul92	seen SGN mar96 stored; outer wings removed by 21apr11; l/n 13oct18 with CCCP-26589 bleeding through
86 07	CCCP-26678	An-26	AFL/Tyumen-SLY	mfd	17sep79	rgd 11oct79; on charge as of oct79
	RA-26678	An-26	Aeroflot	ZIA	02sep93	
	RA-26678	An-26	TyumenAviaTrans	trf	unknown	f/n BKA 16aug99, in Aeroflot c/s, no titles; l/n BKA 23sep99; soc and canx 11oct99 as to Sao Tome
86 08	CCCP-26679	An-26	AFL/East Siberia	mfd	19sep79	rgd 24oct79; on charge as of 01jan80; in standard 'blue' c/s; f/n IKT 03mar92
	RA-26679	An-26	Aeroflot	UUS	07jun93	
	RA-26679	An-26	Ulan-Ude Avn Ent.	trf	20oct93	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
	RA-26679	An-26	Bural	IEV	22jun05	was already canx between feb01 and sep01; in Aeroflot c/s and titles
	ER-AFS	An-26	Aeriantur-M	rgd	30aug05	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
	UR-AFS	An-26	Air Sirin	LPA	05nov07	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
	4L-AFS	An-26	Air Sirin	rgd	24sep09	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
	3X-GHA	An-26	GR Avia	rgd	23aug11	in white c/s with fin in four shades of green, small 'airsirin@romb.net' titles; f/n NLV 02sep11; canx 28nov12; l/n NLV 08may13
	4L-AFS	An-26	Air Sirin	NLV	10jul13	in white c/s with fin in four shades of green, no titles; l/n ACC 02oct13
	4L-AFS	An-26	AG Air		03dec13	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	An-26	AFL/Ukraine	trf	23mar90	opb Dnepropetrovski OAO
	UR-26680	An-26	Dnieproavia	DNK	05jul96	not in 1998 fleet list; canx 03mar11
86 10	CCCP-26681	An-26	AFL/Urals	mfd	sep79	toc 03oct79; rgd 16oct79; f/n SVO 16mar90; l/n SVX 20apr93
	RA-26681	An-26	Aeroflot	ROV	14jul94	
	RA-26681	An-26	Ural Airlines	trf	25jul94	l/n SVX 23aug95, in Aeroflot c/s and titles; soc 12aug98 as to the United Arab Emirates; canx 13aug98

	EL-AHO	An-26	Air Angol	rgd	14apr98	to Santa Cruz Imperial according Liberian register; f/n JNB 03dec98; l/n JNB 27nov99; see IL-18 c/n 183006205
87 01	CCCP-26590(1)	An-26	Vietnam Air Force	mfd	30may80	delivery registration, details from Antonov; late mfd; see c/n 13910
	590	An-26	Vietnam Air Force	SGN	15mar01	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 02	"08" red	An-26	Russian Air Force	CKL	22aug03	
87 03	not known	An-26	Soviet Air Force	mfd	20sep79	
	RF-36158	An-26	Russian Air Force	Kts	23feb17	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 04	"56" blue	An-26	Soviet Air Force	mfd	27sep79	opb 201 osae at Tököl, l/n sep90; trf to 245 osae at Legnica; seen Legnica 17aug91/25apr92, in c/s similar to Aeroflot with Red Star
87 05	"55" yellow	An-26	Soviet MVD/VV	mfd	27sep79	
	"55" yellow	An-26	Russian MVD/VV	trf	1992	opb 70 osap on at Yermolino; f/n Ivanovo-Severny 27aug04; last overhaul completed 12dec05
	RF-56305	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; f/n CKL apr09; l/n Yermolino 15mar16
	RF-56305	An-26	Rosgvardiya	trf	05apr16	opb 70 osap on at Yermolino; in light grey c/s with Russian flag on fin, no titles; f/n GOJ 18jun16; l/n 18sep24, location withheld
87 06	CCCP-26682	An-26	AFL/Arkhangelsk	mfd	10oct79	toc 21oct79; rgd 20nov79; opb Arkhangelski OAO; f/n jun81
	RA-26682	An-26	Aeroflot	ARH	10jun94	with the c/n painted on as '97308706'; opb Arkhangelski aviakontsern
	RA-26682	An-26	Arkhangelsk Al	trf	24feb95	transfer date not confirmed, may have been earlier
	RA-26682	An-26	Transavia-Garant.	rgd	23dec98	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	An-26-100	Transavia-Garant.	rgd	12sep06	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
	RA-26682	An-26-100	IrAero	rgd	04may23	f/n IKT 05mar24, operator confirmed, two-tone blue c/s with titles; l/n IKT 01dec24
87 07	CCCP-26683	An-26	AFL/Urals	mfd	17oct79	toc 05nov79; rgd 17jan80; f/n LED 01oct90
	RA-26683	An-26	Izhavia	trf	19apr94	f/n PRG 16jun99, in ex United Nations c/s, no titles; l/n IJK 15aug99
	RA-26683	An-26-100	Izhavia	LED	25sep06	seen IJK 14jun11; CofA expired 17oct07; l/n KZN 24nov12
	RA-26683	An-26-100	KAPO im. Gorbunova	PEE	28feb13	all white c/s, blue badge with white bird on the tail, no titles; l/n PEE 20sep19, stored
87 08	CCCP-26684	An-26	AFL/N.Kavkaz-KRR	mfd	oct79	toc 02nov79; rgd 20nov79
	CCCP-26684	An-26	AFL/Ukraine	trf	09jan89	
	CCCP-26684	An-26	AFL/N.Kavkaz-KRR	trf	unknown	on charge as of 01jul89
	RA-26684	An-26	Kuban Airlines	trf	22feb94	f/n KRR 15jul94, in Aeroflot c/s and titles; soc and canx 20oct97 as life-time expired
87 09	CCCP-26592(1)	An-26	Vietnam Air Force	mfd	30jul79	delivery registration, details from Antonov; see c/n 14002
87 10	CCCP-26593(1)	An-26	Vietnam Air Force	mfd	29aug80	delivery registration, details from Antonov; late mfd; see c/n 14003
88 01	not known	An-26	Soviet Air Force	mfd	23oct79	last overhaul completed 17apr90
	"11" red	An-26	Russian Air Force			opb military unit 34185 at Lipetsk; f/n Stupino 28may99, dumped; broken up before 2003
88 02	not known	An-26	Soviet Air Force	mfd	24nov79	opb mil. unit 23229 at Tashkent-Tuzel
	not known	An-26	Uzbek Air Force			
	UR-CTS	An-26	Vulkan Air	rgd	03nov21	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	An-26	Soviet Air Force	mfd	12nov79	
	"45" blue	An-26	Russian Air Force	Bls	22aug06	overhaul completed 28jul05; opb BVVAUL at Balashov; in light grey c/s with Red Stars, no titles
	"45" red	An-26	Russian Air Force	SVX	28jan10	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
	RF-90319	An-26	Russian Air Force	OVB	31mar17	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 Kolymo-Indigirskogo OAO; damaged 25dec88 on a flight from Yakutsk to Chokurdakh; after take-off from Yakutsk at an altitude of 4600m, the left side locks of the cargo ramp tore off, partially opening it and causing a sharp depressurization of the aircraft; the crew made an emergency landing at Yakutsk and during inspection of the aircraft on the ground, it was discovered that the ramp had shifted downwards by 450-500mm; photos exist; repaired; 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	An-26GR	Russian Air Force	mfd	1979	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
	9Q-CES	An-26	El Sam Airlift	ROV	12sep06	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 !
	9Q-COS	An-26	El Sam Airlift	rgd	17oct06	f/n FIH 23oct06; reportedly owned by Africa One Congo; in blue c/s, titles not visible; l/n FIH 27feb07; opf Malift 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	An-26	Sov. Navy/AFL c/s	mfd	31oct79	rgd 14dec79
	RA-26697	An-26	Russ. Navy/AFL c/s	OSF	26aug95	opb 46 otap at OSF; l/n OSF 09jul00; last overhaul completed 17jul01
	RA-26697	An-26	Russian Navy	OSF	14sep10	opb 46 otap (renamed 7055 AvB in 2010) at OSF; l/n OSF 16jan15
	RF-46543	An-26	Russian Navy	Lev	14jan16	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 22aug22, 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	Iva	04aug01	wfu before 2006 and cannibalised; hulk sat at 308 ARZ at Ivanovo-Severny, seen 2006/jul12
89 01	CCCP-46454	An-26	Soviet AF/AFL c/s	SXF	feb80	l/n DYU 29apr89; ELINT aircraft
	RA-46454	An-26	Russian AF/AFL c/s	VOZ	31aug97	seen OVB 02jul03 with c/n painted as '97308901'; l/n Ulan Ude-Vostochny 25nov06 c/n checked; ELINT aircraft
89 02	CCCP-26687	An-26	AFL/Urals-MQF	mfd	29dec79	toc 20may80; rgd 09jun80; f/n SVO 02aug90
	RA-26687	An-26	Magnitogorsk Air	trf	12apr94	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
	RA-26687	An-26-100	Transavia-Garant.	rgd	27jun03	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; CofR 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" ?	An-26RTR	Soviet Air Force	mfd	28dec79	code visible under paint during overhaul at 308 ARZ 02aug11
	"07" red	An-26RTR	Russian Air Force	Lev	22may01	toc Levashovo 26jan90; in all-grey c/s, had a badge below the cockpit consisting of 'a globe within a set of wings'; seen engineless at Levashovo 19jul06; seen Pushkin 02jun12 after overhaul with Russian stars and 'VVS Rossii' titles; seen Taganrog-Tsentralny 31aug12; l/n ARH 21mar13
	RF-36002	An-26RTR	Russian Air Force		feb14	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	An-26	KGB/Border Guards	mfd	29dec79	
	"11" red	An-26	FSB/Border Guards	SCW	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	An-26	KGB/Border Guards	mfd	30nov79	
	"12" red	An-26	FSB/Border Guards	IKT	06jun01	t/t 7,251 hours by 2007; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles, carried a 'Polyarnaya Aviatsiya RF' badge; l/n Vorkuta-Sovyetski 08apr09
	RF-26257	An-26	FSB	Vkm	14oct10	opb oaap at Vorkuta-Sovyetski; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles, carried a 'Polyarnaya Aviatsiya RF' badge showing a polar bear and three penguins; tender for rework published 08apr11; l/n VKT damaged on landing at Vorkuta-Sovyetski 17may12 when the nose gear collapsed; seen with a revised 'Polyarnaya Aviatsiya RF' badge depicting a Polar Bear and globe since sep12; l/n ARH may20
89 08	797	An-26	Civ Avn Adm China	d/d	1979	Chinese Air Force; f/n Wuhan-Hankou nov91; seen at Guangshui 2012 (N31.614498 E113.85033) derelict in very bad condition
89 09	798	An-26	Civ Avn Adm China	d/d	1979	Chinese Air Force; f/n Wuhan-Hankou nov91
89 10	not known	An-26	KGB/Border Guards	mfd	30nov79	
	RF-26271	An-26	FSB	SVO	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	An-26SK	Strat.Rocket Force	mfd	06dec79	opb 158 osap at Znamensk (Kapustin Yar)
	"01" blue	An-26SK	Russian Air Force	trf	01jun10	
	RF-90346	An-26	Russian Air Force	CKL	jul13	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	An-26	Strat.Rocket Force	mfd	10jan80	opb military unit 33782 - 158 osap at Znamensk (Kapustin Yar); last overhaul completed 27apr90
	not known	An-26	Russian Air Force			opn military unit 34185 at Lipetsk

90 03	"96"red	An-26	Kazakh Air Force	mfd	10jan80	opb mil. unit 03085 at Priozersk (Kazakhstan); for sale in an oct17 Kazakh tender; stored Zhetygen since may14 at least, for sale since 29mar18, not sold, still present at Zhetygen may22
90 04	CCCP-26688	An-26	AFL/West Siberia	mfd	28dec79	toc 09jan80; rgd 23jan80
	RA-26688	An-26	Tomsk Avia	trf	30mar94	
	UN-26688	An-26	all-white c/s, n/t	IKT	06jun01	in rework plant
	RA-26688	An-26-100	Tomsk Avia	rgd	14mar03	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
90 05	CCCP-26689	An-26	AFL/Ukraine-HRK	mfd	28dec79	toc 30jan80; rgd 18feb80; f/n LED 30jun90
	UR-26689	An-26	Avialini. Ukrayiny	UFA	11jun93	l/n HRK 04may98
	UR-26689	An-26	Air Kharkiv	IST	10sep98	l/n HRK 21jun99
	UR-26689	An-26	Kiev ARP 410 Al	FJR	15sep01	l/n FJR 29dec01; no longer in fleet list by 12jan03
	ER-AZT	An-26	Aerocom	rgd	21oct03	current on register mar04; according to Antonov they regarded the aircraft as no longer airworthy since 17sep04
	ER-AZT	An-26	Galaxie	w/o	05sep05	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
90 06	CCCP-26690	An-26	AFL/N.Kavkaz-KRR	mfd	28nov79	toc 20jan80; rgd 30jan80; f/n DYU 25jun87 in an incident report; l/n DME 22may91
	RA-26690	An-26	Kuban Airlines	trf	22feb94	f/n KRR 15jul94, in Aeroflot c/s and titles; soc and canx 17jul97 as life-time expired
90 07	799	An-26	Civ Avn Adm China	d/d	1979	Chinese Air Force; f/n Wuhan-Hankou 11oct88
90 08	800	An-26	Civ Avn Adm China	d/d	1979	Chinese Air Force; f/n Wuhan-Hankou 11oct88
90 09	not known	An-26	KGB/Border Guards	mfd	28dec79	
	RF-26258	An-26	FSB	SVO	26may06	opb oaap 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 'Polyarnaya Aviatsiya RF' badge depicting a Polar Bear and globe behind the cockpit
90 10	801	An-26	Civ Avn Adm China	d/d	1979	Chinese Air Force; f/n ZGC sep89
91 01	not known	An-26	Madagascar AF	mfd	15feb80	confirmed exported to Madagascar
91 02	not known	An-26	Soviet Air Force	mfd	28dec79	in fact not Air Force, but NBC protection forces (VRKhBZ)
	"01" red	An-26	Russian Air Force	Iva	27aug04	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
	"01" red	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; c/n checked Vladimir 2011; l/n Volga 24jun14
91 03	802	An-26	Civ Avn Adm China	d/d	1979	Chinese Air Force; f/n Wuhan-Hankou nov91
91 04	CCCP-93914	An-26	MAP Tashkent APO	mfd	jan80	rgd 29feb80
	UK-93914	An-26	TAPO im. Chkalova		photo	in basic Aeroflot c/s with white fin, 'Uzbekistan' titles and an Uzbek flag below the cockpit
	UK-26002 (2)	An-26	Avialeasing	rgd	06jul00	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
	N8038Y	An-26	SRX Transcontinen.	rgd	05apr04	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	An-26	MAP Moskovski OAO	mfd	21jan80	rgd 12feb80; f/n DME 24apr89, in Aeroflot c/s and titles
	RA-93916	An-26	MAP Moskovski OAO	Mya	01sep93	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	An-26	Strat.Rocket Force	mfd	24jan80	opb 105 osae 33 RA at Omsk-Severny
	"05" blue	An-26	Russian Air Force	trf	01jun10	
	RF-90374	An-26	Russian Air Force	Iva	01aug11	opb ae at Omsk-Severny; in light grey c/s, no titles; initially with Red Stars, l/n as such Ivanovo-Severny 01aug11; f/n with Russian flag on fin Ivanovo-Severny 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	An-26	Strat.Rocket Force	mfd	15jan80	based at Vladimir-Semyazino; f/n Vladimir-Semyazino aug86; l/n Vladimir-Semyazino may08
	"04" yellow	An-26	Russian Air Force	trf	01jun10	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' titlss; 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	An-26	Aviastar	rgd	26nov03	f/n ULY 09jan04; leased to Spetsavia from 11aug04; no longer in fleet list by dec05
	RA-26251	An-26	Petropav.-Kam. AE		18nov05	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 12may24
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
	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 01	"07"	An-26	Russian Navy	no	reports	opb mil. unit 60040 at Katunino; offered for sale as scrap metal 09feb09
92 02	"04"	An-26	Soviet Air Force	mfd	28jan80	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	An-26	Soviet Air Force	mfd	30jan80	overhaul completed 31jan90
	not known	An-26	Russian Air Force			opb BUATs at Balashov; stored 2011; t/t 5,008 hours, 4,056 cycles by 18feb12
	RF-36135	An-26	Russian Air Force	Chh	feb15	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	An-26	Soviet AF/PVO	mfd	30jan80	
	"33" red	An-26	Russian Air Force	Lev	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-Severny 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	AFL/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	NIIIS im. Sedakova	trf	03oct94	Nauchno-issledovatelski 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	NIIIS im. Sedakova	rgd	2012	on the Russian experimental aviation register; in basic 'blue' Aeroflot c/s with grey fin, 'NIIIS' titles; f/n GOJ 22oct12; l/n GOJ aug24
92 06	not known	An-26	Soviet Air Force	mfd	05mar80	opb mil. unit 26064 at Arkhangelsk; soc in 1981
92 07	not known	An-26T	Soviet Navy	mfd	31jan80	
	"14" blue	An-26T	Russian Navy	OSF	29jun03	c/n painted on as '07309207' 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	An-26	Soviet Navy	mfd	30jan80	
	"47" blue	An-26	Russian Navy	OSF	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	An-26	Soviet Air Force	mfd	22feb80	
	"06" red	An-26	Russian Air Force	Khb	13aug06	in light grey c/s with Red Stars
	"27" red	An-26	Russian Air Force	Chh	may15	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

	RF-36110	An-26	Russian Air Force	ph.	jun18	in light grey c/s with 'VVS Rossii' titles, Russian flag on fin and red spinner tips, also carried code "27" red
93 01	"10" red	An-26	Soviet Air Force	mfd	22feb80	opb 226 osap at Sperenberg probably from 1989; in grey c/s; f/n Sperenberg aug90; l/n Sperenberg 21apr92
	"10" red	An-26	Russian Air Force	Spr	18apr94	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
	RF-36165	An-26	Russian Air Force	CKL	jul14	in c/s similar to Aeroflot with Russian flag on the fin, no titles, still wearing "10" red; l/n SVX 14aug23
93 02	"12" red	An-26	Soviet Air Force	mfd	27feb90	f/n Sperenberg aug90, in all-grey c/s; based at Sperenberg, opb 226 osap; overhaul completed 25sep90
	"12" red	An-26	Russian Air Force	Spr	18apr94	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	An-26	Soviet Air Force	mfd	25feb80	opb 226 osap at Sperenberg; in light grey c/s; f/n Sperenberg aug90
	"15" red	An-26	Russian Air Force	trf	1992	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	An-26	Soviet Air Force	mfd	27feb80	
	"22" blue	An-26	Russian Air Force	Kln	20aug01	still with Red Star on tail; overhaul completed 05aug02; l/n Levashovo 2011
	"22" red	An-26	Russian Air Force	OVB	09sep15	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	An-26	Soviet Air Force	mfd	03mar80	
	RF-36013	An-26	Russ. Space Forces	CKL	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	An-26	Soviet Air Force	mfd	29feb90	overhaul completed 26oct90
	"28" blue	An-26	Russian Air Force	Kln	jul06	in all-grey c/s with Red star; l/n Klin-5 airbase 12jun08
	RF-93999	An-26	Russian Air Force	KLD	may12	based at Tver-Migalovo by 2011; in all-grey c/s with 'VVS Rossii' titles and Russian stars; l/n CKL 2020
93 08	"02" red	An-26	Russian Air Force	mfd	28feb80	f/n Ivanovo-Severny 04aug01
	RF-36154	An-26	Russian Air Force	Arm	23feb16	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
93 09	not known	An-26	Soviet Air Force	mfd	29feb80	
	"50" blue	An-26	Russian Air Force	SVX	15aug08	overhaul completed 21aug07; in c/s similar to Aeroflot with Red Star on the fin; opb 6980 AvB at SVX by 2011
	"26" red	An-26	Russian Air Force	SVX	12feb12	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"	An-26	Soviet Air Force	mfd	29mar80	serial from Antonov list; opb mil. unit 23229, Tashkent-Tuzel
	"01" red	An-26	Uzbek Air Force	TMJ	23nov06	version painted as 'An-26B' with blister window; l/n Tashkent-Tuzel 11may15; c/n not checked either time
	UR-CTR	An-26	Vulkan Air	rgd	03nov21	current on register 13aug22
94 01	not known	An-26	Soviet Air Force	mfd	21mar80	
	"04" blue	An-26	Russian Air Force	OVB	22apr93	in grey c/s with a Russian coat-of-arms under the cockpit
	"04" yellow	An-26	Russian Air Force	Iva	27aug04	based at OVB; l/n Ivanovo-Severny 30aug07
	"30" blue	An-26	Russian Air Force	SVX	01oct10	opb 6980 AvB at OVB; overhaul completed 23aug10; in c/s similar to Aeroflot with Russian stars, no titles; l/n OVB 29apr16
	RF-36092	An-26	Russian Air Force	ABA	16jun16	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	not known	An-26	Soviet Air Force	mfd	26mar80	
	"59" red	An-26	Russian Air Force	SVX	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; opb 6980 AvB at SVX from 2010; in light grey c/s with Russian flag on fin, no titles; l/n SVX 15aug15; c/n only mentioned in a document dated 31may16 with regards to the commission of ASLK-75M-04 equipment; underwent overhaul in 2019
	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
	not known	An-26	Russian Air Force			overhaul completed 26jun04; opb BUATs at Balashov by 2011
94 04	"09" red	An-26	Russian Air Force	mfd	30mar80	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"	An-26	Soviet Air Force	mfd	16apr80	serial from Antonov list; opb mil.unit 23229 at Tashkent-Tuzel
	"02" red	An-26	Uzbek Air Force	ph.	apr06	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	An-26	Soviet Air Force	mfd	31mar80	last overhaul completed 25dec90
	"24" red	An-26	Russian Air Force	Lev	25feb11	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	An-26	Soviet Air Force	mfd	30mar80	
	"03" red	An-26	Russian Air Force	Iva	04aug01	opb 9 iap at Kilp-Yavr; c/n checked 04aug01
	"03" yellow	An-26	Russian Air Force	Lev	20jul07	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
	RF-36005	An-26	Russian Navy	Iva	sep21	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
94 08	"02" yellow	An-26	Russian Air Force	mfd	1980	opb mil. unit 25189-A at Kilp-Yavr; wfu 1998; offered for sale by Russian privatisation agency dec07; photos posted feb21 at Kilp-Yavr, in all-grey c/s, derelict and resting on its tail
94 09	CCCP-26692	An-26B	AFL/West Siberia	mfd	30apr80	toc 12jun80; rgd 23jun80; version given as An-26B in MGA document and Soviet register
	RA-26692	An-26B	Aeroflot	OVB	20apr93	
	RA-26692	An-26B	AFL/East Siberia	trf	unknown	on charge as of 01jan95
	RA-26692	An-26B	Altai Airlines	trf	26oct95	leased to Vostsibaero
	RA-26692	An-26B	IrAero	rgd	06dec99	f/n YKS 01jul04 with c/n painted as '07309409'; converted to, see next line
	RA-26692	An-26B-100	IrAero	YKS	27jun07	in white c/s with grey undersides; l/n IKT 15dec24
94 10	not known	An-26	Soviet Air Force	mfd	30mar80	
	"05" yellow	An-26	Russian Air Force	NSK	13may95	in grey c/s with Red star; overhaul completed 05mar02
	"03" blue	An-26	Russian Air Force	OVB	29sep07	opb 11 apso at Bratsk; in grey c/s with Red Stars and a polar bear badge below the cockpit; l/n OVB 2009
	RF-36026	An-26	Russian Air Force	OVB	21jul12	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	An-26	Soviet Air Force	mfd	31mar80	
	"08" red	An-26	Russian Air Force	Khb	2010	opb 6983 AvB at Khabarovsk-Tsentralny; overhaul completed 24jun01; in light grey c/s with Red Stars
	"28" red	An-26	Russian Air Force	Khb	14aug11	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	An-26	Soviet Air Force	mfd	31mar80	overhaul completed 15nov90
	"044" black	An-26	Russian Air Force	Kln	31jul97	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	An-26	South Yemen AF	ADE	16nov85	coded '7O-ABH', see c/n 9507;
	611	An-26	Yemen Air Force	trf	22may90	f/n ADE 07aug93 coded '7O-ABH'; seen IEV 13may96 as just '9503'; l/n IEV 10sep96, but no code reported this date
95 04	CCCP-26693	An-26B	AFL/Tyumen	mfd	30apr80	on charge as of 01jul80; rgd 15jul80; version given as An-26B in MGA document and Soviet register
	RA-26693	An-26B	TyumenAviaTrans	trf	15feb94	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	An-26B	Sky Wind	no	reports	c/n from JP-05; not on Azerbaijan register 22nov05
	EX-091	An-26B	no titles	KBL	30nov05	l/n KBL 08jun06; in basic ex Aeroflot 'polar' c/s, with version painted as such
	S9-DBS	An-26B	not reported	rgd	22dec06	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
95 05	612	An-26	Yemen Air Force	ADE	07aug93	seen SAH 01sep07/04jan08 all white, grey undersides with 'Y.A.F.' on tail; l/n SAH 18mar13; c/n from russianplanes.net
95 06	"101" red	An-26	Soviet Air Force	mfd	25apr80	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 07	613	An-26	Yemen Air Force		may91	coded '7O-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)
95 08	not known	An-26	Ukr Border Guards	mfd	25apr80	f/n IEV 08aug08, bare metal; l/n IEV 05dec08, still bare metal
	"18" blue	An-26	Ukr Border Guards	IEV	09jan09	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
	"05" blue	An-26	Ukraine Nat.Guard	toc	30dec16	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
95 09	614	An-26	South Yemen AF			
	UR-49262	An-26				registration probably only used during overhaul
	ST-AOZ	An-26	Air West			reported in JP-96/99
	614	An-26	Yemen Air Force		dec95	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	An-26B	Kroonk Airlines	mfd	29apr80	f/n IEV 02jun02; in white c/s with blue/yellow cheatline, grey undersides and titles; l/n IEV 06aug02
	ER-AZF	An-26B	all-white c/s, n/t	rgd	30apr03	to Jet Line International; f/n LPL 30jun03; l/n CVT 03jul03
	ER-AZF	An-26B	Farnair Europe	BSL	07jun03	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	Channel Express	lsd	01nov04	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
	ER-AZF	An-26B	Jet Line Internat.		28apr05	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
	HA-TCX	An-26B	Budapest A/c Serv	BUD	25may06	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	An-26B	TAECA Cargo	BOG	08jul17	ex Aer Caribe colours with titles, version painted as such
	HK-4730	An-26B	Aer Caribe	rgd	25may18	f/n BOG 10feb21; damaged Mitú 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; repaired
	HK-4730	An-26B	Amazon Air	SJE	03jul24	full colours with parrot on the tail
96 01	"01" red	An-26	Strat.Rocket Force	mfd	10apr80	opb 102 osae at Orenburg; overhauled 22dec03
	"03" blue	An-26	Russian Air Force	CKL	13jul05	l/n Lipetsk-2 12aug05
	"01" blue	An-26	Russian Air Force	Lip	19jun08	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	An-26	Russian Air Force	mfd	11apr80	no reports, see next line
	"55" red	An-26	Russian Air Force	Rzd	09aug99	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
	RF-92948	An-26	Russian Air Force	CKL	jun14	in-all grey c/s with 'VVS Rossii' titles, also carrying code "55" red; l/n Gromovo feb19
96 03	not known	An-26	Soviet Air Force	mfd	30apr80	
	"44" blue	An-26	Ukraine Air Force	trf	1992	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
96 04	CCCP-26000	An-26	AFL/Arkhangelsk	mfd	22apr80	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
	CCCP-26000	An-26	AFL/Far East-KHV	trf	17oct82	
	RA-26000	An-26	Aeroflot	BKA	08apr93	with c/n painted as '07309604'
	RA-26000	An-26	Dalavia	trf	01jun93	l/n KHV 12may95, in Aeroflot c/s and titles
	RA-26000	An-26	Dalavia	KHV	sep00	in basic Aeroflot c/s with titles and tail logo, version painted as just 'An-26'; l/n KHV 04oct08
96 05	"20" yellow	An-26	Russian Air Force	mfd	20apr80	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 06	85447	An-26	Vietnam Air Force	mfd	12nov80	export to Vietnam confirmed; delivery registration ?, details from Antonov
96 07	"02" red	An-26	Russian Air Force		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 08	RA-26242	An-26	Adygeya Airlines	mfd	29may80	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/t 4,891 hours and 1,780 cycles
	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	An-26B	Rose Air	rgd	02feb16	CofR says type is now An-26B; f/n SOF 08mar16, in all white with blue cheatline, with titles; l/n LEJ 08jun18
	UR-CSJ	An-26B	AK Eleron	rgd	19dec18	type given as just An-26; owned by 'One Sky'; photo exists in all white with blue cheatline, no titles; offered for lease from dec18, 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 BHX 29oct20 with small 'Express Charter Solutions' titles; l/n MUC 01may21; current on register 13aug22
96 09	"03"	An-26	Soviet Air Force	mfd	24jun80	serial from Antonov list; opb mil. unit 23229 at Tashkent-Tuzel
	"03" red	An-26	Uzbek Air Force	ph.	apr06	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	An-26	KGB/Border Guards	mfd	28may80	
	RF-26276	An-26	FSB	GYG	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	An-26BL	Soviet Air Force	mfd	28may80	opb 201 osae at Tököl
	"55" blue	An-26	FSB	IKT	06jun01	in ARZ-403; opb mil. unit 9828 at Magadan until 2001
	"55" red	An-26	FSB	DYR	27jul06	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	--	An-26	unknown	IEV	aug06	bare metal, on overhaul, just marked '97-04'
	"03" red	An-26	Kazakh Air Force	IEV	22sep07	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)	An-26	Dalavia	trf	01jun93	f/n KHV 07jul94, in Aeroflot c/s and titles; l/n KHV 12may95, as such
	RA-26001(1)	An-26	Dalavia	IKT	06jun01	in rework plant
	RA-26001(1)	An-26	Amur	rgd	18oct02	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 OHO 26oct23
97 06	CCCP-26002(1)	An-26	AFL/Magadan	mfd	29may80	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
	RA-26002(1)	An-26	SVB AOLOP Avia	rgd	08aug95	opb Vladimir Avia
	RA-26002(1)	An-26	Lesavia	Kjc	03jun01	opb Vladimir Avia; l/n Vladimir-Semyazino 18aug01
	RA-26002(1)	An-26	Avialesookhrana	Vla	18may06	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 Avialsookhrana c/s and titles; canx between 23may18 and 20jul18; restored 20jul21
97 07	CCCP-26003(1)	An-26	AFL/Krasnoyar.-IAA	mfd	30may80	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
	RA-26003(1)	An-26	Yeniseiski Merid.	trf	25jan94	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 08	not known	An-26	Soviet Air Force	mfd	1980	
	"85" red	An-26	Kazakh Air Force	trf	1992	in camo c/s; f/n ALA 04jun97; l/n ALA 16apr00, c/n not checked
	"01" red	An-26	Kazakh Air Force	ALA	19jul10	in grey 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 09	UR-49260	An-26	Trans Avia, n/t	KGO	30aug93	rgd 30sep93; officially canx 26oct94, see next line
	RA-49260	An-26	Trans Avia, n/t	rgd	15apr94	f/n IST sep94; on Russian register feb98 without c/n and as canx !
	TC-ACS	An-26	Avia Cargo System	rgd	16nov94	f/n IST 18dec94 named 'Aygen'; l/n IST jun95

	ST-MGL	An-26	El Magal Aviation	KRT	nov98	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
97 10	"29"	An-26	Soviet Air Force	mfd	1980	opb military unit 42175 in Czechoslovakia from 1980 to 1987 and based at Vinnitsa-Gavrishovka from 1987
	"29"	An-26	Ukraine Air Force	trf	1992	seen in bare metal without code IEV 04jul99
	"19" blue	An-26	Ukraine Air Force	r/r	2005	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 01	85452	An-26	Vietnam Air Force	mfd	29jun80	delivery registration ?, details from Antonov; note Tu-154B-2 CCCP-85452 c/n 80A452 was rgd 15nov80
98 02	CCCP-47415	An-26	Soviet AF/AFL c/s	rgd	14jan81	f/n MHP 11jun82
	RA-47415	An-26	Russian AF/AFL c/s			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 03	85453	An-26	Vietnam Air Force	mfd	22jan80	salon version; delivery registration ?, details from Antonov; note Tu-154B-2 CCCP-85453 c/n 80A453 was rgd 09dec80
98 04	not known	An-26T	Soviet Air Force	mfd	30jun80	
	"10" blue	An-26T	Russian Air Force	Roc	21mar11	version painted on as such; in basic 'blue' Aeroflot c/s with Red Stars and blue spinner tips; overhaul completed 04mar05
	RF-36022	An-26T	Russian Air Force	SVX	23jul11	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
98 05	CCCP-79168	An-26	Zavod 410 GA	mfd	jun80	rgd 12may92
	UR-79168	An-26	Trans Avia, n/t	KGO	21sep94	in basic ex Aeroflot c/s with blue 'TA' tail logo
	ST-APO	An-26	Air West	WUU	05apr07	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 06	not known	An-26	KGB/Border Guards	mfd	30jun80	further fate unknown (not included in a listing of FSB aviation assets dated 2007)
98 07	CCCP-26004(1)	An-26	AFL/Kirovograd VAU	mfd	27jun80	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)	An-26	Ukr Flt State Ac	KGO	16jul93	l/n KGO 29may02; in Aeroflot c/s, no titles
	UR-ELR	An-26	United Nations	LPA	19oct02	coded 'UNO-969'; l/n GVA 09sep03; in Air Urga fleet list oct04 as An-26
	UR-ELR	An-26-100	United Nations	ADD	22apr05	coded 'UN-629'
	UR-ELR	An-26-100	all-white c/s, n/t	KGO	27mar07	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	An-26-100	United Nations	LPA	01dec07	coded 'UNO-967', all-white, with titles; l/n SPU 26jul09; seen EUN 07dec10 coded UNO-968
	UR-ELR	An-26-100	all-white c/s, n/t	KGO	23sep12	canx 20nov14; l/n KGO 2015
	UR-ELR	An-26-100	United Nations	rgd	24sep15	restored to the register; l/n seen 09sep16/2017 with large UN titles; seen EUN 2018 still as UNO-967; l/n MLA 16dec24
98 08	not known	An-26	FSB	mfd	29jun80	based in Ivanovo region by 2006; tender for avionics modernisation published 30nov06
	RF-26283	An-26	FSB	UUS	03jun07	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
98 09	CCCP-26005(1)	An-26	AFL/Krasnoyarsk	mfd	30jun80	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)	An-26	Aeroflot	EIE	11jun94	in 'polar' c/s
	RA-26005(1)	An-26	Yeniseiski Merid.	trf	22dec95	
	RA-26005(1)	An-26	Krasnoyarskavia	rgd	04apr03	
	RA-26005(1)	An-26	Avialesookhrana	ph.	17jun04	seen 22feb06; version given as An-26 in technical passport
	RA-26005(1)	An-26	KrasAvia	rgd	10jun09	l/n YKS 25mar11, still with Avialesookhrana titles; seen Krasnoyarsk-Cheremshanka 04may12, with small KrasAvia badge; seen Krasnoyarsk-Cheremshanka 16dec15, without engines; was auctioned by KrasAvia 16jul18, but there was no bidder; new CofR issued 13aug18; l/n 19aug23, derelict
98 10	CCCP-26006(1)	An-26	AFL/Central Region	mfd	30jun80	toc 15jul80; rgd 01aug80; An-26LP (Forest fire fighting aircraft); version given as An-26B in MGA document, An-26 according to all registers
	CCCP-26006(1)	An-26	AFL/East Sib.-IKT	trf	25jun83	photo exists, date and exact location unknown with nose/starboard under carriage collapsed and starboard propellers damaged, repaired; f/n YKS 03jul92
	RA-26006(1)	An-26	Baikalavia	trf	30jun92	f/n IKT 11may95, in Aeroflot c/s and titles with c/n painted as '17309810' (the year in the c/n is mispainted ?), version painted as just 'An-26'; overhaul completed at IKT 30oct00, soc 21dec00 as to Kazakhstan; canx 28dec00 as to Latvia !
	UN-26006(1)	An-26	all-white c/s, n/t		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 feb01; see c/n 12102
	YV-1101CP	An-26	all white c/s n/t	VLN	25sep01	opb Solar Cargo (founded feb01); l/n VLN 25aug02
	YV-1101C	An-26	Soalr Cargo	no	reports	registration from Venezuelan register
	YV-1134C	An-26	Solar Cargo		dec03	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
	YV1403	An-26	Solar Cargo	rgd	16nov05	version given as just An-26 in Venezuelan register feb07
	YV1403	An-26	Manang Air	VLN	29sep06	damaged 29sep06 on landing at Valencia (Venezuela) when overran and ended up in a ditch; repaired
	YV1403	An-26	Solar Cargo	CUR	12dec06	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	An-26	ex Solar Cargo c/s	BOG	31oct14	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
	HK-5034	An-26	ex Solar Cargo c/s	BOG	30mar15	no titles; c/n not confirmed; stored and to be made operational
99 01	CCCP-26007(1)	An-26	AFL/Tajikistan-LBD	mfd	30jun80	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 02	CCCP-26008(1)	An-26	AFL/Krasnoyarsk	mfd	25jun80	toc 07aug80; rgd 25sep80; f/n jun84; version given as An-26B in MGA document, An-26 according to Soviet Register; converted to An-26BRL (ice-detection aircraft) circa 1987
	RA-26008(1)	An-26BRL	Aeroflot	IAA	11jun94	in 'polar' c/s with 'Polyarnaya Aviatsiya' badge, version painted as An-26B
	RA-26008(1)	An-26BRL	Yeniseiski Merid.	trf	22dec95	
	RA-26008(1)	An-26BRL	Polyarnyye Avial.	Kjc	03jun01	l/n OSF 21aug01, titles not reported
	RA-26008(1)	An-26B-100	Turin Avia	rgd	17nov03	lsf Polyarnyye Avialinii 06nov03/06nov08; seen in primer in rework IKT 04jul04
	RA-26008(1)	An-26B-100	Evenkiya	KJA	04dec04	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)	An-26B-100	KrasAvia	KJA	17oct10	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
99 03	not known	An-26	Soviet Air Force	mfd	04jul80	
	CCCP-79169	An-26	Zavod 410 GA	rgd	12may92	also reported as KiAPO
	YL-RAC	An-26	RAF-Avia	rgd	10nov92	in white c/s with light grey belly, with titles; f/n RTM 08feb93; l/n aug93
	YL-RAC	An-26	DHL	NUE	04feb95	in full c/s; l/n NUE 30jun95; leased to èkoda Air 10jan95/jan96
	YL-RAC	An-26	RAF-Avia	RTM	08feb96	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
	YL-RAC	An-26B	RAF-Avia	CPH	19jun03	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
	YL-RAC	An-26B	Air Bright	PDV	21sep11	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
	YL-RAC	An-26B	RAF-Avia	VST	01aug13	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
	UR-CQZ	An-26	Vulkan Air	PZY	18oct22	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 Piestany 08nov24
99 04	CCCP-26009(1)	An-26B	AFL/Tyumen-SLY	mfd	28jun80	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 1509, 1701 and 14209
99 05	ST-AQO	An-26	not reported	no	reports	became Sudanese Air Force 7777, see next line
	7777	An-26	Sudanese Air Force	ELF	apr08	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	An-26B	AFL/Tyumen-SLY	mfd	29jul80	toc 11aug80; rgd 28aug80
	RA-26010	An-26B	TyumenAviaTrans	trf	17mar94	
	RA-26010	An-26B	UTair	rgd	26oct03	f/n TJM 09jul04
	RA-26010	An-26B	Tyumenspetsavia	TJM	22jun06	still in technical inspection document 14jan08
	RA-26010	An-26B	UTair Cargo	LED	13jun08	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	An-26B	AFL/Magadan	mfd	28jul80	toc 21aug80; rgd 16sep80; photo exists Providence Bay in 'polar' c/s
	RA-26011	An-26B	SVB AOLOP Avia	rgd	25jun97	
	RA-26011	An-26B	Avialesookhrana	Vla	26aug04	

	RA-26011	An-26B	Vladimir	SCW	28jun05	c/n reported as 07309908; l/n Vladimir-Semyazino 16aug05
	RA-26011	An-26B	Avialesookhrana	Vla	18may06	reported in technical inspection document 08aug08 as leased from IrAero
	RA-26011	An-26B	IrAero	UUS	17jul09	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 GDX 10may24
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	An-26	Soviet Air Force	mfd	29jul80	in all-grey c/s with Red star; l/n GYG 03jul92
	"21" yellow	An-26	Russian Air Force	IKT	06jul94	initially probably opb 181 osae at Irkutsk-1 (disbanded dec09); in all-grey c/s with Red star; opb 6953 AB at Byelaya from jan10; l/n Byelaya 21aug11
	"59" yellow	An-26	Russian Air Force	ph.	2012	location withheld; Aeroflot-type c/s with Red star on tail; see next line
	RF-94250	An-26	Russian Air Force	ph.	2012	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 Rossii' titles; l/n OVB 07nov19
100 01	"22" yellow	An-26	Soviet Air Force	mfd	29jul80	overhaul completed 30nov90; f/n IKT 05jul92, in all-grey c/s with Red star
	not known	An-26	Russian Air Force			opb BUATs at Balashov by 2011
100 02	"56" yellow	An-26	Russian Air Force	mfd	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
	"02" blue	An-26	Russian Air Force	ph.	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
	RF-47324(3)	An-26	Russian Air Force	Gmv	sep10	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/ns 6607 and 7803
	RF-47324(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 Levashovo 02oct12; l/n without code ARH 23sep14; received code "22" red and 'VVS Rossii' 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 Rossii' titles by 2018, still carrying "22" red; l/n ARH 2021
100 03	"57" yellow	An-26	Russian Air Force	mfd	15aug80	f/n Ivanovo-Severny 27aug04
	"59" red	An-26	Russian Air Force	no	reports	opb 1449 AB at Tambov by 2010; l/n SVX 15jun11
	RF-92950	An-26	Russian Air Force	ZIA	jun11	carried also code "59" red and still based at Tambov; in all-grey c/s with 'VVS Rossii' 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
100 04	"31" red	An-26	Soviet Air Force	mfd	13aug80	f/n IKT 05jul92
	"51"	An-26	Russian Air Force	no	reports	opb 1449 AB at Tambov by 2010; code probably red but possibly also yellow
	RF-92953	An-26	Russian Air Force	ph.	jun12	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	An-26	Vietnam Air Force	mfd	10feb81	
100 06	VN-B902	An-26	Vietnam Air Force	ph.	nov85	Háng Không Viêt 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 07	CCCP-26012	An-26B	AFL/Tyumen	mfd	25aug80	toc 03sep80; rgd 26sep80; f/n dec85
	RA-26012	An-26B	TyumenAviaTrans	trf	14may93	
	UR-26012	An-26B		IEV	10sep96	seen on overhaul, in basic Aeroflot c/s, no titles
	ST-AOF	An-26B	Ric Aviation	no	reports	c/n from Sudanese CAA; reported in JP-97/99
	RA-26012	An-26B	TyumenAviaTrans	SLY	26jul00	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 lights and initiated a go-around too late so that the left wing hit the mast of a power-line 1,325 metres before the runway threshold and 550 metres to the left of the runway's extended centreline and the aircraft crashed, all 8 crew and 19 passengers injured
100 08	not known	An-26	Vietnam Air Force	mfd	10sep80	soc in 1982; see the details with regards to An-26 26264 at the end of file, which could perhaps relate to this airframe
100 09	CCCP-26013	An-26B	AFL/Krasnoyar.-HTG	mfd	30aug80	toc 16sep80; rgd 14oct80; in 'polar' c/s with large 'Aeroflot' titles plus 'Polyarnaya Aviatsiya MGA' badge; f/n jun81; l/n LED 17may91
	RA-26013	An-26B	Aeroflot	SVO	02sep93	'Polyarnaya Aviatsiya MGA' badge removed in 1994
	RA-26013	An-26B	Norilsk Avn Ent.	trf	22dec95	seen KUF 16sep97, in Aeroflot c/s and titles
	RA-26013	An-26B	Zapolyarye	rgd	03feb03	stored at NSK, seen oct07, titles not reported; l/n jul17, derelict, engineless, resting on nose; Aeroflot titles still visible; reg scrubbed out but readable
100 10	RA-46261	An-26		mfd	jul80	rgd 28sep92; on Russian register feb98 with comment 'wrong numbers'; canx as to Ukraine before mar03
101 01	CCCP-26014	An-26B	AFL/Lithuania	mfd	11aug80	toc 02sep80; rgd 21jan81; f/n LED 01sep88; opb Vilniusski OAO
	LY-AAJ	An-26B	Lithuanian Al	VNO	jun92	l/n VNO 10sep93; CofA expired 16mar95
	"04" yellow	An-26B	Lithuanian AF	VNO	04nov94	in dark green/olive drab/black camo c/s with light blue underside; l/n HEL dec99
	"04" blue	An-26B	Lithuanian AF	ORB	27mar03	in grey c/s; left Ivanovo after overhaul by 308 ARZ 13mar03; fitted with a blister window on the left-hand side at the navigator's station probably during the overhaul in early 2003, f/n as such mar04; stored at SQQ, seen dec10/sep13, see the rgd next line
	YL-KSA	An-26B	KS Avia	rgd	24oct12	in grey c/s; current on Latvian register by 01jan13; ferried to IEV 12nov15 for overhaul; no sightings with the registration painted on; seen IEV nov15 with all markings painted out; the registration was previously worn on An-74-200 c/n 36547098957
	EW-453TG	An-26B	Vulkan Air	IEV	08aug16	in white c/s with blue/white tail; seen IEV 20oct16, reportedly on a test flight prior to delivery to Rada Airlines
	EW-453TG	An-26B	Rada Airlines	RZE	15nov16	in white c/s with blue/white tail, with small titles and a logo behind the cockpit; l/n BQT 23feb17
	UR-CQD	An-26B	Vulkan Air	rgd	12jun17	to Aegna Holdings of Estonia; in white c/s with blue/white tail, with small titles on the rear fuselage; f/n RWN jun17; rgd 06mar20 to Rodopi of the RSA; l/n OST 19jan23; rgd 23mar23 to Eurus Air FZCO; l/n RHO aug24
101 02	"26" blue	An-26	Soviet Air Force	mfd	30sep80	based at Legnica with 245 osae; seen Legnica 17aug91/25apr92, in all grey c/s with Red star; with a passenger cabin at the front and cargo section at the rear; overhaul completed 27aug08
	"03" red	An-26	Russian Air Force	Lev	27aug09	c/n from russianplanes.net; laboratory aircraft equipped with ASLK-75 equipment; in all grey c/s, seen 01nov11 at Ivanovo-Severny; l/n Levashovo 14aug15
101 03	CCCP-26015	An-26B	AFL/Kirovograd VAU	mfd	30aug80	toc 08sep80; rgd 25sep80; photo KGO 1981
	UR-26015	An-26B	Ukr Flt State Ac	KGO	15jul93	in Aeroflot c/s, no titles; l/n KGO 24jun99; canx 06oct08
	ER-AFF (2)	An-26B		rgd	17feb00	canx 25sep00; see c/n 8007
101 04	not known	An-26	Soviet Air Force	mfd	12sep80	opb mil. unit 35451 at Chita; soc, date unknown
101 05	CCCP-26016	An-26B	AFL/Belarus	mfd	aug80	toc 11sep80; rgd 26sep80
	CCCP-26016	An-26B	MAP Zaporozhye MSZ	trf	28oct87	rgd 02dec87
	UR-26016	An-26B	Motor Sich	VKO	16jun94	l/n HLA 21dec97
	UR-26016	An-26B	Interstate Al	HLA	21dec97	l/n HLA 02feb98; no titles
	UR-26016	An-26B	GS Corporation	LAD	05feb98	reported impounded this date and opb GS Corp since oct97; canx 30sep03
101 06	not known	An-26	Soviet Air Force	mfd	10sep80	opb mil. unit 45076 at Vinnitsa
101 07	not known	An-26	Soviet Air Force	mfd	30aug80	overhauled 22may91
	"52" red	An-26	Russian Air Force	trf	1992	opb 1449 AvB at Tambov-Vostochny by 2010; in light grey c/s with Red Stars; f/n Tambov-Vostochny 26may07
	RF-92955	An-26	Russian Air Force	CKL	29sep11	also carried code "52" red; opb AvGr 4 GTsPAPiVI at Tambov-Vostochny; in light grey c/s with Russian flag on fin, no titles; last overhaul completed 11aug11; detached to Latakia-Kmeimim (Syria) in 2017/18, flown by a crew from 33 otsap; w/o 06mar18 on the last leg of a flight from Kuweires to Latakia-Hmeimim when approached with tail wind, was caught by a wind-shear on finals, banked, lost height and crashed some 500 metres before the runway threshold, all 6 crew and 33 passengers (among them Major-General Vladimir Yeremeyev) killed
101 08	not known	An-26	Vietnam Air Force	mfd	16sep80	
101 09	CCCP-26017	An-26B	AFL/Ukraine	mfd	10oct80	toc 11oct80; rgd 28oct80; f/n ATH 01aug81
	CCCP-26017	An-26B	AFL/Komi	trf	13jan89	
	CCCP-26017	An-26B	Tr. Arabian A.T.	ATH	20aug89	
	CCCP-26017	An-26B	Aeroflot	MJZ	02jul92	
	RA-26017	An-26B	Komiavia	trf	22feb94	f/n SCW 10jun94, in Aeroflot c/s and titles
	RA-26017	An-26B	Komiinteravia	IEV	04may99	last overhaul completed 23oct98; l/n IEV 07jul99; soc 10aug99 and canx 12aug99 as to Ukraine
	UR-GLS	An-26B	Gorlitsa Airlines	IEV	06dec99	carried a Honduran flag and additional 'Lineas Aéreas de Honduras' titles; l/n OPF 31jul01
	UR-GLS	An-26B	Avialeasing	OPF	02sep01	opb SRX Transcontinental, based at OPF; l/n OPF 20dec07; offered for sale sep07 for $ 460,000 with 16,552 hours and 11,717 cycles; l/n OPF 20apr09/13feb13 with registration painted out; scrapped OPF may13
101 10	not known	An-26	Vietnam Air Force	mfd	25feb81	
102 01	CCCP-26018	An-26B	AFL/Urals	mfd	sep80	toc 10oct80; rgd 29oct80
	CCCP-26018	An-26B	AFL/East Siberia	trf	07may87	f/n IKT 04sep89
	RA-26018	An-26B	Aeroflot	YKS	13may95	c/n painted as '07310201'
	RA-26018	An-26B	Chita Avia	rgd	02oct95	l/n HTA 18apr97, in Aeroflot c/s and titles; soc 16mar98 as life-time expired; canx 09apr98
102 02	not known	An-26	Soviet Air Force	mfd	1980	
	not known	An-26	Kazakh Air Force	trf	1992	
	"05" red	An-26	Kazakh Air Force	ALA	12jul08	in grey c/s with black spinner tips and Kazakh Red Stars, code outlined in yellow; arrived for overhaul with Zavod No. 410 GA at IEV 21jun16; received 'Kazakhstan Air Force' titles; f/n as such ALA 25jun18; l/n ALA 15may24
102 03	CCCP-26019	An-26B	AFL/West Siberia	mfd	25sep80	toc 05oct80; rgd 14nov80; f/n LED 22jul88
	RA-26019	An-26B	Aerokuznetsk	trf	19mar94	in fleet list dec99/dec01 as stored; renamed Aerokuzbass sep00
	RA-26019	An-26B	primer, n/t	IKT	06jun01	in rework plant, see previous line; soc and canx 02oct02 as to Kyrgyzstan
	EX-003	An-26B	all-white c/s, n/t	BKK	16nov02	c/n checked; in Aerovista fleet list dec02; l/n SHJ 02dec02
	ST-JAC	An-26B-100	all-white c/s, n/t	SHJ	10nov03	c/n painted as '07310203'; l/n SHJ 23nov03
	ST-JAC	An-26B-100	Aerovista	DXB	07dec03	
	ST-JAC	An-26B-100	AZZA c/s, n/t	KRT	21mar06	based at El Fasher; in white c/s with pink fin; l/n ELF 07nov06
	ST-JAC	An-26B-100	AMIS	KRT	18mar07	African Union Mission in Sudan; in basic AZZA c/s; l/n KRT 10feb09
	ST-JAC	An-26B-100	AZZA	KRT	13may09	seen KRT 02jan11 all-white c/s; l/n KRT 17jan11 titles not reported; small Green Flag Aviation sticker applied 13apr11 but reportedly still opb AZZA; l/n KRT 12sep12
	7718	An-26B-100	Sudanese Air Force	KRT	17jun13	all white, no titles; l/n KRT 25nov13, c/n not confirmed but photographic evidence suggests the connection; seen KRT nov16; l/n KRT 09mar23, stored; destroyed KRT 17apr23 during fighting between different factions of the military

102 04	803	An-26	Civ Avn Adm China	d/d	1980	Chinese Air Force; f/n PEK 14jun85 as B-803 ! and again as 803 at SIA oct87
102 05	CCCP-26020(1)	An-26B	AFL/Kazakhstan	mfd	30sep80	rgd 10nov80; on charge as of 01jan81; f/n ALA oct85; l/n ALA 22apr93; see c/n 11404 and 4L-26020 with unknown c/n
	UN-26020(1)	An-26B	Kazakstan Airlines	BXJ	oct94	
	UN-26020(1)	An-26B	Air Kazakstan	trf	26sep96	l/n BXJ 14may97, titles not reported
	UN-26020(1)	An-26B	Burundaiavia	BXJ	29jun99	l/n BXJ 01sep02; ferried to ALA dec02
	UN-26020(1)	An-26B	Aeroflot c/s, n/t	SHJ	08feb04	l/n SHJ 25mar04, small logo on tail and fuselage with Kazakhstan flag
	ST-ARO	An-26B	Ababeel Aviation		photo	c/n confirmed; still in basic Aeroflot c/s; severely damaged 07jun04 on a flight from El Fasher to Geneina when landed long and overshot the runway, shearing off the undercarriage, all 4 crew and 12 passengers escaped; wreck seen EGN (N13.482254 E22.465872) apr05/10apr11 and c/n reconfirmed; sole report of an ST-ARO at IEV may07 may be in error or second use of registration
102 06	804	An-26	Civ Avn Adm China	d/d	1980	Chinese Air Force; f/n Wuhan-Hankou 02oct99; l/n Wuhan-Hankou 15may01
102 07	805	An-26	Civ Avn Adm China	d/d	1980	Chinese Air Force; f/n TYN 08oct88
102 08	CCCP-26021	An-26B	AFL/North Kavkaz	mfd	sep80	toc 13oct80; rgd 10nov80; f/n LED 24feb85
	RA-26021	An-26B	Kuban Airlines	trf	22feb94	f/n KRR 19sep94, in Aeroflot c/s, no titles; soc and canx 22dec98 as to Madagascar
	5R-MVP	An-26B	Aeroflot c/s, n/t	HLA	19jan99	l/n TNR 17apr01; reportedly owned by the President of Madagascar
102 09	not known	An-26	Soviet Air Force	mfd	oct80	
	"21" blue	An-26	Ukraine Air Force	trf	1992	opb 25 BrTrA at Melitopol; in white c/s with blue/yellow cheatline and light grey belly; f/n Melitopol 14jun07; received the unit badge behind the cockpit on the left side and a Red Cross on the rear fuselage on the left side; seen as such LWO and OZH 2015; seen ZTR 07jul17 (without Red Cross on the right side); l/n Kulbakino oct18; contract for prolongation of life-time by 1 year signed 27jul20
102 10	not known	An-26	Strat.Rocket Force	mfd	30sep80	
	"43" red	An-26	Strat.Rocket Force	Erm	31aug07	probably opb 349 oae at Yermolino; overhaul completed 07dec09
	RF-90321	An-26	Russian Air Force	trf	01jun10	opb AvGr 7000 AvB at Yermolino; in light grey c/s with Russian flag on fin, no code and no titles; already f/n Yermolino 06may10; overhaul completed 07sep12; l/n Minsk-Machulishchi 03jul14
	"35" red	An-26	Russian Air Force	Gmv	26jul14	opb 1080 AvB at Levashovo; in light grey c/s with Russian flag on fin, no registration and no titles; photo aug14
	RF-90321	An-26	Russian Air Force	Lev	27jun15	also carried code "35" red; opb 1080 AvB at Levashovo; in light grey c/s with Russian flag on fin and 'VVS Rossii' titles; l/n as such Levashovo jul18; titles changed to 'VKS Rossii'; f/n as such Levashovo mar19; l/n Levashovo nov19
103 01	not known	An-26	Soviet Air Force	mfd	20oct80	opb mil. unit 73778 at Kuibyshev; last overhaul completed 31aug90
	not known	An-26	Russian Air Force			opb ? uap (military unit 78474) BVVAUL (redesignated BVAI aug98 and BUATs 01sep02) at Balashov; time between overhauls exceeded in 2000; possibly scrapped by 2018
103 02	CCCP-26022	An-26B	AFL/Krasnoyar.-HTG	mfd	20oct80	toc 06nov80; rgd 18dec80; in 'polar' c/s with large 'Aeroflot' titles plus 'Polyarnaya Aviatsiya MGA' badge; f/n jun84
	RA-26022	An-26B	Aeroflot	KUF	25apr93	'Polyarnaya Aviatsiya MGA' badge removed in 1993
	RA-26022	An-26B	Norilsk Avn Ent.	trf	22dec95	still in 'polar' c/s with 'Aeroflot' titles; wfu at HTG (N71.977062 E102.466340) l/n 20may05/12oct15, with an engine missing
103 03	806	An-26	Civ Avn Adm China	d/d	1980	Chinese Air Force; f/n Wuhan-Hankou 15may01
103 04	CCCP-26023	An-26B	AFL/Tyumen	mfd	23oct80	toc 30oct80; rgd 18nov80; f/n VKO 14mar90; l/n BKA 15aug92 in 'polar' c/s
	RA-26023	An-26B	Aeroflot	NBO	feb93	
	RA-26023	An-26B	TyumenAviaTrans	rgd	10jul96	soc 26may99 as to Ukraine; canx same date
	ER-AEK	An-26B	Valan	rgd	27may99	canx 05mar02 as sold to Rwanda
	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	An-26	Soviet Air Force	mfd	30oct80	delivered to Smolensk; overhauled 26jun91
	"01" red	An-26	Russian Air Force	trf	1992	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
	RF-36137	An-26	Russian Air Force	Kts	may17	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
103 06	CCCP-26024	An-26B	AFL/Arkhangel.-ARH	mfd	13nov80	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
	RA-26024	An-26B	Arkhangelsk Al	trf	22feb94	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-100	Transavia-Garant.	rgd	21dec01	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
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	An-26B	AFL/Tyumen-SLY	mfd	20nov80	toc 03dec80; rgd 05jan81
	26025	An-26B	United Nations	LAD	jan93	still on charge with AFL/Tyumen 01jul93
	RA-26025	An-26B	United Nations	ZIA	03sep93	
	RA-26025	An-26B	TyumenAviaTrans	trf	28apr94	f/n SVO 05may94
	RA-26025	An-26B	UVAU GA	trf	unknown	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	An-26B	Ulyanovsk HFS	ULV	28jun05	in Aeroflot colours Ulyanovsk HFS logo; seen TOF 28dec11; l/n ULV 26jul19
103 09	808	An-26	Civ Avn Adm China	d/d	14oct80	Chinese Air Force; f/n Wuhan-Hankou nov91; l/n ZGC 19mar09; seen preserved in the China Aviation Museum at Shahezhen AFB (Changping) jan15/12oct24
103 10	CCCP-26026	An-26B	AFL/Latvia	mfd	nov80	toc 28nov80; rgd 17dec80; f/n LED 19may91; soc 28jul92
	YL-LDA	An-26B	Latavio	rgd	24nov92	f/n RIX 25may93; canx 02aug93
	UN-26026	An-26B	Aeroservice Kazakh	DUS	02jul94	l/n BXJ 29jun99; Aeroservice Kazakhstan
	UN-26026	An-26B	Aeroflot c/s, n/t	SHJ	19may00	l/n KRT 14mar01; 'ACA' logo on tail, Kazakhstan flag
	ST-HIS	An-26B	El Magal Aviation	SHJ	may03	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	An-26B-100	El Magal Aviation	IEV	12mar09	active; version painted as such; l/n KRT 28apr09
	ST-HIS	An-26B-100	Dove Air	KRT	23may11	with titles
	ST-HIS	An-26B-100	El Magal Aviation	KRT	22mar12	with titles
	ST-HIS	An-26B-100	Kata Air Transport	KRT	aug15	l/n KRT 16sep15; small titles on the nose
	ST-HIS	An-26B-100	Dove Air	KRT	28mar16	l/n KRT 2018
104 01	not known	An-26	Soviet Air Force	mfd	31oct80	opb mil. unit 32982 at Rostov-na-Donu; last overhaul completed 29aug91
	not known	An-26	Russian Air Force			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 02	809	An-26	Civ Avn Adm China	d/d	1980	Chinese Air Force; f/n Wuhan-Hankou 02oct99
104 03	not known	An-26	Soviet Air Force	mfd	25nov80	
	"56" yellow	An-26B	Ukraine Air Force	trf	1992	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	An-26	Komiavia	rgd	may93	no titles; delivered to Russia 11may93, see toc next line; see An-24RT c/n 0911504
	RA-26240	An-26	Komiavia	toc	27apr93	rgd 15jul93
	RA-26240	An-26	United Nations	ASM	30mar94	opb Komiavia; still in basic East German AF c/s, also carried code 'UN488'; f/n ASM 30mar94, en route to Mozambique
	RA-26240	An-26	Komiinteravia	trf	25apr95	not in 1999 fleet list; soc 26nov04 as to Sudan
	ST-ZZZ (2)	An-26	Sudanese Air Force	ELF	12oct06	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	An-26T	EGAF/Interflug c/s	rgd	22jan85	the registration was reserved, but never worn on the aircraft; canx 30nov85

	52+02	An-26T	German Air Force	trf	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 nov92 and stored at Diepholz; sold to Russia 25jan93
	RA-49265	An-26	Komiavia	rgd	may93	no titles; delivered to Russia 27may93, see toc next line
	RA-26235	An-26	Komiavia	toc	27apr93	rgd 15jul93; still in basic East German AF c/s, no titles; f/n IST jan94
	RA-26235	An-26	Komiinteravia	trf	25apr95	not in 1999 fleet list; soc 04aug05 as to the DR Congo
	9Q-CFM	An-26B-100	Air Kasaï	rgd	07nov05	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
	9S-AFM	An-26B-100	Air Kasaï	FIH	19apr19	in white c/s with dark blue belly and dark blue and red trim, carried the URL 'www.airkasai.cd'; l/n FIH 2023
104 06	CCCP-26027(1)	An-26B	AFL/West Siberia	mfd	20nov80	toc 16dec80; rgd 06jan81; f/n LED 01sep81; l/n 05jul93; see c/n 0503
	RA-26027(1)	An-26B	Aerokuznetsk	trf	19apr95	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	An-26B	Aeroflot c/s, n/t	JNB	03nov00	seen SHJ 13mar01 with c/n painted as '07310406'; l/n SHJ 26may01
	UK-26003(2)	An-26B	Avialeasing	OPF	05mar03	opb SRX Transcontinental, based at Opa-locka; already in fleet list 24feb03; l/n OPF 14jun05; see c/n 9707
	UK-26003(2)	An-26B	Avialeasing, n/t	OPF	22mar03	with 'The sky's the limit' painted on the rear fuselage; l/n OPF 26nov12; see c/ns 9707 and 12806
	HK-4888X	An-26B	ex Avialeasing c/s	OPF	09feb13	still with 'The sky's the limit' painted on the rear fuselage; l/n OPF 18feb13
	HK-4888X	An-26B	Servicaribe Exp SA	rgd	24apr13	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	An-26T	EGAF/Interflug c/s	rgd	22jan85	the registration was reserved, but never worn on the aircraft; canx 30nov85
	52+03	An-26T	German Air Force	trf	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 23oct92 and stored at Diepholz; sold to Russia 25jan93
	RA-49266	An-26	Komiavia	rgd	may93	no titles; delivered to Russia 05may93, see toc next line
	RA-26236	An-26	Komiavia	toc	27apr93	rgd 15jul93; still in basic East German Air Force c/s, no titles
	RA-26236	An-26	Komiinteravia	trf	25apr95	not in 1999 fleet list; soc 11apr05 as to Sudan
	ST-ZZZ (1)	An-26	Sudanese Air Force	ROV	16apr05	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	An-26B	AFL/Belarus	mfd	28nov80	toc 17dec80; rgd 21jan81
	CCCP-26028	An-26B	MAP Perm Motors	trf	12mar87	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	An-26B	Perm Motors	trf	23jan95	
	26028	An-26B	primer c/s	IEV	04jul96	reported for Air Troika
	RA-26028	An-26B	Permtransavia	IEV	11sep96	
	RA-26028	An-26B	Prestavia			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 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
104 09	375	An-26S	East German AF	h/o	15dec80	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
	DDR-SBN	An-26S	EGAF/Interflug c/s	rgd	26sep88	the registration was reserved, but never worn on the aircraft; canx 03oct90
	52+04	An-26S	German Air Force	trf	03oct90	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
	no serial	An-26S	East German AF	ph.	02may93	preserved in these fake markings (in white c/s with red cheatline) in Technik Museum Speyer (N49.311773 E8.4447447), seen may93/01sep23
104 10	CCCP-26029	An-26B	AFL/Urals	mfd	nov80	toc 15dec80; rgd 09jan81; f/n LED 01jun90
	RA-26029	An-26B	Kurgan Air	trf	30mar94	no reports; soc and canx 18aug97 as to Ukraine
	UR-26029	An-26B	blue/yellow c/s	SHJ	01oct00	
	9Q-CEF	An-26B	Filair/RTL	ph.	23oct05	derelict Lisala, DRC; in 2004 and 2008 DRC register without rgd
105 01	CCCP-26030	An-26B	AFL/Ukraine	mfd	18dec80	toc 25dec80; rgd 19jan81; f/n BUD 10apr81; converted to An-26BRL (ice-detection aircraft) circa 1987; later de-converted
	CCCP-26030	An-26B	AFL/Yakutiya	trf	27mar90	l/n CYX 05jul92, in 'polar' c/s
	RA-26030	An-26B	Polyarnyye Avial.	trf	21apr94	was inactive between 1998-2006, converted at IKT to, see next line
	RA-26030	An-26B-100	Polyarnyye Avial.	YKS	15jun07	l/n YKS 22jun13; damaged at YKS 11may15 when a truck collided with the nose, damaging the nose cone; repaired; l/n YKS 11jul24, active
105 02	not known	An-26	Soviet Air Force	mfd	19nov80	
	"28" red	An-26	Ukraine Air Force	trf	1992	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
	"18" blue	An-26	Ukraine Air Force	VIN	06sep08	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
	"48" blue	An-26	Ukraine Air Force	ph.	09jul17	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
105 03	CCCP-26031	An-26B	AFL/Central Region	toc	26dec80	rgd 21jan81; l/n SVO 06may89
	RA-26031	An-26B	Kurskavia	trf	04mar94	in all-white c/s, no titles; f/n IST 07dec95; l/n URS 01sep97; soc and canx 18mar99 as to Poland
	SP-FDO	An-26B	EXIN	rgd	24mar99	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 Ülemiste 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
105 04	not known	An-26	Soviet Air Force	mfd	11dec80	
	"04" black	An-26	Russian Air Force	trf	1992	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
	"04" blue	An-26	Russian Air Force	CKL	aug13	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
	RF-36077	An-26	Russian Air Force	ZIA	jun20	also carried code "04" blue; in light grey c/s with 'VVS Rossii' titles, Red Stars and blue spinner tips
105 05	not known	An-26	Soviet Navy	mfd	10dec80	
	"50" red	An-26	Russian Navy	OSF	13may99	in basic Aeroflot c/s, no titles; l/n OSF 22aug02
	"53" blue	An-26	Russian Navy	OSF	28mar06	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
	RF-46545	An-26	Russian Navy	OSF	jul17	grey c/s with 'MA VMF Rossii; titles, also carrying "57" blue; details from russianplanes.net; l/n Gromovo 26jul20
105 06	not known	An-26	Soviet Air Force	mfd	28dec80	
	"58" yellow	An-26	Russian Air Force	Rzd	03sep93	in all-grey c/s; l/n OSF 16may99
	"58" red	An-26	Russian Air Force	Tbv	26may07	opb 1449 AB at Tambov by 2010
	RF-92949	An-26	Russian Air Force	Tbv	aug11	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
105 07	not known	An-26	Soviet Air Force	mfd	17dec80	opb mil. unit 45076 at Vinnitsa; soc, date unknown
105 08	CCCP-26032	An-26B	AFL/Urals	mfd	17dec80	toc 29dec80; rgd 16jan81; opb Kurganski OAO
	RA-26032	An-26B	Kurgan Air	trf	30mar94	no reports; soc 18mar98 as to Latvia
	YL-RAB (2)	An-26B	RAF-Avia	rgd	16apr98	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
	ER-AVZ	An-26B	Valan ICC	KIV	25dec18	first reported in service KIV-SFA 25dec18; white with titles; canx between 17jul23 and 03oct23
105 09	376	An-26S	East German AF	toc	19dec80	An-26S and T were unofficial German designations; opb TS-24 at DRS; in camo c/s; f/n DRS aug81
	DDR-SBD	An-26T	EGAF/Interflug c/s	rgd	18dec84	opb TS-24 at DRS; photo-proof that the registration was painted on; canx 30nov85
	376	An-26T	East German AF	SXF	sep87	opb TS-24 at DRS; in dark green/dark brown/grey camo c/s with light grey undersides
	52+05	An-26T	German Air Force	trf	03oct90	opb TS 24 at DRS; wfu 17dec90 and stored at DRS; sold to Schwäbisches Bauern- und Technikmuseum at Eschach-Seifertshofen 29sep92
	no serial	An-26T	no titles	ph.	nov94	preserved without markings in Schwäbisches Bauern- und Technikmuseum at Eschach-Seifertshofen (N48.908168 E9.8403509), seen nov94/13jul20
105 10	CCCP-26033	An-26B	AFL/Kazakhstan	mfd	dec80	toc 30dec80; rgd 22jan81; f/n mar85
	UN-26033	An-26B	Aeroflot	BKA	02sep93	
	UN-26033	An-26B	Kazakstan Airlines	ALA	25jun94	with titles ?
	UN-26033	An-26B	Air Kazakstan	trf	26sep96	based Burundai
	UN-26033	An-26B	Liberia Airways	BJL	22apr97	was reported for Burundaiavia
	UR-26033	An-26B	all-white	CKY	14aug99	possible mis-sighting as UR-26033 has never been registered in Ukraine according to the State Aviation Service of Ukraine
106 01	not known	An-26	Madagascar AF	mfd	01dec80	confirmed exported to Madagascar

106 02	CCCP-26034	An-26B	AFL/West Siberia	mfd	dec80	toc 12jan81; rgd 03feb81; f/n LED 04sep81
	RA-26034	An-26B	Aerokuznetsk	trf	31mar94	no reports; soc and canx 17may98 as life-time expired; in dec99 fleet list as scrapped
106 03	not known	An-26M	Soviet Air Force	mfd	19jun81	"Spasatel" ambulance aircraft; opb mil. unit 97978 at Kabul; Antonov confirm as 'rescue' version; see "07" and "09" at end of file
106 04	CCCP-26035	An-26B	AFL/Tajikistan-LBD	mfd	dec80	toc 05jan81; rgd 04feb81
	26035	An-26B	Tajikistan Al	BUS	17jun93	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 Chimkent, 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
106 05	364	An-26T	East German AF	mfd	20jan81	An-26T was an unofficial German designation; toc 27jan81; opb TS-24 at DRS from 04feb81; in light grey c/s
	DDR-SBC	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
	364	An-26T	East German AF	ret	30nov85	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
	52+06	An-26T	German Air Force	trf	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 30dec92 and stored at Hohn; sold to Russia 25jan93
	RA-49267	An-26	Komiavia	rgd	may93	no titles; delivered to Russia 27may93, see toc next line
	RA-26237	An-26	United Nations	toc	27apr93	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
	RA-26237	An-26	Komiinteravia	trf	25apr95	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
	9Q-CFP	An-26	Air Kasaï	rgd	24feb05	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
	9S-AFP	An-26	Air Kasaï	ph.	05aug18	in white c/s with dark blue belly and trim, with titles; l/n GOM jan19
	9S-AFP	An-26B	Air Kasaï	GOM	10jun21	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; confirmed to have been wfu and to be used as a spares source; derelict hulk noted at Lisala dec24
106 06	CCCP-26036	An-26B	AFL/Latvia	mfd	dec80	toc 06jan81; rgd 23jan81
	CCCP-26036	An-26B	AFL/Kyrgyzstan	trf	05nov83	f/n SKD 28apr89; l/n DME 03jun92
	EX-26036	An-26B	Kyrgyzstan Al	FRU	09may95	with 'h' in the English titles (Kyrghyzstan Airlines) on the starboard side; l/n FRU 11may98; seen FRU nov02, parked on the grass/stored; not in fleet list 31dec03
	ER-AZO	An-26B	Valan ICC	rgd	01jun04	f/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
	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	Komiinteravia	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	CCCP-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	CCCP-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 MMK 26mar22
106 10	CCCP-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	CCCP-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	CCCP-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	CorR renewal 20sep99, with version given as such
	RA-26039	An-26-100	Tomsk Avia	rgd	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 Aviatsionnoye Predpriyatiye' titles, type painted as An-26-100; l/n PKC 22jul24
107 03	CCCP-26040	An-26B	AFL/Krasnoyarsk	mfd	14feb81	an 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
	RA-26040	An-26	Polar Airlines	rgd	01nov21	f/n MSK 17mar22; l/n YKS 13apr23; CofR renewal 04may23
107 04	CCCP-93927	An-26	MAP "Artyom" Kiev	mfd	20jan81	rgd 13feb81; canx 03apr86
	CCCP-26216(1)	An-26	MAP "Artyom" Kiev	rgd	02apr86	in Aeroflot c/s; f/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	
	OB-1772-P	An-26B-100	Star Up S.A	rgd	28apr03	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 Peru	LIM	19dec06	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	An-26B-100	Star Peru	LIM	22aug07	CofA expired 07nov09
	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	CCCP-26041	An-26B	AFL/Belarus	mfd	01jan81	toc 04feb81; rgd 26feb81
	CCCP-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	
	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
107 08	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	CCCP-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 'VVS Rossii' 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 Rossii' titles; l/n Rostov-na-Donu Tsentralny jun21
108 02	CCCP-26043(2)	An-26B	AFL/Far East	mfd	feb81	on charge as of 01apr81; rgd 17jul81; see CCCP-26043(1) with unknown c/n
	RA-26043(2)	An-26B	Dalavia	trf	01jun93	f/n KHV 12may95, in Aeroflot c/s and titles; soc 14aug99 as further use not economically viable; canx 20nov99
108 03	CCCP-26044	An-26B	AFL/Urals	mfd	05feb81	toc 02mar81; rgd 26mar81
	CCCP-26044	An-26B	MAP Moscow VPO	trf	jan87	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	An-26B	Aeroflot c/s, n/t	NBO	29jun93	in 'polar' c/s with 'Goal Irland' sticker
	RA-26044	An-26B	Aeroflot c/s, n/t	BKA	24may94	in 'polar' c/s
	RA-26044	An-26B	Krylo	trf	30sep94	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	An-26B-100	Aviastart, n/t	YHZ	05apr05	all-white c/s without the additional cabin windows, c/n and owner from Bulgarian CAA
	HK-4389	An-26B-100	SELVA	rgd	15apr05	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 Villagarzón 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	An-26B	AFL/Krasnoyar.-HTG	mfd	20feb81	toc 11mar81; rgd 21apr81; f/n jun84; l/n SVO 11sep92, in 'polar' colours
	RA-26045	An-26B	Aeroflot	SVO	03jul95	in 'polar' colours
	RA-26045	An-26B	Norilsk Avn Ent.	trf	22dec95	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	An-26B	AFL/Moldova	mfd	feb81	toc 04mar81; rgd 24mar81; f/n ATH 01oct90
	CCCP-26046	An-26B	Air Moldova	KBP	07sep92	
	ER-26046	An-26B	Air Moldova	rgd	12apr94	f/n KIV 20sep94
	ER-26046	An-26B	all-white c/s, n/t	IEV	06aug02	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	An-26B	AFL/Latvia	mfd	feb81	on charge as of 01apr81; rgd 09apr81; f/n LED 05may89
	YL-LDB	An-26B	Latavio	rgd	14oct92	f/n RIX 25may93; sold for $180,000 to Carol Air Services; canx 21nov95
	YL-LDB	An-26B	Carol Air Services	h/o	15nov95	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	An-26B	AFL/West Siberia	mfd	27feb81	toc 20mar81; rgd 13apr81; f/n OMS 31aug92
	RA-26048	An-26B	Aeroflot	OMS	12jun94	
	RA-26048	An-26B	Amur	trf	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 02aug24
109 02	CCCP-26049	An-26B	AFL/Kirovograd VAU	mfd	01feb81	toc 12mar81; rgd 30mar81
	UR-26049	An-26B	Ukr State Flt Ac	LED	16jun93	in basic Aeroflot c/s, no titles
	RA-26049	An-26B	Central Region Al	rgd	27jun94	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'
109 03	RA-26230	An-26	Polet	mfd	mar81	rgd 28oct92; toc 01jan93, probably ex Soviet Air Force or export aircraft; canx 14oct94 as to Zaïre; f/n OST 01nov94 in ex Aeroflot c/s, no titles, on delivery
	9Q-CZK	An-26	Blue Airlines	NLO	23nov94	l/n mar95/jun96
	9Q-CZK	An-26	blue/white, n/t	KGO	05may98	l/n FIH 04mar08; operator still given as Blue Airlines in DRC 2008 register
109 04	not known	An-26	Soviet Air Force	mfd	13mar81	opb mil. unit 97978 at Kabul; soc, date unknown
109 05	CCCP-26050	An-26B	AFL/Komi	mfd	27mar81	toc 02apr81; rgd 16apr81; f/n ATH 04aug90, operating for TAAT; l/n SVO 11sep92, in Aeroflot c/s and titles
	RA-26050	An-26B	Komiavia	trf	22feb94	f/n SCW 10jun94, in Aeroflot c/s and titles
	RA-26050	An-26B	Komiavia	IEV	23mar97	reported for Komiinteravia; soc 11nov99 and canx 16nov99 as to Canada !
	RA-26050	An-26B	United Nations	FJR	21nov99	l/n FJR 19jan00; see previous comment
	ER-AFE	An-26B	Aerocom, n/t	rgd	27jan00	f/n FJR 13mar01; l/n 29dec01
	ER-AFE	An-26B	Manunggal Air	DJJ	07nov03	named 'Katya'; the accident report of An-72 ES-NOP suggests it was in service with Manunggal Air in apr02
	ER-AFE	An-26B	Jet Line, n/t		28apr05	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	An-26B	AFL/West Siberia	mfd	02mar81	rgd 04may81; on charge as of 01jul81; f/n BKA 18aug92
	RA-26051	An-26B	Aeroflot	ADD	26jul93	reported for Kemerovo Aviation Enterprise; lsd to C-Air 01jan97/31dec99
	RA-26051	An-26B	Aeroflot c/s, n/t	TJM	26jul00	l/n SVX 14aug01

	RA-26051	An-26B	IrAero	rgd	09jul02	in basic Aeroflot c/s; l/n YKS 16apr05; converted to, see next line
	RA-26051	An-26B-100	IrAero	GOJ	29sep06	in white c/s with grey undersides, version painted as An-26-100; l/n IKT 04sep24
109 07	YK-ANG	An-26	Syrian Air Force	mfd	1981	in Syrianair c/s; seen DAM 14sep99
	YK-SNG	An-26	Syrian Air Force	ph.	19nov17	at Kuweires; in basic ex Syrianair c/s, with 'Syrian Arab Republic' titles
109 08	CCCP-26052	An-26B	AFL/Arkhangel.-ARH	mfd	mar81	toc 11apr81; rgd 27apr81; f/n LED 19may91
	RA-26052	An-26B	Arkhangelsk Al	trf	22feb94	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	An-26B	primer c/s	IEV	04may99	on overhaul; l/n as such IEV 04jul99
	ST-NDC	An-26B	Ben Air	SHJ	nov02	current on register jan07; l/n KRT 17mar07 with titles
	ST-NDC	An-26B	AMIS	KRT	21nov07	with light green tail; ferried LXR-AYT-IEV 07sep08; l/n IEV 12mar09
	ST-NDC	An-26B	Ben Air	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	An-26B	AFL/East Sib.-HTA	mfd	30mar81	rgd 14may81; on charge as of 01jul81
	RA-26053	An-26B	Chita Avia	trf	29jul93	photo sep93 at Priargunsk, in Aeroflot c/s and titles; l/n HTA 18apr97 as such, with c/n painted as '17310909'
	RA-26053	An-26B	IrAero	IKT	05jun01	owned by Dauria; leased from Chita Avia 01jul99/31dec03; dbr 27dec02 on a cargo flight from Yakutsk to Ust'-Kuiga (Yakutiya) 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	An-26B	AFL/Kazakhstan	mfd	26mar81	rgd 28apr81; on charge as of 01jul81; opb Burundaiski OAO; in standard 'blue' c/s
	CCCP-26054	An-26B	Mosrent	ATH	18aug89	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)
	CCCP-26054	An-26B	Guinée Air Service	NZE	1991	leased from Aeroflot's Burundaiski OAO in 1991/1992
	CCCP-26054	An-26B	AFL/Kazakhstan	LPA	feb92	opb Burundaiski OAO; with 'Aeroflot' titles; l/n PRG 20may93
	UN-26054	An-26B	Guinée Air Service	MLA	29may94	leased from Kazakhstan Airlines; l/n NZE jun96
	UN-26054	An-26B	Air Kazakstan	trf	26sep96	based at Burundai
	UN-26054	An-26B	Liberia Airways	ATH	jan97	with red and blue double cheatline and a white tail, with titles
	UN-26054	An-26B	Guinée Air Service	FJR	01jun00	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
	UN-26054	An-26B	GST Aero ?	FJR	28dec01	in all-white c/s, no titles, serial crudely painted; in the GST Aero fleet list in early 2003
	3C-CMN	An-26B	Gaesa Air Cargo	SSG	02jun05	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
110 01	CCCP-26055	An-26B	AFL/Turkmenistan	mfd	30mar81	toc 18apr81; rgd 19may81
	EZ-26055	An-26B	Turkmenistan Al	KRW	18may96	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 02	not known	An-26	KGB/Border Guards	mfd	18jun81	
	"52" red	An-26	FSB	UUS	30may07	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
	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	An-26B	AFL/Krasnoyarsk	mfd	30apr81	toc 16may81; rgd 04aug81
	RA-26056	An-26B	Aeroflot	NSK	13may95	
	RA-26056	An-26B	Norilsk Avn Ent.	trf	22dec95	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
	RA-26056	An-26B-100	KrasAvia	IEV	24may08	CofR renewal 09sep08; in light blue/dark blue and white c/s, grey undersides and with titles; l/n Krasnoyarsk Cheremshanka 29oct24
110 06	not known	An-26	Vietnam Air Force	mfd	21apr81	soc in 1984
110 07	not known	An-26	Vietnam Air Force	mfd	07apr81	
110 08	CCCP-26057	An-26B	AFL/Tyumen	mfd	apr81	toc 21may81; rgd 05jun81; f/n BKA 01jun92; in 'polar' red c/s; l/n BKA 07jul92
	RA-26057	An-26B	TyumenAviaTrans	IKT	11may95	
	RA-26057	An-26B	ARZ-403	rgd	15may97	to ARZ-403 at Irkutsk; soc and canx 09jun99 as to Kyrgyzstan
	EX-26057	An-26B	Star Airlines	SHJ	26oct99	in basic ex 'polar' Aeroflot c/s with Star Airlines titles; l/n SHJ 17nov99
	EX-26057	An-26B	no titles	SHJ	20nov99	l/n SHJ 07dec99, in basic ex 'polar' Aeroflot c/s, in the process of being painted white
	ST-AQD	An-26B	pale blue c/s, n/t	SHJ	18apr00	for Trans Attico Sudan; l/n KRT 14mar01
	ST-AQD	An-26B	Malila Airlift	SHJ	15sep01	l/n SHJ oct01
	ST-AQD	An-26B	all-white c/s, n/t	SHJ	21may02	l/n SHJ 25mar04; converted to An-26B-100, with extra cabin windows
	ST-AQD	An-26B-100	all-white c/s, n/t	SHJ	27nov04	l/n KRT 17jan06
	ST-AQD	An-26B-100	Trans Arabian Al	KRT	21mar06	
	ST-AQD	An-26B-100	AMIS	KRT	20aug06	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
	ST-AQD	An-26B-100	ATTICO	SHJ	16nov06	African Transport Trading & Investment Co.
	ST-AQD	An-26B-100	Alok Air	KRT	01dec06	in white c/s with blue/yellow/green striped fin and 'ALOKAIR' titles; l/n KRT 02dec10, white with dark green undersides
	ST-AQD	An-26B-100	El Magal Aviation	KRT	03dec10	rolled out with El Magal Aviation Services titles and badges on tail and nacelles; l/n ELF 30dec10
	ST-AQD	An-26B-100	Kata Air Transport		23may11	ferried AQJ-DLM this date; l/n KRT 06nov11
	ST-AQD	An-26B-100	Mid Airlines	KRT	12may13	in all-white c/s with blue rear fuselage and tail, red/blue and white logo on tail and on fuselage, grey undersides; l/n KRT 07dec13
	ST-AQD	An-26B-100	South Supreme Al	JUB	14aug14	in red/black and green c/s, 'S' on the tail; l/n JUB 28aug14
	EK-26008(2)	An-26B-100	Skiva Air	rgd	13oct14	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 engineless, stored
110 09	not known	An-26	Vietnam Air Force	mfd	13apr81	
110 10	not known	An-26	Vietnam Air Force	mfd	24apr81	photo of lower tail section only with c/n visible SGN jun17
111 01	CCCP-26058	An-26B	AFL/Far East	mfd	30jun81	toc 20jul81; rgd 21aug81
	CCCP-26058	An-26B	Tr. Arabian A.T.	KRT	08feb89	
	RA-26058	An-26B	Aeroflot	ANC	27aug93	
	RA-26058	An-26B	Dalavia	trf	01jun93	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
111 02	26243	An-26	no titles	mfd	18may81	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
	RA-26243	An-26	Stavropol Avia	trf	20dec94	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
111 03	not known	An-26	Angola	mfd	27apr81	confirmed exported to Angola; soc in 1986
111 04	CCCP-26059	An-26B	AFL/Moldova	mfd	29may81	on charge as of 01jul81; rgd 14jul81; f/n LED 23sep87
	ER-26059	An-26B	Air Moldova	rgd	29mar94	f/n KIV 20sep94; canx 15feb00
	UR-26059	An-26B	Kiev ARP 410 Al	OSR	22feb00	l/n IEV 02jun02 with additional 'Royal Air Cargo' titles; no longer in fleet list 12jan03
	UR-26059	An-26B	all-white c/s, n/t	KIV	31mar03	l/n KIV 03apr03
	ER-26059	An-26B		rgd	19sep03	current on register 21dec06 as with Air Moldova, but shown on register 11jun07 as having been cancelled to Ukraine 16may06 !
	RP-C7207	An-26B	Mosphil Aero Inc		jul06	all-white c/s, no titles, seen en route to Clark; c/n confirmed by CAA
111 05	not known	An-26	Angola	mfd	05may81	confirmed exported to Angola; soc in 1986
111 06	not known	An-26	Angola	mfd	08may81	confirmed exported to Angola
111 07	CCCP-26060	An-26B	AFL/Belarus	mfd	01may81	mfd date given as 29may81, by Lithuanian CAA; toc 17jun81; rgd 13jul81; f/n MHP 11sep87
	CCCP-26060	An-26B	MAP Kazan APO	trf	04oct87	rgd 28oct87
	RA-26060	An-26B	Kazan Helicopters	trf	16jun93	Kazan Helicopter factory; f/n KZN 13jun94, in Aeroflot c/s and titles
	RA-26060	An-26B	Aeroflot c/s, n/t	ASB	18may96	l/n KZN 26nov97; 'operated by IDF' sticker (Iron Dragon Fly), with Tatarstan flag
	RA-26060	An-26B	Tulpar	MST	11dec98	l/n PED 02nov99; soc and canx 01mar00 as leased to Lithuania
	LY-APC	An-26B	Aviavilsa, n/t	CPH	17apr00	small 'DHL' titles; CofA expired 29mar01; l/n KZN 26jun02
	EX-26060	An-26B	DHL	SHJ	03nov04	c/n not checked; small titles only; l/n SHJ 09nov0;
	EK-26060	An-26B	World Aero Airways		19feb05	at Kisangani, c/n not checked; w/o 04may05 at Lubutu DRC (N0.772724 E25.171321) whilst trying to return to Kisangani; opb Kisangani Airlift with owner quoted as Aero World; identity confirmed by the owner of Kisangani
111 08	CCCP-26061	An-26B	AFL/Yakutiya	mfd	29may81	toc 16jul81; rgd 03aug81; f/n IKT 04sep89; in 'polar' c/s; l/n IEV 14apr92
	RA-26061	An-26B	Polyarnyye Avial.	trf	20jul95	last overhaul completed 18dec05; converted jan06 to, see next line
	RA-26061	An-26B-100	Polyarnyye Avial.	YKS	04jul06	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
111 09	not known	An-26	Angola	mfd	18may81	confirmed exported to Angola; soc in 1988
111 10	CCCP-26062	An-26B	AFL/Ukraine	mfd	29apr81	on charge as of jul81; rgd 31aug81
	CCCP-26062	An-26B	AFL/East Siberia	trf	28apr88	f/n IKT 05sep89
	RA-26062	An-26B	Baikalavia	trf	30jun92	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
	RA-26062	An-26B	IrAero	rgd	12aug09	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
112 01	267	An-26	Vietnam Air Force	Hgl	13apr96	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)
112 02	not known	An-26	Vietnam Air Force	mfd	27may81	salon version
112 03	CCCP-26063	An-26B	AFL/Lithuania	mfd	jul81	rgd 04aug81; on charge as of 01oct81; opb Vilniusski OAO; f/n LED 05may89

	LY-AAK	An-26B	Lithuanian Al	trf	1991	in basic Aeroflot c/s, no titles; f/n VNO 24jul92; l/n VNO 02nov94; CofA expired 20jan95
	"05" blue	An-26B	Lithuanian AF	trf	1995	had a blister window on the left side at the navigator's station; in grey c/s with 'Lithuanian Air Force' titles; f/n Kbely 16oct98; stored at SQQ, seen jun10/mar18; offered for sale by Lietuvos Bankas 18oct18
	UR-UZG	An-26B	Constanta	rgd	13may19	to Expedition Aviation FZC 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
	UR-UZG	An-26B	United Nations	KGA	29jul20	in full all-white UN c/s, carried code 'UNO-858'; based at EBB; l/n GOM 28mar21
	UR-UZG	An-26B-100	Constanta	rgd	28may21	to Expedition Aviation FZC of the UAE; in all-white c/s, no titles; f/n ATH 08jun21; l/n ATH 21jun21
	UR-UZG	An-26B-100	United Nations	MGQ	19aug21	in full all-white UN c/s; l/n MQF 10dec21
	UR-UZG	An-26B-100	Constanta	MBX	26nov22	in white c/s, no titles and without props; rgd 29may23 to Expedition Aviation FZC of the UAE
	UR-UZG	An-26B-100	United Nations	ACC	18nov23	all white with large UN titles; also carrying UNO-858 on the forward fuselage
112 04	not known	An-26	Vietnam Air Force	mfd	03jun81	soc in 1985
112 05	not known	An-26	Vietnam Air Force	mfd	05jun81	
112 06	CCCP-26064	An-26B	AFL/West Siberia	mfd	30jun81	toc 14jul81; rgd 13aug81
	RA-26064	An-26B	Omskavia	trf	05jun94	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
	YL-RAA (2)	An-26B	RAF-Avia	rgd	18dec97	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
	UR-ESD	An-26B	Air Urga	rgd	11sep19	test-flown at KGO 19sep19; l/n OSR 16aug21, all white no titles; current on register 13aug22
112 07	CCCP-26065	An-26B	AFL/Arkhangelsk	mfd	jun81	toc 10jul81; rgd 04aug81
	RA-26065	An-26B	Aeroflot	ARH	10jun94	with additional Arkhangelsk badge; l/n ARH 12jul94
	RA-26065	An-26B	Arkhangelsk Al	trf	22feb95	soc and canx 25mar97 as to Kyrgyzstan
	EX-016	An-26B	Sky Way Air	DXB	09feb04	seen DIR 27dec04; c/n checked; l/n JUB 18mar18 (no other sightings between this and dec04)
112 08	CCCP-26168	An-26	KGB/Border Guards	mfd	21aug81	code "87" blue assigned, but not painted on; based at Bukhta Provideniya; in standard 'blue' Aeroflot c/s
	RA-26168	An-26	FSB/Aeroflot c/s	BKA	25feb93	opb 5 oao at PKC; carried a 'Wlarus with pilot's goggles' badge behind the nose by jun06; t/t 5,267 hours by 2007; l/n UUS 20feb08
	RF-26280	An-26	FSB	ROV	18oct09	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 2024
112 09	CCCP-26088(1)	An-26	MAP Ulyanovsk PKO	mfd	14jul81	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
	RA-26088(1)	An-26	Aviastar	ULY	22oct99	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
	RA-26088(1)	An-26	Lyotnyye proverki	ZIA	aug05	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
112 10	CU-T1240	An-26	Cub AF/Cubana c/s	HAV	22oct89	probably one of four aircraft mentioned by Antonov as delivered to Cuba by sea in 1981; l/n 1994
	CU-T1240	An-26	Aerogaviota			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
113 01	CU-T1241	An-26	Cub AF/Cubana c/s	VRA	sep86	probably one of four aircraft mentioned by Antonov as delivered to Cuba by sea in 1981; l/n SCU 14dec93
	CU-T1241	An-26	Aerogaviota	SCU	05feb02	equipped with external racks on the fuselage; l/n Playa Baracoa 20apr02, in old c/s; was already in fleet list by 1995
	12-41	An-26	Cuban Air Force	HAV	31jul05	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	An-26B	AFL/Krasnoyarsk	mfd	29jul81	toc 17aug81; rgd 20oct81; f/n mar85
	RA-26066	An-26B	Aeroflot	IAA	11jun94	
	RA-26066	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
113 03	12-53	An-26	Cuban Air Force			probably one of four aircraft mentioned by Antonov as delivered to Cuba by sea in 1981
	CU-T1428	An-26	Aerogaviota	HAV	17apr94	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	An-26	Cuban Air Force			probably one of four aircraft mentioned by Antonov as delivered to Cuba by sea in 1981
	CU-T1254	An-26	Cub AF/Cubana c/s			seized at Pearls Airport (N12.144038 W61.613841) Grenada, during the US invasion 25oct83 and abandoned, still present sep01/jan19 very derelict
113 05	CCCP-26067	An-26B	AFL/Central Region	mfd	jul81	toc 13aug81; rgd 31aug81; opb Kurski OAO; in 'polar' c/s; f/n BKA 06dec89; l/n SVO 09sep92
	RA-26067	An-26B	Kurskavia	trf	04mar94	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	An-26B	EXIN	rgd	11may99	f/n KTW 27aug99
	SP-FDR	An-26B	DHL	GDN	26jun01	opb EXIN; in full DHL c/s with the additional URL 'www.exin.pl'; l/n LEJ 12may07
	SP-FDR	An-26B	EXIN	WAW	26jun07	in full c/s; l/n operational BHX 21mar14; reported nov14 as suspended; stored at KTW in 2017
	UR-UZB	An-26B	Constanta	rgd	18dec17	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	An-26B	AFL/Moldova	mfd	30jul81	rgd 24aug81; on charge as of 01oct81; f/n LED 04sep88
	ER-26068	An-26B	Air Moldova	TLV	26apr93	reported for Moldaeroservice; rgd 29mar94; l/n KIV 20sep94
	ER-26068	An-26B-100	no titles	KIV	jul03	current on register mar04
	ER-26068	An-26B-100	Aeriantur-M	PRG	10mar05	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 09	240	An-26	Afghan Air Force	mfd	22jul81	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 !
113 10	241	An-26	Afghan Air Force	mfd	28jul81	c/n not confirmed for this serial, but confirmed exported to Afghanistan; soc, date unknown; no reports; in UN sanction list dec99
114 01	CCCP-26069	An-26B	AFL/Belarus-MHP	mfd	18aug81	toc 10sep81; rgd 18sep81
	CCCP-26069	An-26B	AFL/GosNII GA	trf	24aug87	
	CCCP-26069	An-26B	MAP Perm Motors	trf	06oct87	rgd 28oct87; in Aeroflot c/s and titles; f/n LED 02sep88
	RA-26069	An-26B	Perm Motors	SVO	01sep93	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
	UR-26069	An-26B	bare metal c/s	IEV	04may99	seen under overhaul with Zavod 410 GA; l/n IEV 07jul99
	UR-CBJ	An-26B	Zavod 410 GA	rgd	16jan03	Plant 410 of Civil Aviation
	UR-CBJ	An-26B	TCS	KHI	23jun05	leased from Zavod 410 GA; in white/red c/s with titles and the inscription 'Star Air' on the nose
	UR-CBJ	An-26B	Zavod 410 GA	ISB	27jul05	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	An-26B	Zavod 410 GA	IEV	05jul13	in light grey c/s with light blue undersides and a Mozambique flag on the fin
	UR-CBJ	An-26B	Meridian	rgd	23dec13	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
	FA314	An-26B	Mozambique AF	ph.	15sep14	in light grey c/s with light blue undersides and titles, serial painted as 'FA 314'; l/n MPM oct22
114 02	369	An-26M	East German AF	toc	10sep81	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
	DDR-SBL	An-26M	EGAF/Interflug c/s	rgd	26sep88	the registration was reserved, but never worn on the aircraft; canx 03oct90
	52+09	An-26M	German Air Force	trf	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 FlVmASt 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 28aug24
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	An-26B	AFL/West Siberia	mfd	24aug81	toc 18sep81; rgd 22oct81; f/n SVO 18jul91
	CCCP-26070	An-26B	AFL/Central Region	trf	09jun83	
	RA-26070	An-26B	Kurskavia	trf	04mar94	f/n FRA 07aug96; in full Aeroflot c/s and titles; l/n URS 01sep97, as such; soc and canx 02jun99 as to Ukraine
	26070	An-26B	Aeroflot c/s, n/t	Uzn	27jun99	
	UR-26070	An-26B	ATI Airlines			in fleet list 13sep00
	ER-AWE	An-26B	ATI Airlines	rgd	30may01	f/n BAK 30aug01; in basic ex Aeroflot c/s, white tail; canx 25oct01
	4K-AZ20	An-26B	ATI Airlines	BAK	11mar02	l/n BAK 14jan04; not on Azerbaijan register 22nov05
	4L-26020(2)	An-26B	Global Georgian Aw	MLA	13jul05	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
	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 07	CCCP-26071	An-26B	AFL/West Siberia	mfd	aug81	rgd 25sep81; on charge as of 01oct81; f/n LED oct85
	RA-26071	An-26B	Aerokuznetsk	trf	31mar94	f/n LED 10jun94, in Aeroflot c/s and titles; soc and canx 17jul98 as life-time expired; in dec99 fleet list as scrapped
114 08	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	An-26B	AFL/Ukraine	mfd	14sep81	toc 16oct81; rgd 05nov81; opb Kharkovski OAO
	CCCP-26072	An-26B	AFL/Komi	trf	17jan89	opb Syktyvkarski OAO; f/n ATH 22jul89; l/n ATH 06oct89
	RA-26072	An-26B	Aeroflot	LED	20jul93	
	RA-26072	An-26B	Komiinteravia	trf	22feb94	soc 25may00 and canx 26may00 as sold to Ukraine in non-airworthy condition
	UR-26072	An-26B-100	Kiev ARP 410 Al	Ksv	16sep00	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	An-26B-100	Kiev ARP 410 c/s	Mod	31aug05	no titles, stored
	ER-AVA	An-26B-100	Valan ICC	rgd	26sep05	based at Baghdad from aug05; in Valan fleet list 15oct07 and current on register 11dec07
	ER-AVA	An-26B-100	SkyLink	SOF	14mar08	in all-white c/s with additional 'Valan' 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; reported damaged by enemy action at KGO 28jul22 but still current on register 23feb24
114 10	CCCP-26073	An-26B	AFL/West Sib.-KEJ	mfd	17sep81	toc 05nov81; rgd 20nov81; f/n IKT 06sep89; l/n OVB 01jul92
	RA-26073	An-26B	Aeroflot	UUS	07jul94	c/n painted as '17314109' in error
	RA-26073	An-26B	Pilot	trf	23aug94	soc 04feb99 and canx 05feb99 as to Ukraine
	UR-26073	An-26B	all-white	IEV	04may99	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	An-26B	AFL/Lithuania-VNO	mfd	29sep81	rgd 08dec81; on charge as of 01jan82; f/n LED may91
	LY-AAL	An-26B	Lithuanian Al	VNO	jun92	l/n VNO 10sep93, with additional 'Provence Aero Maintenance' titles on rear fuselage; CofA expired 29nov94
	"03" yellow	An-26B	Lithuanian AF	FCO	09sep95	l/n FRA 20jun98, camouflage c/s
	"03" blue	An-26B	Lithuanian AF	EIN	15apr02	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	An-26B	Russian MVD/VV	trf	1992	opb 1 oae at Khabarovsk-Tsentralny
	RF-56310	An-26B	Russian MVD/VV	rgd	15may06	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 DYR 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-Bolshoy 21jan21
115 05	CCCP-26167	An-26	Soviet AF/AFL c/s	rgd	20jul82	f/n BXJ 23apr93; l/n BXJ oct94; canx 12may91
	UN-26167	An-26	Aeroflot c/s, n/t	BXJ	14may98	l/n BXJ 29jun99; l/n ALA 23sep02 reported as Kazakh Government
	UN-26167	An-26	Kazakhstan MVD/VV	ALA	25feb03	in new blue/white colours; seen BXJ 26may06 with 'Kazakstan' on rear fuselage; l/n ALA 15jul10
	26167	An-26	all metal	IEV	28apr11	test flying
	26167	An-26	Kazakhstan MVD/VV	ALA	16jul11	full colours, large 'Kazakhstan' titles; l/n ALA 09dec24
115 06	CCCP-26090	An-26	MOM Omsk PO	mfd	30sep81	rgd 17nov81; f/n LED 05may89 in Aeroflot c/s; l/n LED 05sep92
	RA-26090	An-26	MOM Omsk PO	no	reports	sustained substantial damage after heavy landing at Samara 24jun93 overran the runway and the nose-gear collapsed
	RA-26090	An-26	Aviaobshchemash	trf	29nov94	in 1999 fleet list and current on Russian register feb98/feb04; soc and canx 21apr04 as sold to Congo in a non-airworthy condition
	9Q-CMV	An-26	Global Airways	rgd	16aug04	
	9Q-CMV	An-26	Gloria Airways	SHJ	19feb05	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	An-26	Trade Aero	SHJ	22may05	in blue/white c/s with 'www.trast-aero.com' titles; l/n SHJ 27may05
	EX-063 (1)	An-26	Trast Aero	rgd	18may05	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
	TN-AGB (2)	An-26		FJR	15nov07	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
	OB-1876-T	An-26	TA Cielos Andinos	rgd	15feb08	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
	OB-1876-P	An-26	TA Cielos Andinos	rgd	21jul08	
	OB-1876-P	An-26	Peruvian Air Line	lsd	28mar11	
	OB-1876-P	An-26	TA Cielos Andinos	ret	08nov12	still current on register in 2016 but with an expired CofA
115 07	RDPL-34114	An-26	Laos Government	mfd	21sep81	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
115 08	CCCP-26075	An-26B	AFL/Kazakhstan	mfd	20oct81	toc 23nov81; rgd 08dec81; f/n OMS 07sep89; l/n BXJ 23apr93
	UN-26075	An-26B	Aeroflot c/s, n/t	BXJ	oct94	l/n BXJ 27sep00; reported for Burundaiavia
	UN-26075	An-26B	Air Kazakstan	trf	26sep96	
	UN-26075	An-26B	Kazakstan Airlines	BXJ	09jun01	
	UN-26075	An-26B	Burundaiavia	BXJ	01sep02	
	EX-126	An-26B	all-white c/s	rgd	14aug06	f/n VIN 11jul07; c/n confirmed by Kyrgyz CAA
	EX-126	An-26B	Sky Way Air	KBL	16jun09	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
	EX-126	An-26B	Gateway Export Av		photo	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 09	245	An-26	Afghan Air Force	mfd	02oct81	c/n not confirmed for this serial, but confirmed exported to Afghanistan; in UN sanction list dec99
115 10	246	An-26	Afghan Air Force	mfd	05oct81	c/n not confirmed for this serial, but confirmed exported to Afghanistan; soc in 1984; in UN sanction list dec99
116 01	CCCP-26076	An-26B	AFL/Arkhangel.-ARH	toc	12nov81	rgd 30nov81; f/n LED 13mar90
	RA-26076	An-26B	Arkhangelsk Al	trf	22feb94	f/n ARH 12jul94, in Aeroflot c/s and titles with Arkhangelsk Al badge; soc 13jul99 and canx 16jul99 as to Kyrgyzstan
116 02	247 ?	An-26	Afghan Air Force	mfd	14oct81	confirmed exported to Afghanistan, but serial not confirmed for this c/n; f/n KDH 17oct00, operational; soc, date unknown
116 03	CCCP-26077	An-26B	AFL/Urals-KRO	mfd	27oct81	toc 04nov81; rgd 18nov81; f/n LED 27aug89
	RA-26077	An-26B	Aeroflot	BKA	20mar93	
	RA-26077	An-26B	Kurgan Air	trf	30mar94	soc and canx 04sep96 as to Ukraine
	UR-26077	An-26B	Avialini. Ukrayiny	IEV	20mar97	l/n HMJ 10may98
	UR-26077	An-26B	Podillia Avia	BUD	06jun99	l/n FAO 29jan02
	UR-26077	An-26B-100	Podillia Avia	MST	14jul04	with the additional cabin windows; repainted in all-white c/s with titles and Podillia Avia tail logo by feb05; l/n BUD 01jan07
	UR-26077	An-26B-100	AviaExpress	POZ	20feb07	all-white c/s with titles and Podillia Avia tail logo; l/n POZ 31mar10
	UR-26077	An-26B-100	Podillia Avia	PRG	27jul10	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
	UR-26077	An-26B-100	Meridian	rgd	31may13	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
	no serial	An-26B-100	Liconex	IEV	10sep13	in light grey c/s with light blue undersides, with Mozambique flag on tail; reportedly purchased may13
	UR-BAB	An-26B-100	Meridian	rgd	09dec13	rgd changed in register to 31may13 and later to 23dec13 !; f/n 13dec13, in light grey c/s with light blue undersides, reg taped on and peeling off; seen IEV 28dec13; l/n IEV 04jan14; ferried IEV-SIP-AQJ 04jan14, for Mozambique Air Force

	FA312	An-26B-100	Mozambique AF	ph.	sep14	during military display; in light grey c/s with light blue undersides and titles, serial painted as 'FA 312'; dbr in a forced landing 14feb15 shortly after take-off from Quelimane on a flood relief flight to Cuamba when both engines failed and landed 150 metres from the runway causing the port undercarriage to collapse, all six crew survived; l/n 12aug15, without engines; still visible on GE (S17.855379 E36.871307) apr16/nov22
116 04	not known	An-26	Russian Air Force	no	reports	opb mil. unit 19869 at Dobrynskoye; offered for sale as scrap metal 31dec07
116 05	"54" red	An-26	Russian Air Force	mfd	28oct81	based at Kansk and then Ryazan-Dyagilevo; f/n Ryazan-Dyagilevo 28jun02
	"50" red	An-26	Russian Air Force	Tbv	24may08	opb 1449 AB at Tambov by 2010; in all-grey c/s; seen Tambov 25jun10
	RF-92952	An-26	Russian Air Force	ULY	24aug12	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 06	CCCP-26078	An-26B	AFL/West Sib.-NOZ	mfd	18nov81	toc 02dec81; rgd 16dec81; f/n LED 27aug89; l/n LED 17may91
	RA-26078	An-26B	Aerokuznetsk	trf	31mar94	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 07	not known	An-26	Soviet Air Force	mfd	21nov81	
	"22" blue	An-26RT	Ukraine Air Force	LWO	09sep96	relay aircraft; opb 243 osap at LWO; in grey c/s
	"22" blue	An-26BUS	Ukraine Air Force	toc	29nov06	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 behind 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
116 08	CCCP-26079	An-26B	AFL/Belarus-MHP	mfd	18nov81	toc 03dec81; rgd 11dec81
	EW-26079	An-26B	Belavia	MHP	08may95	l/n MHP nov99/jun08 stored; not in fleet list by 1998
116 09	CCCP-26080	An-26B	AFL/Kazakhstan-BXJ	mfd	27nov81	toc 16dec81; rgd 24dec81; f/n ALA 22sep87
	UN-26080	An-26B	Kazakstan Airlines	MLA	04nov93	in basic 'blue' Aeroflot c/s with Kazakh flag on fin, no titles; l/n MLA 21may94
	UN-26080	An-26B	Guinée Air Service	CKY	05jun94	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 10	248 ?	An-26	Afghan Air Force	mfd	04nov81	confirmed exported to Afghanistan, but serial not confirmed for this c/n; soc in 1984; no reports
117 01	249 ?	An-26	Afghan Air Force	mfd	11nov81	confirmed exported to Afghanistan, but serial not confirmed for this c/n; soc in 1983; no reports
117 02	250	An-26	Afghan Air Force	KBL	03jul03	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; seen KBL aug14/dec14, stored; impressed into the Islamic Emirate Air Force and made operational in 2022; repainted in all white c/s with two blue cheatlines and large flag behind the cockpit
117 03	CCCP-26081(1)	An-26B	AFL/Ukraine-DNK	mfd	27nov81	rgd 22dec81; on charge as of 01jan82; f/n LED 16may85; see c/n 7202
	CCCP-26081(1)	An-26B	AFL/Komi	trf	jan89	
	CCCP-26081(1)	An-26B	AFL/Ukraine	trf	unknown	on charge as of 01jul89
	CCCP-26081(1)	An-26B	Tr. Arabian A.T.	KRT	aug89	in basic Aeroflot c/s with 'T.A.A.T.' titles; l/n ATH 08oct89
	CCCP-26081(1)	An-26B	AFL/Komi	trf	unknown	on charge as of 01jan90
	RA-26081(1)	An-26B	Komiavia	trf	22feb94	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
	UR-BXU	An-26B-100	Gorlitsa Airlines	IST	29may02	with entry door on the port side just forward of the wing; c/n from JP-03; l/n PKV mar07
	RA-26081(1)	An-26B-100	Transavia-Garant.	NNM	10jul07	Transavia-Garantiya; already reported in technical inspection document 13apr07; l/n NNM 04apr08
	RA-26081(1)	An-26B-100	Kostroma Avn Ent.	trf	mar10	in full c/s; named 'gorod Sharya-Severnaya stolitsa Kostromskogo kraya'; t/t 18,756 hours and 10,085 cycles by 01jan10; f/n GOJ may10; l/n LED 12jul24
117 04	not known	An-26	Vietnam Air Force	mfd	18nov81	soc date unknown
117 05	CCCP-26082	An-26B	AFL/Centr.Reg.-URS	mfd	27nov81	also given as 08dec81; rgd 18nov81; toc 23dec81; f/n LED 13sep87; l/n RVH 07apr91
	RA-26082	An-26B	Kurskavia	trf	04mar94	in full Aeroflot c/s including titles; l/n as such URS 01sep97; soc 03dec99 and canx 06dec99 as to Moldova
	RA-26082	An-26B	Aerocom	KIV	03apr03	in all-white c/s, no titles; already reported in JP-00/01; see rgd date and f/n below
	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 reflown 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 21aug24
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 Ossora with the MTOW exceeded by 810 kg when descended too early on approach to Ossora 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 No. 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 No. 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 SXF 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/s
	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
	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
119 08	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 KVX 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	HEL	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	Lyotno-issledovatelski 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; damaged Vinnytsya 06mar22 during the Russian missile strike
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 Arkhangelskiye 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	
	RA-26105	An-26B	Stela	IKT	16aug03	leased from Yeniseiski Meridian 05jul99/31dec02; in basic 'polar' Aeroflot c/s, no titles
	RA-26105	An-26B-100	Yakutiya	YKS	01jul04	in full c/s
	RA-26105	An-26B-100	IrAero	rgd	25sep06	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 KXK 02apr13
	RA-26105	An-26B-100	Khabarovsk Avia	KXK	12jul13	initially no titles; l/n as such KXK 12jul13; f/n with 'Khabarovskiye 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 oaap at Vorkuta-Sovyetski; t/t 6,792 hours by 2007; last overhaul completed in 2007
	RF-26259	An-26	FSB	NNM	17may08	opb oaap at Vorkuta-Sovyetski; 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	canx 29aug00
	D2-FDI	An-26B	Ancargo			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
120 10	CCCP-26109	An-26B	AFL/Latvia	mfd	14apr82	toc 23apr82; rgd 18may82; in Aeroflot c/s with blue tail
	YL-LDC	An-26B	Latavio	rgd	23oct92	f/n RIX mar93; in basic ex Aeroflot c/s with blue tail; l/n RIX 23sep97; canx 10mar98
	YL-LDC	An-26B	ELK Estonian	rgd	17mar98	f/n RTM 12jun98; l/n RTM 13nov98; canx 23dec98
	UR-BXF	An-26B	ELK Estonian	lsd	29dec98	to Compagnie de Cargo Intl; c/n confirmed
	UR-BXF	An-26B	Motor Sich	IEV	26jun99	see date below; titles really carried ?
	UR-BXF	An-26B	Ukr Air Alliance	IEV	08jul99	l/n LTN 04oct01; no titles and still in Elk Estonian c/s
	LY-APN	An-26B	Aviavilsa	rgd	30may02	f/n CPH 08aug02; l/n VNO 13jul12; officially canx between 03nov15 and 03dec15
	HA-TCU	An-26B	Cityline	rgd	13nov13	f/n IEV 28nov13; still in Aviavilsa colours; l/n IEV 25jul14 as such
	LZ-FLA	An-26B	Bright Flight Ltd	rgd	06nov14	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 17feb20/07oct24, stored; was still current on register 01feb24
121 01	not known	An-26	Mongolia	mfd	06apr82	confirmed exported to Mongolia; soc in 1990
121 02	CCCP-26110	An-26B	AFL/West Sib.-BAX	mfd	23apr82	toc 08may82; rgd 31may82; f/n LED 20jan89
	RA-26110	An-26B	Altai Airlines	trf	04apr94	f/n BAX 24jul00, in Aeroflot c/s and titles; soc and canx 19nov01 as to Poland in a non-airworthy condition
	SP-FDT	An-26B	EXIN	rgd	21nov01	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
	EK-26006(2)	An-26B	Skiva Air	rgd	15mar16	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; wreck still visible 02jul21
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; photo, preserved at the Vietnam Military History Museum, located on Thang Long Avenue (Nam Tu Liem District, Hanoi) which officially opened 01nov24
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
	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; reported damaged by enemy action at KGO 28jul22 but still current on the registerl 23feb24
121 09	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
	RA-26113	An-26B-100	IrAero	rgd	04may23	f/n IKT 18apr24; blue and white c/s and titles; l/n GDX 15jun24
122 01	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; l/n PDV 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 07dec21/13ar24 parked with flat tyres; was still current on register 01feb24
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	Kirovograd Advanced Flying Training College; toc 16jun82; rgd 09jul82
	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 jun18, all white c/s with titles
	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
122 06	CCCP-26117	An-26B	AFL/Magadan	mfd	14jun82	toc 05jul82; rgd 20aug82;
	RA-26117	An-26B	Aeroflot	DME	09jul93	in 'polar' c/s
	RA-26117	An-26B	Chukotavia	trf	10mar94	but remained in 'polar' Aeroflot c/s and titles; seen wfu DYR (N64.712434 E177.74274) jun06/aug14
122 07	CCCP-26118	An-26B	AFL/Krasnoyarsk	mfd	18jun82	toc 21jun82; rgd 15sep82; in 'polar' c/s
	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
122 08	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
	UR-26119	An-26B	primer c/s	IEV	12may98	on overhaul
	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 overhaul plant with 18,280 hours and 9901 cycles, version given as An-26B-100; l/n IEV 18sep10
122 09	not known	An-26RT	Soviet Air Force	mfd	29jun82	
	"06" blue	An-26RT	Russian Air Force	Roc	25mar10	in all-grey c/s; overhaul completed 01nov10; l/n Rostov-na-Donu Tsentralny 30oct11
	RF-36078	An-26RT	Russian Air Force	Roc	24nov11	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
122 10	8204	An-26	Libyan Air Force	mfd	17jun82	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 6O-204 in 1990; the Antonov Design Bureau confirms struck off charge in 1990
	6O204	An-26	Somali Air Force	trf	1990	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; flew from Somalia to NBO in 1998, full of mercenaries who were fleeing the civil war in Somalia; 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; was due for auction 17nov21; see An-24V MM60204 c/n 67302705
123 01	8205	An-26	Libyan Air Force	ATH	jul83	c/n not confirmed
	5A-DNV	An-26	Libyan Air Force		1990	c/n confirmed in Libyan register, but registration was also used previously on an IL-76 c/n 0043454645
	5A-DOP	An-26	Libyan Arab	MJI	31oct07	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 No. 003 compound, missing many parts; l/n MJI 07oct09, without wings
123 02	CCCP-26086	An-26B	MAP Kirov MSPO	mfd	29jun82	rgd 30aug82
	RA-26086	An-26B	Avitek	trf	12apr94	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; seen KHV 11jul24, all white, no titles; l/n KHV 27nov24
123 03	8206	An-26	Libyan Air Force	mfd	1982	f/n 1990; seen MPM 25may03 as LAF-8206, opf Mozambique Air Force; l/n NBO 23mar05
	C9-AUI	An-26	not known			registration on register 01jul05 as An-2B c/n 12303; probably not taken up, see next line
	8206	An-26	Libyan Air Force	MPM	24sep08	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	An-26B	AFL/Leningrad-PKV	mfd	13jul82	toc 28jul82; rgd 13aug82; f/n LED 01sep88
	RA-26120	An-26B	Aeroflot	KUF	26apr93	
	RA-26120	An-26B	Pskovavia	trf	30apr93	f/n MST 27mar97, in Aeroflot c/s, no titles; l/n PRG 26sep98, as such
	RA-26120	An-26B	Pskovavia	PRG	27mar99	with additional 'ACS' on the tail since 23feb01; l/n KTW 06dec06
	TR-OVA	An-26B	Aeroflot c/s, n/t	PKV	25aug07	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	An-26	AFL/Central Region	mfd	13jul82	toc 28jul82; rgd 20aug82; f/n 1985; canx 09nov89 as leased to Peru
	OB-1347	An-26	Zi Cargo	d/d	dec89	rgd 04jan90; f/n LIM 21jan90; named 'Virgen de Guadalupe'; officially cancelled 27nov95, see next line
	CCCP-26121	An-26	Aeroflot	HAV	may92	in Aeroflot c/s with blue tail
	RA-26121	An-26	Aeroflot	FRA	20mar93	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
	UR-BXT	An-26	Kiev ARP 410 Al	no	reports	reported in JP-03; not in fleet list jan04
	UR-BXT	An-26	Kievskaya Rus	IEV	09jul04	full titles 'Kievskaya Rus, XXI vek'; converted by ARZ-410 to, see next line
	RA-26121	An-26B-100	Evenkiya	IEV	06jul07	in ARZ-410, titles not reported; re-named KrasAvia jul07
	RA-26121	An-26B-100	KrasAvia	Kjc	07jul08	full c/s; CofR renewal 30jan23; l/n Krasnoyarsk Cheremshanka 02nov
123 06	8207	An-26	Libyan Air Force	mfd	may82	f/n 1990
	5A-DOA	An-26	Libyan Air Cargo	MJI	04nov00	seen 31oct07 in Factory No. 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	An-26	Libyan Air Force	ADD	apr85	
	5A-DOB	An-26	Libyan Air Cargo		nov00	in all-white c/s, with small titles; l/n MLA 11may03; c/n checked
123 08	8209	An-26	Libyan Air Force		1990	
	5A-DOC	An-26	Libyan Air Cargo	MJI	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	An-26B	MAP Perm Motors	mfd	30jul82	also given as 24may82; rgd 20oct82; in Aeroflot c/s; f/n LED 22sep87
	RA-26085	An-26B	Perm Motors	trf	23jan93	
	RA-26085	An-26B	United Nations	ph.	may94	operated by Perm Motors for the UN in Mozambique; in full all-white UN c/s, carried code 'UN489'
	RA-26085	An-26B	Caravanair	NKC	12jan01	in all-white c/s with small titles on the lower forward fuselage
	RA-26085	An-26B	United Nations	VIE	11aug01	in full all-white UN c/s
	RA-26085	An-26B	Air Mali	MLA	08apr02	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
	RA-26085	An-26B-100	Kievskaya Rus	no	reports	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
	UR-BXP	An-26B-100	Kievskaya Rus	IEV	08aug08	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
	no reg	An-26B-100	Petropav.-Kam. AE	IEV	17may13	newly painted, no registration applied yet, but carried the code "20" black; l/n as such IEV 05jul13
	RA-26085	An-26B-100	Petropav.-Kam. AE	IEV	20nov13	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 Aviatsionnoye Predpriyatiye' 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	An-26B	AFL/West Siberia	mfd	16aug82	toc 04sep82; rgd 21sep82
	RA-26122	An-26B	Aeroflot	SVO	20apr93	c/n painted as '27312401'
	RA-26122	An-26B	Altai Airlines	trf	04apr94	leased to Petropavlovsk-Kamchatski Aviation Enterprise 09apr94/09apr97
	RA-26122	An-26B	Petropav.-Kam. AE	rgd	08jun99	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
	RA-26122	An-26B-100	Kamchatka Avn. AE	trf	24jun15	CofR renewal 15feb16; with 'Kamchatskoye Aviatsionnoye Predpriyatiye' titles; l/n IWA 26dec24
124 02	CCCP-26123	An-26B	AFL/Leningrad	mfd	16aug82	toc 27aug82; rgd 21sep82; opb Pskovski OAO; in 'blue' c/s with blue fin; on a photo as such
	CCCP-26123	An-26B	AFL/Komi	trf	21mar89	

	CCCP-26123	An-26B	AFL/Leningrad	trf	02nov89	opb Pskovski OAO; f/n LED 31may90
	RA-26123	An-26B	Pskovavia	rgd	30apr93	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
	RA-26123	An-26B	United Nations	PRG	14aug00	in full all-white UN c/s, carried code 'UN960'; l/n NUE 03jun01
	RA-26123	An-26B	Pskovavia	PKV	06aug01	new CofR issued 17jul01; in all-white c/s, no titles; l/n OST 08aug04; soc 23nov04 as to Bulgaria
	LZ-NHE	An-26B-100	Aviastart	YHZ	25mar05	without the additional cabin windows; c/n and owner from the Bulgarian CAA; in all-white c/s, no titles
	HK-4388	An-26B-100	Selva	rgd	15apr05	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	An-26B-100	Constanta	rgd	28jul21	in basic Selva c/s, no titles; delivered ex VVC 26aug21 via YHZ-KEF-PIK (01sep21)-KLV-OZH
	UR-UZM	An-26B-100	Supernova Airlines	rgd	20dec22	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	An-26	Aeronica	mfd	1982	f/n SNN 18sep88 en route for overhaul in Kiev; retunred via SNN 17dec88; l/n MGA 14mar00, operational
	YN-BYW	An-26	no titles	MGA	22apr02	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	An-26	Libyan Air Force		1989	
	5A-DOD	An-26	Libyan Air Cargo	MJI	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 'LAAF' 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; l/n Kbely 01may22
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
	UR-CSW	An-26	Malaga Air	rgd	22dec21	owned by Bravo Air; current on register 13aug22
124 10	not known	An-26	Soviet Air Force	mfd	17sep82	
	not known	An-26	Russian Air Force	trf	1992	opb 1 ae 662 uap 43 TsBP i PLS DA at Kansk as of 1996/97
	"07"	An-26	Russian Air Force			based at Ryazan-Dyagilevo
	"57" red	An-26	Russian Air Force	Tbv	24may08	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
	not known	An-26	Russian Air Force			opb BUATs at Balashov
125 02	"06" red	An-26	Russian Air Force	SVX	2008	in all grey c/s;
125 03	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	in 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-Severny 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-Severny; 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, now with titles
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 (redesignated 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	initially opb 2. letka 2. ZmDLP (Composite Air Regiment) at Piestany (reportedly until oct95); initially in dark green/light brown camouflage c/s with light blue undersides; seen as '25-06' at HRK 28jun96, in bare metal/primer c/s with Slovak Air Force roundels; l/n as such Koksijde 07jul96; repainted in medium grey/sand/dark green camouflage c/s with light grey undersides and 'Slovak Air Force' titles in 1996; trf to 1. letka 32. letecká základna (Air Base) at Piestany 01jan01; trf to 2nd Air Wing until oct03 (redesignated 2nd Transport Squadron); repainted in green/sand camouflage c/s with light blue undersides and 'Slovak Air Force' titles; f/n as such nov01; was stored at Malacky-Kuchyna, seen apr05/oct06; seen KRK 21nov15; ferried from Malacky-Kuchyna to Piestany 04mar16 for preservation; preserved in Vojenské historické múzeum at Piestany, l/n jul22
125 07	2507	An-26	Czechoslovak AF	i/s	nov82	opb 1st Transport Airborne Regiment (redesignated 1st Composite Transport Air Regiment jul86); in olive drab/khaki camo 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; initially in olive drab/khaki camo c/s with light blue undersides; seen as such MHZ 29may93; opb 61st Transport Squadron 1995/jul03; repainted in medium grey/olive drab/light grey camo c/s with light grey undersides and 'Czech Air Force' titles; opb 241st Transport Squadron until oct07; seen ARN 18oct07; trf to 242nd Transport and Special Squadron
	125-07	An-26	Czech Air Force	IEV	29feb08	temporary markings after overhaul; in medium grey/olive drab/light grey camo c/s with light grey undersides and 'Czech Air Force' titles, adorned with special markings - '90 Years of Prague-Kbely AB 1918-2008' on the fin to celebrate the airfield's 90th anniversary and '10 years NATO service' on the right engine
	2507	An-26	Czech Air Force	PRG	13mar08	in the same c/s with the special markings as above; later adorned also with 'RAF Waddington International Air Show 2008' special markings on the left engine; l/n active TLS 11feb11; last flight 28apr11; t/t 8,373 hours and 10,595 cycles; preserved (still with all these special markings) in the aviation museum (Letecké muzeum) at Prague-Kbely (N50.125982 E14.537853) from may12, seen 30may12/31aug24
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 Tblisi 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 Tbilaviamsheni 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		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 Elektronpribor	mfd	30oct82	Kievskoye NPO "Elektronpribor"; rgd 20dec82; in full 'blue' Aeroflot c/s; f/n BKA 18aug92; l/n IEV 08sep92
	UR-26197	An-26B	Khors	IEV	16jul93	in basic 'blue' Aeroflot c/s, no titles; seen LTN 01apr94 and FRA 17aug94; l/n FRA nov94
	UR-26197	An-26B	Air Nacoia	ATH	09may95	leased from Khors for operation in Angola; w/o 24jun96 on a cargo flight from Luanda to Cafunfo when had to go around due to a minor engine problem, whilst flying a tight circuit the pilot lost control and the aircraft belly-landed close to the runway and was destroyed by fire; 4 of the 14 passengers were killed while all 4 crew members escaped
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; lst 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	An-26B-100	all-white c/s, n/t	BZV	11aug04	in Trans Air fleet list oct04; offered for sale by Aquiline International feb06
	JY-TWB	An-26B-100	Transworld Airfr.	rgd	11dec06	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
127 01	CCCP-26127	An-26B	AFL/Belarus-MHP	mfd	08dec82	rgd 19jan83; f/n MHP 10sep87
	EW-26127	An-26B	Belavia	MHP	10jul94	l/n MHP 13may96
	EW-26127	An-26B	Malift	NLO	12jun96	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
127 02	CCCP-26128	An-26B	AFL/Magadan-Anadyr	mfd	13dec82	toc 30dec82; rgd 02feb83; f/n KHV 30aug89
	RA-26128	An-26B	Chukotavia	rgd	10mar94	
	RA-26128	An-26B-100	Chukotavia	rgd	24jul03	in basic 'polar' Aeroflot c/s with 'Chukotavia' titles plus badge on the fin; f/n DYR 05jul06; l/n DYR 29aug22
127 03	CCCP-26129	An-26B	AFL/Ukraine	mfd	16dec82	toc 29dec82; rgd 02feb83; f/n BKA 18aug92
	UR-26129	An-26B	Dnieproavia	IST	sep95	
	UR-26129	An-26B	all-white c/s, n/t	IEV	12may98	l/n IEV 25may98
	UR-26129	An-26B	Dnieproavia	BTS	22sep98	
	UR-26129	An-26B	Atlantic Al Cargo	LIS	28jan99	l/n BUD 13mar00; named 'Anne'
	UR-26129	An-26B	Kroonk Airlines	OST	01may00	l/n BUD 10jun04; c/n painted as '17303' in error
	HA-TCP	An-26B	Cityline Europe	BUD	11jun04	registration removed at BUD 22dec07
	UR-KVI	An-26B	Kroonk Airlines	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	An-26B	AFL/West Siberia	mfd	20dec82	toc 07jan83; rgd 02feb83
	RA-26130	An-26B	Aeroflot	KJA	13jul93	with c/n painted as '27312704'
	RA-26130	An-26B	Altai Airlines	rgd	04apr94	
	RA-26130	An-26B	IrAero	rgd	22dec00	f/n IKT 16aug03; still current nov04
	RA-26130	An-26B-100	TsSKB Progress		20jun08	reported in technical inspection document as Aeroklub "TsSKB Progress"; f/n GOJ nov09; l/n GOJ 27apr18
	RA-26130	An-26B-100	Lyotnyye proverki	rgd	17sep19	full titles read 'Lyotnyye proverki i sistemy' (Flight checks and systems); f/n ULY 30nov20; l/n KHV 07sep24
127 05	CCCP-26092	An-26	MSM NIIIS Gorki	mfd	01dec82	Nauchno-issledovatelski 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; rgd 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	NIIIS im. Sedakova	BKA	13sep93	in basic 'blue' Aeroflot c/s with grey fin, 'NIIIS' titles; soc and canx 13feb02, but restored later; last overhaul completed in 2010; l/n GOJ 20aug12
	26092	An-26	NIIIS im. Sedakova	rgd	2012	on the Russian experimental aviation register; in basic 'blue' Aeroflot c/s with grey fin, 'NIIIS' titles; f/n GOJ dec12; l/n ZIA feb21
127 06	CCCP-12706	An-26B		mfd	30dec82	rgd 01feb83; reported on Russian register feb98; canx but date unknown; paper reg or in error ?, see rgd next line
	CCCP-26094	An-26B	MAP "Artyom" Kiev	rgd	01feb83	same rgd as previous line; f/n LED 11sep87 in Aeroflot c/s; l/n IEV 08sep92
	UR-26094	An-26B	MAP "Artyom" Kiev	IEV	16jun93	in ex Aeroflot c/s, no titles; reported for Artem Avia
	UR-26094	An-26B	TTM	IEV	25jun97	
	UR-26094	An-26B	Ivan Air Cargo	SPU	08dec97	in ex Aeroflot c/s; l/n OSR 05mar98; leased from Artem Avia
	UR-26094	An-26B	all-white c/s, n/t	NBO	01aug98	l/n IEV 04jul99
	UR-26094	An-26B	Artem Avia	IEV	28aug01	
	UR-26094	An-26B	all-white c/s, n/t	IEV	09jul04	opb Artem-Avia; l/n BUD 02sep05
	EW-259TG	An-26B	Genex Ltd	HEL	13apr07	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	An-26B	AFL/Kyrgyzstan	mfd	19jan83	toc 17feb83; rgd 02mar83
	CCCP-26131	An-26B	AFL/Far East	trf	23nov87	

	RA-26131	An-26B	Sakhal. AviaTrassy	rgd	25may94	f/n UUS 07jul94, in Aeroflot c/s and titles
	RA-26131	An-26B	Sakhal. AviaTrassy	UUS	jun99	l/n IKT aug03/jul04 in rework plant; in mar07 fleet list
	RA-26131	An-26B	IrAero		13dec05	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 GDX 23apr24
127 08	CCCP-26132	An-26B	AFL/Magadan-Anadyr	mfd	21jan83	toc 18feb83; rgd 09mar83; f/n SVO 14aug92
	RA-26132	An-26B	Sakhal. AviaTrassy	rgd	10mar93	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)	An-26B	AFL/Krasnoyar.-KJA	mfd	27jan83	toc 20feb83; rgd 10mar83; f/n KJA 01jul92; see c/n 13306
	RA-26133(1)	An-26B	Aeroflot	KJA	13jul93	
	RA-26133(1)	An-26B	KrasAir	trf	04may94	f/n JSR 10may00; l/n KJA 03jun01; current in fleet list jan03
	RA-26133(1)	An-26B-100	Yamal	TJM	25aug03	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
	RA-26133(1)	An-26B-100	Kostroma Avn Ent.	GOJ	22jun16	ex Yamal colours, no titles, Yamal badge and logo removed; with a badge and 'Kostroma' titles behind the cockpit since aug16; l/n LED 20sep24
127 10	YR-ADH	An-26	Rom AF/TAROM c/s	mfd	30jan83	rgd 11jun83; f/n BOH feb85
	YR-ADH	An-26	Rom Gvt/Romavia	rgd	31oct90	in basic TAROM c/s; seen OST 21jan91; canx 20sep91 as to the military
	710	An-26	Romanian Air Force	OTP	12feb95	in basic TAROM c/s; l/n OTP 26nov04, already stored for a long time
	ER-AZU	An-26B-100	Aerom	rgd	16feb05	Aeroportul International Marculesti; 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 Marculesti 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 Transliz 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	An-26	MRP Solntsevo	mfd	jan83	rgd 14apr83; f/n SVO 03aug90, in Aeroflot c/s and titles
	RA-26144	An-26	Aeroflot c/s, n/t	Erm	16apr97	soc by 01jan01 as life-time expired; still given with the original rgd in Russian canx register mar03
128 02	036	An-26	Mozambique AF	f/f	20jan83	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	19jan83	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	An-26B	AFL/Leningrad-PKV	mfd	17feb83	toc 11mar83; rgd 30mar83; f/n LED 12sep89
	OB-1441	An-26B	Trans Amazon	rgd	03jun91	f/n LIM 29jun91; canx 09apr92 and became, see next line
	RA-26134	An-26B		no	reports	
	OB-1505	An-26B	COPROSA Tours	no	reports	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	An-26B	Pskovavia	trf	30apr93	f/n IEV 16jun93, in Aeroflot c/s and titles
	RA-26134	An-26B	Pskovavia	MST	03apr96	
	RA-26134	An-26B	Mauritanienne TA	LIS	12jul96	Mauritienne de Transport Aerienne, leased from Pskovavia; l/n aug97
	RA-26134	An-26B	Pskovavia	PRG	31oct97	l/n PRG 07apr98, basic Aeroflot c/s, no titles
	RA-26134	An-26B	Mauritanienne TA	LPA	26aug98	Mauritienne de Transport Aerienne, leased from Pskovavia
	RA-26134	An-26B	United Nations	PRG	09nov98	leased from Pskovavia
	RA-26134	An-26B	ex UN c/s, n/t	PRG	28mar99	l/n LPA 17jan00
	RA-26134	An-26B	Pskovavia	MST	21sep00	had additional 'ACS' titles and tail logo sep00/jun01; seen LED 20aug12; l/n PKV 12feb20/07nov21, wfu engineless and very dirty
128 06	CCCP-26135	An-26B	AFL/Arkhangel.-ARH	mfd	18feb83	toc 15mar83; rgd 29mar83; f/n LED 01jun90
	RA-26135	An-26B	Arkhangelsk Al	trf	22feb94	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	An-26B	Genex Ltd	MHP	sep13	l/n MSQ 15jul19
	EW-328TG	An-26B	Bu Shames	FRU	10oct22	in full Genex c/s with Bu Shames titles
	EX-26003 (3)	An-26B	Sapsan	rgd	15dec22	f/n FRU 22feb23 still with Bu Shames titles; see c/ns 9707 and 10406; canx between 26dec23 and 05feb24
128 07	not known	An-26	Mozambique AF	mfd	11feb83	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	An-26B	AFL/Urals	mfd	28feb83	on charge as of 01apr83; rgd 11apr83
	CCCP-26136	An-26B	MOM Omsk MSZ	trf	12feb88	rgd 11apr88; in Aeroflot c/s and titles; f/n OMS 07sep89; last overhaul completed 01nov91
	RA-26136	An-26B	Aviaobshchemash	rgd	12nov93	in Aeroflot c/s and titles; f/n OMS 12jun94; canx 23feb99 as to Thailand
	XU-325	An-26B	Yana Airlines	BKK	28jun99	l/n BKK 04oct99
	XU-325	An-26B	President Airlines	DMK	05dec99	no titles; l/n PNH 01mar01
	XU-325	An-26B	Air Mark	JHB	12apr02	
	XU-325	An-26B	all-white c/s, n/t	BKK	16nov02	
	XU-325	An-26B	Imtrec Aviation	PNH	09jan04	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
	EK-26112(2)	An-26B	Air Armenia	PNH	02jan13	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
	S9-TMP	An-26B		rgd	15jul15	c/n from CofA; f/n PNH 08jan17
	UP-AN610	An-26B	Kaz Air Trans	JUB	18aug17	all-white c/s with blue titles; c/n from Kazakh CAA; l/n JUB 18mar18
	UP-AN610	An-26B	Jenis Air	JUB	10dec19	all-white c/s with blue titles; sale reported jun20
128 09	CCCP-26137	An-26B	AFL/West Sib.-OVB	mfd	05mar83	on charge as of 01apr83; rgd 03may83; f/n OVB 30jun92; l/n OVB 01jul92
	RA-26137	An-26B	Aeroflot	OVB	21apr93	
	RA-26137	An-26B	Sibir	rgd	29dec94	
	RA-26137	An-26B	all-white c/s	SHJ	02feb00	soc 15nov99 and canx 19nov99 as to United Arab Emirates
	ER-AFK	An-26B	all-white c/s	rgd	27jan00	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	An-26B	AFL/Kyrgyzstan	mfd	19mar83	toc 29mar83; rgd 14apr83
	CCCP-26138	An-26B	AFL/Far East	trf	21nov87	f/n IKT 05jul92
	RA-26138	An-26B	Sakhal. AviaTrassy	trf	26may93	f/n UUS 28may93, in Aeroflot c/s and titles
	RA-26138	An-26B	Sakhal. AviaTrassy	UUS	jun99	l/n IKT 04jul04 in rework plant
	RA-26138	An-26B	IrAero	YKS	24jul06	in white c/s; l/n YKS 29jun07; seen IKT 22may09 with c/n painted as '37312810'; l/n GDX 27mar24
129 01	CCCP-26139	An-26B	AFL/Krasnoyarsk	mfd	22mar83	toc 31mar83; rgd 04may83
	RA-26139	An-26B	Aeroflot	KJA	13jul93	c/n painted as '12601', i.e. '9' painted upside down !
	RA-26139	An-26B	KrasAir	trf	05apr94	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 Kasaï	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	An-26B	AFL/Kirovograd FS	mfd	25mar83	toc 07apr83; rgd 14apr83
	UR-26140	An-26B	Ukr Flt State Ac	KGO	15jul93	in basic Aeroflot c/s, no titles
	UR-26140	An-26B	United Nations	GVA	16jul96	carried code 'UN922'
	UR-26140	An-26B	all-white c/s, n/t	KGO	21mar97	l/n KGO 24jun99
	UR-ELG	An-26B	United Nations	ADD	23mar02	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
	UR-ELG	An-26B	all-white c/s, n/t	CXB	23feb11	l/n KGO 2016, no port propeller; canx between 04/10aug17; l/n 2019, no tail, reg scrubbed out
129 03	CCCP-26141	An-26B	AFL/North Kavkaz	mfd	mar83	toc 14apr83; rgd 03may83; f/n ADE 16nov85
	CCCP-26141	An-26B	AFL/Far East	trf	15dec83	
	CCCP-26141	An-26B	AFL/North Kavkaz	trf	16may84	
	RA-26141	An-26B	Kuban Airlines	no	reports	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	An-26B	AFL/Leningrad	mfd	30mar83	toc 14apr83; rgd 04may83; f/n LED 30may90
	OB-1442	An-26B	Trans Amazon	rgd	03jun91	f/n LIM 22jun91; canx to Russia 09apr92
	RA-26142	An-26B		no	reports	
	OB-1506	An-26B	COPROSA Tours	rgd	17sep92	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	An-26B	Pskovavia	trf	30apr93	f/n PKV 01aug13, in Aeroflot c/s and titles; l/n HEL 08jun94
	RA-26142	An-26B	Mauritanienne TA	LIS	sep97	Mauritanienne de Transport Aerienne, 'MTA' and tail logo only; l/n LIS 15nov97
	RA-26142	An-26B	Pskovavia	PRG	02dec97	l/n LED 16jan18; CofR renewal 13dec22
129 05	14-03	An-26	Cuban Air Force	d/d	1984	military use not confirmed
	CU-T1403	An-26	Cub AF/Cubana c/s	SNN	22nov88	
	CU-T1403	An-26	Aerogaviota	SCU	jul94	still in old c/s Playa Baracoa 20apr02; l/n CYO 25nov03 in revised dark blue/white c/s
	no reg	An-26	ex Aerogaviota c/s		feb14	moved and in use as an Ice cream parlour in the sports area of the Parque El Lago at Camagüey from feb14 (N21.356636 W77.890343); l/n jan23
129 06	14-04	An-26	Cuban Air Force	d/d	1984	military use not confirmed
	CU-T1404	An-26	Cub AF/Cubana c/s	SCU	29mar88	painted as CUT-1404
	CU-T1404	An-26	Cub AF/Cubana c/s	SNN	22oct88	now painted as CU-T1404; l/n SXF 09dec96

	CU-T1404	An-26	Aerogaviota	IEV	20mar97	and Playa Baracoa 14nov98; l/n SCU mar99, active, still in old c/s
	CU-T1235	An-26	Cub AF/Cubana c/s		2002	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	An-26B	AFL/Urals	mfd	26apr83	toc 19may83; rgd 27jun83
	CCCP-26143	An-26B	AFL/Kirovograd VAU	trf	15may87	
	UR-26143	An-26B	Ukr Flt State Ac	KGO	15jul93	in Aeroflot c/s, no titles
	UR-26143	An-26B	United Nations	AMS	26feb94	leased from Air Urga; l/n LCA 02oct96
	UR-26143	An-26B	all-white c/s, n/t	MUZ	aug97	opb Air Urga, with tail logo; l/n KGO 24apr99
	UR-ELH	An-26B	Air Boyoma	GOM	01apr04	in Air Urga fleet list jan04
	UR-ELH	An-26B	Air Urga	KGO	08sep06	all-white c/s, no titles; in Air Urga mar07 fleet list; l/n 13oct07
	UR-ELH	An-26B	United Nations	KGO	21apr08	leased from Air Urga; without UN code; l/n NDJ 14aug09; converted to An-26B-100
	UR-ELH	An-26B-100	Air Urga	KGO	25mar11	all-white c/s, no titles; l/n KGO 27mar11
	UR-ELH	An-26B-100	United Nations	KGO	23jun11	leased from Air Urga; seen LPA 06jul12, with code 'UNO-967'
	UR-ELH	An-26B-100	Air Urga	KGO	21dec12	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	An-26B	AFL/West Siberia	mfd	27apr83	toc 19may83; rgd 08jun83; f/n OVB 30jun92
	RA-26577	An-26B	Aeroflot	OVB	21apr93	with c/n painted as '37312909'
	RA-26577	An-26B	Sibir	trf	29dec94	soc 09dec00 and canx 14dec00 as to Congo
	9Q-CFB	An-26B	Filair	rgd	24apr01	f/n FIH may05
	9Q-CFB	An-26B	STAG	FIH	jan07	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	
	5A-DOE	An-26	Libyan Air Cargo	MJI	05dec06	c/n confirmed; in white c/s with green fin and cheatline, with titles; c/n checked MJI 31oct07; l/n MJI 12dec09
130 04	CCCP-26164	An-26	KGB/Border Guards	mfd	31aug83	c/n checked; with a blister for the navigator on the left side; in full Aeroflot c/s including titles; f/n AAQ 03aug86
	RA-26164	An-26	FSB	UUS	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	An-26	KGB/Border Guards	mfd	31aug83	f/n ALA 03may89, in Aeroflot c/s and titles; registration had been used previously on a Ka-26 c/n 7101909
	RA-26188	An-26	FSB/Border Guards	ph.	08apr08	at Chita-Cheryomushki, in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles
	RF-26273	An-26	FSB	IKT	25mar09	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	An-26	KGB/Border Guards	mfd	09sep83	
	"14" blue	An-26	Ukr Border Guards	ODS	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	An-26	Libyan Air Force	no	reports	see next line
	5A-DOF	An-26	Libyan Air Cargo	MLA	03apr03	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 No. 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	An-26	Libyan Air Force	no	reports	see lines below
	5A-DOG	An-26-100	Sin Sad Airlines	MJI	05dec06	c/n confirmed; titles as such (not 'Cen Sad')
	5A-DOG	An-26-100	Libyan Air Cargo	MJI	31oct07	in Factory No. 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	An-26	Libyan Air Force	no	reports	see next line
	5A-DON	An-26	Libyan Air Cargo	MJI	07dec06	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"	An-26	KGB/Border Guards	mfd	30dec83	
	RF-26278	An-26	FSB	UUS	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 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 2024
131 01	not known	An-26	KGB/Border Guards	mfd	30sep83	
	RF-26260	An-26	FSB	NNM	04apr08	opb oaap at Vorkuta-Sovyetski; 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 'Polyarnaya 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 02	8305	An-26	Libyan Air Force	ATH	nov83	
131 03	8306	An-26	Libyan Air Force	ATH	nov83	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-DOI	An-26				c/n confirmed on Libyan register
131 04	8307	An-26	Libyan Air Force	KRT	sep88	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
	5A-DOJ	An-26	Libyan Air Cargo	BEN	19jan06	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 05	8308	An-26	Libyan Air Force	mfd	19jul83	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 06	8309	An-26	Libyan Air Force	BEN	198.	confirmed exported to Libya, but serial not confirmed for this c/n
	5A-DOK	An-26	Sin Sad Airlines	w/o	<oct08	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 07	8310	An-26	Libyan Air Force		1990	
131 08	8311	An-26	Libyan Air Force		1990	
	5A-DOL	An-26				c/n confirmed on Libyan register
131 09	8312 ?	An-26	Libyan Air Force	no	reports	c/n not confirmed for this serial
	5A-DOV	An-26	Libyan Air Cargo ?	ROV	13aug01	c/n confirmed; in ARZ-412, in military camo c/s with serial scrubbed out, Arabic titles; converted to, see next line
	5A-DOV	An-26-100	Libyan Air Cargo	MJI	13oct07	in white c/s with green cheatline and fin and light blue undersides, English titles; c/n painted as 13109T; l/n MJI 02nov08
131 10	8313	An-26	Libyan Air Force			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
	TT-LAP	An-26	Chad Air Force	NDJ	24aug08	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
132 01	8314 ?	An-26	Libyan Air Force	no	reports	c/n not confirmed
	5A-DOU	An-26	Libyan Air Cargo ?	ROV	13aug01	c/n confirmed; in ARZ-412, in military camo c/s with serial scrubbed out, Arabic titles; converted to, see next line
	5A-DOU	An-26-100	Libyan Air Cargo	MJI	05dec06	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 02	8315	An-26	Libyan Air Force	KRT	aug88	l/n Russia, location and date not reported; previously reported as c/n 13205, but see below
	5A-DOH	An-26	Libyan Air Cargo	MLA	20apr03	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 CAA; l/n MJI 02nov08, see next line !
	5A-DOQ	An-26				c/n confirmed on Libyan register !
132 03	617	An-26	South Yemen AF	mfd	1983	also carried the registration '7O-ABN'; f/n ADE jan85; see 615/7O-ABN with unknown c/n
	617	An-26	Yemen Air Force	trf	22may90	c/n from CAPC (was reported before as c/n 12302, see that c/n); seen ADE 07aug93 also carrying the registration 7O-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 04	256	An-26	Afghan Air Force		1989	
132 05	8316	An-26	Libyan Air Force	MJI	31oct07	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
132 06	616	An-26	South Yemen AF	ADE	16nov85	coded '7O-ABM'
	616	An-26	Yemen Air Force	trf	22may90	f/n JIB 19jun91 coded '7O-ABM'; photo proof of 7O-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
132 07	not known	An-26	South Yemen AF	mfd	26sep83	confirmed exported to South Yemen
132 08	3208	An-26	Czechoslovak AF	i/s	nov83	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
	3208	An-26	Slovak Air Force	trf	01jan93	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 09	3209	An-26	Czechoslovak AF	i/s	nov83	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 Mosnov
	3209	An-26Z-1	Czech Air Force	trf	01jan93	opb Transport Air Group at Mosnov; 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
	3209	An-26B-100	Czech Air Force	WAW	26oct05	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
	ER-AUC	An-26B-100	Aim Air, n/t	Kbe	04sep16	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
	UR-CAX	An-26B-100	Malaga Air	rgd	23dec21	owned by Bravo Air; testflown 22feb22 and left for Marculesti 13aug22; current on register 13aug22
132 10	257	An-26	Afghan Air Force		1990	
133 01	258	An-26	Afghan Air Force		1989	f/n KBL feb04 c/n not checked !
133 02	259	An-26	Afghan Air Force	mfd	03nov83	confirmed exported to Afghanistan, but serial not confirmed for this c/n; soc in 1986
133 03	260	An-26	Afghan Air Force			c/n not confirmed
	UR-26178	An-26B	Avialini. Ukrayiny	no	reports	reported in 1994 fleet list; registration perhaps used during overhaul ?
	260	An-26	Afghan Air Force			c/n not confirmed; wreck seen dumped at Kabul IAP 21mar02/jun06
133 04	261	An-26	Afghan Air Force	mfd	19sep83	c/n quoted in ORD as 11304 but this is obviously wrong, regarding the mfd !
133 05	not known	An-26M	Soviet Air Force	mfd	29jun84	"Spasatel" ambulance aircraft; overhaul completed 04may93
	"29" red	An-26M	Russian Air Force	Khb	12aug01	"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
	RF-36111	An-26M	Russian Air Force	Khb	sep17	"Spasatel" ambulance aircraft; in all-grey c/s with Red Crosses on wings and fuselage and 'VVS Rossii' titles on the fin, also carried additional code "29" red; l/n Khabarovsk-Tsentralny 26apr19
133 06	YR-ADI	An-26	Rom AF/TAROM c/s	mfd	30nov83	f/n OTP 06jun87
	YR-ADI	An-26	Rom Gvt/Romavia		1990	l/n FRA 28may93; canx 08aug94
	ST-AWC	An-26	Air West Express		1994	leased from Romavia; stored at OTP, seen sep95/oct02
	ER-AZV	An-26	Jetline Int	rgd	16feb05	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
	HA-TCZ	An-26	Budapest A/c Serv	rgd	02feb06	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
	EW-278TG	An-26B	Genex Ltd	PRG	01dec08	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
	EW-278TG	An-26B	Vulkan Air	JNB	17nov12	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
	EK-26133(2)	An-26B	Skiva Air	rgd	19jan17	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
	UR-CQV	An-26B	Vulkan Air	rgd	28sep17	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 LPA 19nov24
133 07	YR-ADJ	An-26	Rom AF/TAROM c/s	mfd	12dec83	rgd 15jun84 to Romavia; f/n OTP 09nov84; l/n LHR 14sep88
	YR-ADJ	An-26	Rom Gvt/LAR c/s	BSL	11jun90	last overhaul completed 07mar90; l/n FAB sep92 with titles
	YR-ADJ	An-26	United Nations	LPA	23dec92	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
	YR-ADJ	An-26	Romanian Air Force	BUD	13apr94	all-white c/s, no titles
	YR-ADJ	An-26	Rom Gvt/Romavia	BUD	21oct94	large titles and additional 'DHL' titles, l/n OTP 10jul96; canx 14aug96 as to military
	307	An-26	Romanian Air Force	OTP	15feb97	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
	UR-CFZ	An-26	all-white c/s	IEV	06jul07	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" ?	An-26M	Soviet Air Force	mfd	29jun84	"Spasatel" ambulance aircraft; overhaul completed 18sep94
	RF-36027	An-26M	Russian Air Force	SVX	23jul11	"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 Rossii' 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 OVB nov23
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)	An-26B	MAP Kazan APO	mfd	01dec83	rgd 21feb84; in Aeroflot c/s; f/n SVO 25sep87; l/n SVO dec89; see c/n 8905
	RA-26597(2)	An-26B	KAPO im. Gorbunova	SVO	27apr93	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 Al	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 Al	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	An-26B	MAP Moskovski OAO	mfd	10jan84	rgd 06feb84; f/n DME 14sep87, in Aeroflot c/s and titles
	RA-26595	An-26B	Aviatrans	trf	24may94	f/n UUS 07jul94, in Aeroflot c/s, no titles; l/n Myachkovo 28aug95
	RA-26595	An-26B	Aviatrans	DME	23apr97	l/n DME 25aug97
	RA-26595	An-26B	Atran	DME	07jul98	l/n DME 28jul06
	RA-26595	An-26B	Kostroma Avn Ent.	GOJ	26feb07	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 20apr18/19aug23
134 02	CCCP-26596	An-26B	MAP Kharkov APO	rgd	21feb84	in Aeroflot c/s and titles; photo HRK 1988
	UR-26596	An-26B	KhGAPP	Krn	12sep96	in Aeroflot c/s, no titles; l/n Kharkiv-Sokolniki 21jun99; not in KhGAPP fleet list by jan02
	9Q-CZO	An-26B	Blue Airlines	rgd	29apr00	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	An-26B	Blue Airlines	no	reports	
	9S-AGB	An-26B	Gomair		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
134 03	CCCP-26578	An-26B	AFL/Ukraine	mfd	21jan84	toc 07feb84; rgd 21feb84
	26578	An-26B	Unitair Cameroon	MLA	09nov92	l/n MLA 13nov92
	UR-26578	An-26B	Dnieproavia	IST	aug95	l/n DNK 05may98 but titles not reported
	ER-AFT	An-26B	Tiramavia, n/t	rgd	27jul98	f/n SLD 28jul98; l/n LIS aug98; canx 15mar00, fate ?
134 04	CCCP-26579	An-26B	AFL/Kazakhstan	mfd	28jan84	toc 10feb84; rgd 05mar84; f/n LED 16may85
	UN-26579	An-26B	Kazakhstan Al	Gos	28aug93	seen ATH oct93 and LPA 30oct93 in basic ex Aeroflot c/s with small Kazakhstan Airlines titles
	UN-26579	An-26B	Guinée Air Service	CKY	05jun94	l/n ATH jul94, in Aeroflot c/s with Guinée Air Service titles
	UN-26579	An-26B	not reported	BXJ	oct94	reported Burundaiavia
	UN-26579	An-26B	Air Kazakstan	trf	26sep96	based at Burundai, see next lines
	UN-26579	An-26B	Kazakstan Airlines	ALA	23nov02	
	UN-26579	An-26B	Air Kazakstan	KGF	01oct08	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
	UP-AN603	An-26B		no	reports	c/n from CAA; reg presumably not taken up, see previous line
134 05	YR-ADK	An-26	Rom AF/TAROM c/s	mfd	21jan84	c/n in papers as 9705 !; f/n BOH 15nov85; last overhaul completed 10may90
	YR-ADK	An-26	Rom Gvt/Romavia	rgd	14mar91	f/n ZRH 24apr91, basic TAROM c/s without titles; l/n TXL 20sep91

	YR-ADK	An-26	United Nations	ph.	nov91	carried UN code 'UN989'
	YR-ADK	An-26	United Nations	LPA	23dec92	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
	YR-ADK	An-26	Romanian Air Force	GLA	03mar94	l/n HAM 11may94; all-white c/s, no titles
	YR-ADK	An-26	DHL		dec94	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
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	An-26B	AFL/Kirovograd FS	mfd	15feb84	toc 25feb84; rgd 11mar84
	UR-26580	An-26B	Ukr Flt State Ac	KGO	15jul93	in Aeroflot c/s, no titles,
	UR-26580	An-26B	Ukr Flt State Ac	KGO	21sep94	in Aeroflot c/s with Air Urga logo
	TC-GZT	An-26B	Global Air Cargo	rgd	may95	f/n IST 15jun95, named 'Gaziantep'; leased from Air Urga; l/n IST nov95
	UR-26580	An-26B	Air Urga			date of return unknown but in dec96/oct04 fleet list
	UR-26580	An-26B	United Nations	LPA	21nov97	l/n ZAG 28jun99 coded "UN962"; l/n ASM 01jun03 coded "UN626"
	UR-26580	An-26B	MNG Kargo	IST	24may04	titles being applied; "UN-626" painted out on dorsal fin
	UR-ELP	An-26B	Air Urga	AYT	13aug05	in all-white c/s, no titles; l/n KGO 08sep06; seen FKI 04mar08 (already UN by then ?, see next line)
	UR-ELP	An-26B	United Nations	EBB	29mar08	in all-white c/s with 'UN' titles; l/n KGO 08may09; seen EBB mar11 titles not reported and 07jun11 with titles; seen EBB 17jul11 active; stationed Entebbe 24aug11, allocated code UNO-808
	UR-ELP	An-26B	all-white c/s, n/t	KGO	23sep12	l/n KGO 14nov13
	UR-ELP	An-26B	True Aviation	DAC	18feb14	with titles; lsd from Air Urga; canx from the Ukrainian register 01jul14
	S2-AGZ	An-26B	True Aviation	rgd	17jul14	f/n KGO oct14; flew TZX-KWG-KGO 04oct14; l/n KGO 16oct14
	S2-AGZ	An-26B	Safat Airlines	lsd	06jan15	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 following the failure of the left engine, crashed some 3 miles from the airfield whilst attempting to return and land on the same runway; 3 crew killed, one critically injured; t/t 16379.32 hours, 17299 cycles
134 09	276	An-26	Afghan Air Force	mfd	15feb84	no reports, but see next line
	'278'	An-26	Afghan Air Force			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	An-26	Afghan Air Force	mfd	feb84	f/n 1989; c/n reported as such in CAPC
	CCCP-79170	An-26	Zavod 410 GA	rgd	12may92	
	UR-79170	An-26	Avialini. Ukrayiny	IEV	16jul93	c/n checked
	UR-79170	An-26	Kiev ARP 410 Al	IEV	28jun95	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	An-26	Cuban Air Force	d/d	1985	military use not confirmed
	CU-T1405	An-26	Cub AF/Cubana c/s	SNN	24feb88	and SNN 07may88 after overhaul; l/n SXF 09jan97
	CU-T1405	An-26	Aerogaviota	Bar	14nov98	
	CU-T1229	An-26	Cub AF/Cubana c/s	Bar	20apr02	in old c/s; seen CYO 11jan11 in new c/s; l/n CYO 27jul13
	CU-T1459	An-26	Aerogaviota	CYO	05feb14	no titles, Cubana tail colours; c/n from ADB; l/n HOG nov14
	CU-T1459	An-26	Aerogaviota	Bar	2015	in full blue and white c/s with titles, active; later reported stored at Playa Baracoa
	FAR-1459	An-26	Cuban Air Force	ANU	07dec17	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 SNU 08oct24
135 02	14-06	An-26	Cuban Air Force	d/d	1985	military use not confirmed
	CU-T1406	An-26	Cub AF/Cubana c/s	SCU	29mar88	painted as CUT-1406; l/n RKV 12jun88 and SNN 13jun88
	CU-T1406	An-26	Cub AF/Cubana c/s	ph.	aug91	now painted as CU-T1406; l/n RKV nov92
	CU-T1406	An-26	Aerogaviota	VRA	13apr95	seen HAV 24feb01 in revised dark blue/white c/s; l/n CCC 28jan16; w/o 29apr17 whilst on a training flight 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-1406 shortly before the accident but the remains of the wreckage suggest it was still in Aerogaviota colours
135 03	CCCP-26581	An-26B	AFL/West Siberia	mfd	19mar84	toc 01apr84; rgd 28apr84
	RA-26581	An-26B	Aeroflot	BKA	05jul93	
	RA-26581	An-26B	Kemerovo Avn. Ent.	trf	19apr94	soc 04feb99 and canx 05feb99 as to Ukraine
	26581	An-26B	primer c/s	IEV	04may99	on overhaul
	UR-26581	An-26B	Kiev ARP 410 Al	IEV	07jul99	l/n OPF 24jan00
	UR-26581	An-26B	Med-Air	OPF	01jan01	l/n OPF 24feb01
	UR-26581	An-26B	Kiev ARP 410 Al	OPF	04may01	had a Honduran flag and additional 'Lineas Aereas Nacionales de Honduras' titles whilst based at Opa Locka; l/n SHJ 11nov03
	UR-26581	An-26B	TCS	KBL	18apr04	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
135 04	CCCP-26582	An-26B	AFL/Kazakhstan	mfd	24mar84	toc 03apr84; rgd 16apr84; f/n LED 25aug91
	UN-26582	An-26B	Kazakstan Airlines	DUS	22apr95	based at Petropavlovsk; in basic Aeroflot c/s, no titles; l/n SHJ 26may01
	UN-26582	An-26B	Euro-Asia Air	trf	09jul97	with 16,959 hours left; seen SHJ 13mar01, with c/n painted as '57313504'
	UN-26582	An-26B	El Magal Aviation	SHJ	15aug01	leased from Burundaiavia; in basic Aeroflot c/s, no titles; already in fleet list oct99
	UN-26582	An-26B	Royal Airlines	SHJ	20aug01	
	UN-26582	An-26B	Burundaiavia, n/t	SHJ	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
	UP-AN608	An-26B	Burundaiavia, n/t	rgd	25jun08	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
135 05	CCCP-26583	An-26B	AFL/Kirovograd VAU	mfd	30mar84	toc 06apr84; rgd 28apr84; f/n LED 22jul88; canx but date unknown
	UR-26583	An-26B	Ukr Flt State Ac	KGO	30aug93	in Aeroflot c/s, no titles
	UR-26583	An-26B	United Nations	NBO	25nov94	leased from Air Urga; reported for Antanik Avia
	UR-26583	An-26B	Vostsibair	AMS	08jul96	l/n KGO 21mar97 but titles not reported
	UR-26583	An-26B	Ukr Flt State Ac	KGO	05may98	in Aeroflot c/s, no titles
	UR-ELA	An-26B	Air Urga	KGO	29may02	already in nov01 fleet list; additional 'Air Boyoma' titles; still in Air Urga fleet list oct04/dec05, see below
	UR-ELA	An-26B	United Nations	ADD	feb03	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
	UR-ELA	An-26B	Air Urga	LEJ	13jun06	l/n BUD 04sep06, all-white c/s, no titles
	HA-TCT	An-26B	CityLine Hungary	BUD	05sep06	no titles; still shown in Air Urga fleet list 19oct06; l/n MLA 20dec10
	UR-ELA	An-26B	Air Urga	KGO	25mar11	in all-white c/s, no titles; l/n KGO 23sep12; canx 01jul14
	S2-AGA	An-26B	True Aviation	DAC	16aug14	in white c/s with large TRUE titles and an orange bird motif on the tail; l/n KGO 21oct14
	S2-AGA	An-26B	Safat Airlines	lsd	15jan15	flew KGO-KWG-TZX-TBZ this date on short term lease for cloud fertilization programme
	S2-AGA	An-26B	True Aviation		2015	returned from lease
	S2-AGA	An-26B	Safat Airlines	lsd	06jan16	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
	S2-AGA	An-26B	True Aviation	CXB	14oct20	in white c/s with large TRUE titles and an orange bird motif on the tail
	EX-26002 (4)	An-26B	Fly Sky Airlines	rgd	29dec22	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; l/n FRU 08may24
135 06	not known	An-26	FSB	mfd	19jul84	
	RF-26274	An-26	FSB	OVB	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 SVX 20nov24
135 07	CCCP-26155	An-26	KGB/Aeroflot c/s	mfd	20jul84	probably opb Central Asian Border District; f/n DYU 29apr89, c/n not checked
	26155	An-26	Aeroflot c/s	ASB	18may96	c/n not checked; probably opb Turkmenistan Border Guards
	26155	An-26	Turkm Bord Guards	Gos	25dec08	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 08	263 ?	An-26	Afghan Air Force	mfd	03apr84	confirmed exported to Afghanistan; soc in 1988
135 09	264	An-26	Afghan Air Force		1990	c/n reported by CAPC; l/n aug99
135 10	265	An-26	Afghan Air Force	mfd	17apr84	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
136 01	266 ?	An-26	Afghan Air Force	mfd	23apr84	confirmed exported to Afghanistan; soc, date unknown
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, but serial not confirmed for this c/n; f/n KBL 1995
136 04	269 ?	An-26	Afghan Air Force	mfd	17may84	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 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		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
	CCCP-26584	An-26B	AFL/Azerbaijan	VIE	aug92	with Aeroflot titles and additional Azerbaijanskiye Avialinii titles, Azeri flag on the tail
	26584	An-26B	AFL/Azerbaijan	BAK	07dec92	with Azeri flag on the tail
	4K-26584	An-26B	Azerbaijan Al	BAK	nov93	l/n MST 20aug99; still on Azerbaijan register 22nov05
136 10	not known	An-26	KGB/Border Guards	mfd	28sep84	possibly carried registration CCCP-26157
	RA-26157	An-26	FSB	TBS	16may96	opb 2 oao at Mikhailovsk-Shpakovskoye; in basic Aeroflot c/s with Russian flag on fin, but no red stripe and no titles
	RF-26266	An-26	FSB	AAQ	08sep06	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	not known	An-26	KGB/Border Guards	mfd	28sep84	
	"17" red	An-26	FSB	SVO	05sep93	t/t 6,126 hours by 2007
	RF-26261	An-26	FSB	Vkm	04nov10	opb oaap at Vorkuta-Sovyetski; in basic Aeroflot c/s with Russian flag and red stripe on fin, no titles; l/n as such Vorkuta-Sovyetski 24apr12; received a 'Polyarnaya 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
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		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
137 09	075	An-26	Bulgarian AF	mfd	21aug84	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
	no serial	An-26		SOF	feb15	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-VMA	An-26	Ivory Coast AF	SOF	26jun18	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 SOF 07oct24
137 10	080	An-26	Bulgarian AF	d/d	1984	f/n SXF 16apr87; 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
	no serial	An-26	ex Bulgarian AF	SOF	apr18	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 29apr18/07aug24
138 01	not known	An-26PS	Soviet Air Force	mfd	14sep84	overhaul completed 20nov92
	"07" blue	An-26PS	Russian Air Force	GDZ	09sep00	seen ZIA 18aug01; opb BUATs at Balashov; l/n aug11 location unknown
	RF-36076	An-26PS	Russian Air Force	CKL	may14	also carried "39" red, all grey c/s with 'VVS Rossii' titles; l/n Krasnoyarsk-Cheremshanka 03sep16
138 02	CCCP-26585(2)	An-26B	AFL/Azerbaijan	mfd	sep84	toc 01oct84; rgd 23oct84; see c/n 8502
	26585(2)	An-26B	AFL/Azerbaijan	BAK	07dec92	with Azeri flag
	4K-26585(2)	An-26B	Azerbaijan Al	BAK	nov93	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 03	not known	An-26	KGB/Border Guards	mfd	28dec84	
	"03" blue	An-26	FSB	AAQ	20mar07	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
	RF-26267	An-26	FSB	ROV	09feb15	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	An-26	KGB/Border Guards	mfd	28dec84	
	RA-26150	An-26	FSB/Aeroflot c/s	SVO	13jun06	opb oaap at Vorkuta-Sovyetski; no red stripe on fin
	RA-26150	An-26	FSB	VKT	14nov10	opb oaap at Vorkuta-Sovyetski; 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-Sovyetski oct15; under overhaul with RZGA No. 412 by dec15
	RF-26262	An-26	FSB	ROV	15aug16	opb oaap at Vorkuta-Sovyetski; in basic 'blue' Aeroflot c/s with Russian flag and red stripe on fin, with a 'Polyarnaya Aviatsiya RF' badge depicting a Polar Bear and globe behind the cockpit; l/n ARH oct20
138 05	CCCP-26586(2)	An-26B	AFL/Ulyanovsk HFS	mfd	oct84	toc 13nov84; rgd 07dec84; see c/n 8504
	CCCP-26586(2)	An-26B	AFL/Kirovograd VAU	trf	30jul85	
	CCCP-26586(2)	An-26B	Kirovograd FS	trf	29aug85	
	UR-26586(2)	An-26B	United Nations	LCA	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	An-26	Soviet Air Force	mfd	19nov84	
	"21" red	An-26	Russian Air Force	ZIA	29aug93	l/n ZIA 27aug95, in all grey c/s; overhaul completed 30jun94
	"21" yellow	An-26D	Russian Air Force	CKL	aug96	converted to an An-26D (D for dalni, long range) by Aviant, handed over to GLITs in 1996 and underwent trials; seen with external fuel tanks on the centre of the lower fuselage CKL aug96; l/n ZIA 24aug97
	"21" red	An-26D	Russian Air Force	SVX	26apr07	based at SVX; in all grey c/s, with external fuel tanks on the centre of the lower fuselage
	"21" blue	An-26D	Russian Air Force	Roc	15aug09	in all grey c/s, with external fuel tanks on the centre of the lower fuselage
	RF-36087	An-26D	Russian Air Force	ph.	01nov11	at Ivanovo-Severny; 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-Severny 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
138 07	ER-AFV	An-26B	Vichi Air Company	mfd	27oct84	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
	"12" black	An-26B	Moldovan AF	Mrc	14sep07	l/n Marculesti 09dec07
	ER-AFV	An-26B	Aerop. Marculesti		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 Aeroportui 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
138 08	YR-ADL	An-26	Rom AF/TAROM c/s	rgd	09apr85	f/n SXF 09may89; l/n LHR 05sep90; canx 30oct90
	YR-ADL	An-26	Rom Gvt/Romavia	rgd	31oct90	f/n OST 17nov90 on 'RLA' call-sign; seen again OST 21dec90; small Romavia badge under cockpit; canx 20sep91, restored 18mar92
	YR-ADL	An-26	United Nations	LPA	may93	carried code 'UN989'; canx 08aug94 as to the military
	808	An-26	Romanian Air Force	FRA	26oct94	repainted in all-grey c/s by aug01 with titles; l/n OTP 19feb13
	ER-AVK	An-26	Aerop. Marculesti	OTP	31may13	rgd unknown; l/n Marculesti feb15/mar20, all white; see next line
	ER-AVK	An-26	Aim Air	no	reports	current on register 22mar18; canx between 23mar18 and 03may18
	UR-UZK	An-26-100	Constanta	rgd	22dec20	registered to Expedition Aviation of the UAE; d/d 26dec20 from Marculesti to OZH; photo OZH 2021, in all white c/s, no titles with old style blister window and without the extra windows, type painted as just 'An-26'; photo 31aug22, with type painted as 'An-26-100' without blister window and the extra cabin windows; l/n 31mar23
	UR-UZK	An-26-100	United Nations	MGQ	26jun23	with large UN titles and also carrying code UNO-691P
	UR-UZK	An-26-100	Constanta	PZY	21oct23	all white c/s with UN marks removed
138 09	YR-ADM	An-26	Rom AF/TAROM c/s	rgd	09apr85	f/n LGW 28nov88; l/n BSL 02oct89
	YR-ADM	An-26	Rom Gvt/Romavia	rgd	06jul90	in basic Tarom c/s, no titles; seen OTP sep90; canx 20sep91 as to Romavia !
	809	An-26	Romanian Air Force	AMS	24dec93	repainted in grey c/s with titles; f/n as such jun98; l/n OTP 19feb13
	ER-AVL	An-26	Aerop. Marculesti	rgd	unknown	current on register 19apr13
	ER-AVL	An-26	Aim Air	trf	unknown	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
	UR-UZJ	An-26	Constanta	rgd	24nov20	to Expedition Aviation FZC of the UAE; ferried from Marculesti to OZH 26nov20
	UR-UZJ	An-26-100	Constanta	rgd	27apr21	to Expedition Aviation FZC of the UAE; test-flown at OZH 30apr21; without blister window and the extra cabin windows; l/n ATH 26aug21
	UR-UZJ	An-26-100	United Nations	MGQ	01mar22	coded ÚNO-691P'; current on register 13aug22; l/n MBX 30jul23
138 10	YR-ADN	An-26	Rom AF/TAROM c/s	rgd	09apr85	f/n FRA 30may87
	YR-ADN	An-26	Rom Gvt/Romavia	rgd	10dec90	canx 20sep91 to Romavia !
	810	An-26	Romanian Air Force		may92	at Taszar, Hungary in basic ex TAROM c/s, no titles; repainted into all-grey c/s with titles by oct98; used in a photo shoot in 2010 and had temporary Ben Nita Photography titles; seen FFD 13jul23 with additional special markings (Shark's mouth and eye) by the nose; the last operational An-26 of the Romanian Air Force and was due to be retired by the end of 2023; l/n BCM 10oct24, active
139 01	277 ?	An-26	Afghan Air Force	mfd	20nov84	confirmed exported to Afghanistan; soc in 1987
139 02	278	An-26	Afghan Air Force	KBL	13mar02	in green/dark green/brown camo c/s, without roundels; c/n checked BPM mar03; opb Afghan National Army Air Corps (ANAAC), 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
139 04	71386	An-26	Yugoslav Air Force	mfd	05dec84	d/d 25dec84; opb 676 trae at Zagreb; f/n INI 29jul90; in olive drab camouflage c/s, coded "386" white
	71386	An-26	Serb.& Monteneg.AF	trf	27apr92	opb 677 trae; f/n BJY 15jun03; in grey/green camo c/s; l/n BRQ 05sep04, active
	71386	An-26	Serbian Air Force	trf	05jun06	seen stored without engines at INI 26jul06; opb 138 trae at Batajnica, arrived ROV 14jan08 and underwent overhaul and upgrade at ARZ 412 which was completed 03jul08 and repainted in all-grey c/s; l/n BJY 30apr22
139 05	CCCP-26598	An-26B	MAP Zaporozhye PO	mfd	28dec84	rgd 12apr85; in Aeroflot c/s; f/n BKA 20jul91
	UR-26598	An-26B	Avialini. Ukrayiny	rgd	17may93	f/n BKA 03sep93, c/n not checked; not in oct96 fleet list
	UR-26598	An-26B	Motor Sich	KZN	27aug97	in fleet list; l/n with titles BUD 12oct01; seen with just a 'Motor Sich' logo OZH 28may02, c/n checked
	UR-DWA	An-26B	Aero Charter Al	AMS	18dec02	l/n LUX 09jan05

	UR-DWA	An-26B	Emerald Airways	LPL	17jan05	leased
	UR-DWA	An-26B	Aero Charter Al	LUX	01mar05	returned from lease 01mar05; l/n BUD 12apr06
	HA-TCS	An-26B	Cityline Europe	BUD	17apr06	rgd 18apr06; in all-white c/s, no titles; l/n as such PRG 24oct06; repainted in full c/s with the URL 'www.cityhun.hu'; f/n as such BUD 18jul07; l/n BUD 09aug09
	no reg	An-26B	no titles	BUD	06sep09	in basic Cityline c/s
	UR-DWA	An-26B	Aero Charter Al	LUX	08oct09	in basic Cityline c/s; l/n KBP 12mar11; canx 03aug11
	YL-RAJ	An-26B	RAF-Avia	rgd	12aug11	f/n OSR 01dec11; d/d aug11 according to a Russian forum; current on register 22aug11; l/n LEJ 30mar13
	LZ-ABR	An-26B	Air Bright	RIX	10may13	in white c/s with light blue/dark blue cheatline, initially no titles; ferried RIX-PDV 10may13 on delivery; f/n with titles PDV 18may13; repainted in a 'splinter' camo c/s of three shades of grey with light grey underside, shark's teeth below the cockpit and the code "27" black for use in the film "The Expendables 3" which was shot in Bulgaria aug13/oct13; f/n as such PRG 03oct13; l/n with the code NUE 06nov13; f/n without the code SCN 18nov13; received the web address 'www.air-bright'.com'; f/n as such ANR 23jan14; l/n AGP 29apr15
	LZ-ABR	An-26B	Rose Air	LEJ	19may15	Air Bright was renamed Rose Air may15; in a 'splinter' camo c/s of three shades of grey with light grey underside and shark's teeth below the cockpit, with titles; l/n operational LEJ 31dec16; stored at SOF, seen jan18
	UR-CSK	An-26B	Eleron	rgd	19dec18	to One Sky s.r.o. of Czechia; in a 'splinter' camo c/s of three shades of grey with light grey underside and shark's teeth below the cockpit, no titles; offered for lease dec18, with t/t 20,712 hours; ferried from RWN to IEV 15feb19; rgd 06dec21 to RODOM d.o.o. of Slovenia; l/n LWO 21dec21; current on register 16dec23
139 06	CCCP-26172	An-26B	MRP PO "Temp"	mfd	28dec84	rgd 07feb85; f/n SVO 12apr91, in Aeroflot c/s and titles
	RA-26172	An-26B	Special Cargo Al		late92	f/n JIB apr95, with titles; l/n SHJ 03apr97; canx 01jun97 as to Liberia
	EL-ANZ	An-26B	Special Cargo Al	SHJ	19jan98	l/n SHJ 16mar98; c/n checked; according to Liberian register, rgd 10jun97 to Santa Cruz Imperial
	EL-ANZ	An-26B	Santa Cruz Imp.	SHJ	31mar98	l/n SHJ 26nov98
	EL-ANZ	An-26B	Air Angol			broke in two when overran runway at Luzamba (S9.1093836 E18.052727) 04feb99
139 07	CCCP-26587(2)	An-26B	AFL/Azerbaijan-BAK	mfd	19jan85	toc 17feb85; rgd 06mar85; see c/n 8505
	26587(2)	An-26B	AFL/Azerbaijan	BAK	08dec92	with Azeri flag
	4K-26587(2)	An-26B	AFL/Azerbaijan	BKA	09jul93	reported for Azerbaijan Airlines
	4K-26587(2)	An-26B	Azerbaijan Al	BAK	nov93	in basic Aeroflot c/s, no titles with Azeri flag; l/n BAK 17may96/23sep01, derelict; still current on Azerbaijan register 20nov03/22nov05
139 08	CCCP-26588(2)	An-26B	AFL/Krasnoyar.-KJA	mfd	24jan85	toc 20feb85; rgd 08apr85; f/n KJA 01jul92; see c/n 8507
	RA-26588(2)	An-26B	Aeroflot	KJA	13jul93	
	RA-26588(2)	An-26B	KrasAir	trf	05apr94	l/n IKT 11may95, in Aeroflot c/s and titles; soc 15nov00; canx 16nov00
	RA-26588(2)	An-26B	LIATs	sld	04nov00	Letno Issledovatelviskii Aerogeofisueski Tsentr (Aerogeophysical Flight Test Centre) at Yermolino; seen Yermolino 25aug04, titles not reported
	26588(2)	An-26B	LIATs	BKA	11jul05	in grey c/s with thin blue cheatline, small titles only; l/n with standard tail VOG 14nov09; seen VOG 23jun10 with MAD tail boom attachments; seen ROV 24dec10 with standard tail; repainted with light blue top, dark blue undersides and red/white cheatline, small titles; l/n UUS 08sep23
139 09	CCCP-26589(2)	An-26B	AFL/West Siberia	mfd	30jan85	toc 27feb85; rgd 15mar85; opb Tomski OAO; see c/n 8606
	RA-26589(2)	An-26B	Tomsk Avia	trf	30mar94	soc 12oct98 and canx 15oct98 as to Latvia
	YL-RAD	An-26B	RAF-Avia	rgd	12nov98	in white c/s with dark blue trim, with titles; f/n CPH 05dec98; l/n as such RTM 20apr00; seen with additional 'DHL' titles CPH 03aug00 and RTM 20aug00
	YL-RAD	An-26B	Silver Air	PRG	22apr01	in white c/s with dark blue trim, with both 'RAF-Avia' and 'Silver Air' titles; f/n without 'DHL' titles 21jun01; l/n LGG 03apr02
	YL-RAD	An-26B	RAF-Avia	LGG	05may02	in white c/s with dark blue trim; seen with an additional 'ACS' (Air Charter Service) logo and the web address 'www.aircharter.co.uk' OST 22jan05 and TRD 12mar06; seen without 'ACS' logo and web address GDN 15nov06 and PIK 03may07; seen again with an additional 'ACS' logo and the web address 'www.aircharter.co.uk' MAN 19feb08 and TLL 24apr09; f/n without the 'ACS' logo and web address CPH 31jul09; new CofR issued 07feb14; l/n LED may20; canx in spring 2020
	UR-CTH	An-26B	Eleron	rgd	26jun20	to One Sky s.r.o. of Czechia; rgd 30nov21 to RODOM d.o.o. of Slovenia; f/n IEV 2021, all white; current on register 13aug22
139 10	CCCP-26590(2)	An-26B	AFL/Magadan-Anadyr	mfd	01feb85	toc 25feb85; rgd 15mar85; see c/n 8701
	RA-26590(2)	An-26B	Chukotavia	trf	11aug94	in basic 'polar' Aeroflot c/s with 'Chukotavia' titles plus badge on fin; f/n Keperveem 28jul04; still as such in technical inspection document 07may08; l/n DYR 27aug22
140 01	CCCP-26591	An-26B	AFL/Magadan	mfd	22feb85	on charge as of 01apr85; rgd 19apr85; f/n CYX 04jul92
	RA-26591	An-26B	Chukotavia	trf	11aug94	no reports; soc 25oct00 and canx 26oct00 and sold to Ukraine in a non-airworthy condition
	EP-SAK	An-26B	Saffat Av. Serv.	SHJ	17oct09	was probably already one of the two An-26s seen Yazd by 2001; mentioned in ICAO/Antonov document jul06 and regarded by Antonov as no longer airworthy from dec05; flight planned KBP-TBZ 24oct06 using IRV as the flight prefix and SIP-Gostomel 08dec08 again using an IRV prefix; l/n IEV 21jan12; 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
	EP-THK	An-26B	Tehran Airlines	AZD	15aug20	all white with blue motif on tail, good condition; l/n AZD 14jun21
	EP-SAK	An-26B	Atlas Air	THR	03nov22	all white with titles and motif of three geometric shapes in black on tail; l/n PYK 08mar24 with very large titles on the forward fuselage
140 02	CCCP-26592(2)	An-26B	AFL/West Siberia	mfd	06mar85	on charge as of 01apr85; rgd 06may85; f/n OVB 01jul92 in 'polar' c/s; see c/n 8709
	RA-26592(2)	An-26B	Aeroflot	OVB	21apr93	in 'polar' c/s
	RA-26592(2)	An-26B	Sibir	trf	29dec94	soc 05apr00 and canx 06jun00 and sold to Ukraine in a non-airworthy condition
	EP-SAJ	An-26B	Saffat Av. Serv.	FJR	17oct09	was probably already one of the two An-26s seen Yazd by 2001; was already mentioned in ICAO/Antonov document jul06 and regarded by Antonov as no longer airworthy from 23jul04; reportedly flew Gostomel-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
	EP-THJ	An-26B	Tehran Airlines	AZD	15aug20	all white c/s with blue motif on tail, good condition; l/n AZD 14jun21
	EP-SAJ	An-26B	Atlas Air	THR	23feb23	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 08mar24, active
140 03	CCCP-26593(2)	An-26B	AFL/Krasnoyar.-KJA	mfd	06mar85	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
	RA-26593(2)	An-26B	Aeroflot	KJA	13jul93	
	RA-26593(2)	An-26B	KrasAir	trf	05apr94	
	26593(2)	An-26B	United Nations	IST	26mar99	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	An-26B	Air Kasaï	rgd	07feb04	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
	9Q-CFL	An-26B	Serve Air Cargo	NLO	25may10	photo in full c/s; l/n GOM 04sep12
	9S-AFL	An-26B	Serve Air Cargo	rgd	2017	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
140 04	CCCP-26200	An-26B	AFL/Kazakhstan	mfd	26feb85	toc 15apr85; rgd 06may85; f/n LED 02sep88; l/n LED 17may91
	YL-RAE	An-26B	RAF-Avia	rgd	01jul03	in full c/s; f/n RIX 07oct03; l/n IEV 07nov13; no longer on register by 2014
	EW-378TG	An-26B	Grodno	IEV	29mar14	c/n confirmed by Antonov; in white c/s with blue/white tail, no titles
	EW-378TG	An-26B	Vulkan Air	HHN	02jun14	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
	UR-CQE	An-26B	Vulkan Air	rgd	12jun17	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; new CofR issued 30jan20; seen PZN 21sep22; rgd 17oct22 to Eurus Air FZCO of the UAE; l/n BTS 19oct24
140 05	CCCP-26201	An-26B	AFL/Kirovograd FS	mfd	29mar85	toc 09apr85; rgd 19apr85
	UR-26201	An-26B	Ukr Flt State Ac	KGO	15jul93	in Aeroflot c/s, no titles; l/n SVO 31aug93
	UR-26201	An-26B	Air Guinée	CKY	07jan94	leased from Air Urga
	UR-26201	An-26B	Air Urga	OSR	19nov95	
	UR-26201	An-26B	United Nations	LPA	27feb98	leased from Air Urga; with code 'UN963'; l/n KGO 26apr99
	UR-ELB	An-26B	United Nations	FIH	15mar01	leased from Air Urga; based at Kindu in 2006; overhauled at Kirovograd may06
	UR-ELB	An-26B	Air Urga n/t	KGO	06jul07	all-white c/s; l/n KGO 09jul07; converted to An-26B-100
	UR-ELB	An-26B-100	Air Urga n/t	NLV	11oct09	all-white c/s
	UR-ELB	An-26B-100	United Nations	DLA	14feb10	leased from Air Urga; with code UN0687; l/n Oum Drega, Western Sahara 29jun10; photo Laayoune, Western Sahara aug12 with code UNO-967
	UR-ELB	An-26B-100	Air Urga n/t	SIP	04apr13	all-white c/s; l/n IEV 04oct13
	UR-ELB	An-26B-100	United Nations	KGO	04nov13	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 all white, no titles; current on register 13aug22
140 06	not known	An-26	KGB/Border Guards	mfd	26jun85	based at Dushanbe
	"55" yellow	An-26	FSB	FRU	09nov04	overhaul completed 29mar06; c/n checked SVX 23jun06
	"55" red	An-26	FSB	Uue	25nov06	in light grey c/s with red stripe on fin, no titles; t/t 5,273 hours by 2007
	RF-26269	An-26	FSB	OVB	08jul10	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 07	"10"	An-26	KGB/Border Guards	mfd	21jun85	
	ER-AWG	An-26B	Aerocom			canx 14aug02 as sold to Mali, but still seen FJR 10nov03, no titles
140 08	not known	An-26	KGB/Border Guards	mfd	28jun85	
	"07" blue	An-26	FSB	STW	08sep11	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
	RF-26268	An-26	FSB	ROV	20mar15	opb 2 oao at Mikhailovsk-Shpakovskoye; in basic Aeroflot c/s with Russian flag and red stripe on fin; l/n STW 09jun16

140 09	CCCP-26202	An-26B	AFL/Kirovograd FS	mfd	15apr85	Kirovogradskoye VLU GA; toc 30apr85; rgd 20may85
	UR-26202	An-26B	Ukr State Flt Ac	SVO	20apr93	reported for Air Urga; in basic Aeroflot c/s, no titles
	UR-26202	An-26B	United Nations	ZAG	18jun96	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'
	UR-ELI	An-26B	Air Urga	rgd	unknown	
	UR-ELI	An-26B	United Nations	FRA	26nov01	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
	UR-ELI	An-26B	MNG Kargo	ph.	jul04	in full c/s with titles (photo proof)
	UR-ELI	An-26B	Air Urga	BUD	30aug06	in all-white c/s, no titles; l/n BUD 04sep06
	HA-TCM (2)	An-26B	CityLine Hungary	BUD	05sep06	leased from Air Urga; in all-white c/s, no titles; l/n LUX 10dec10; see c/n 4407
	UR-ELI	An-26B	Air Urga	rgd	08feb11	in all-white c/s, no titles; f/n KGO 12apr11
	UR-ELI	An-26B	United Nations	FKI	02dec12	in full all-white UN c/s; seen without UN code EBB 10may14
	UR-ELI	An-26B	Air Urga	KGO	2015	in all-white c/s, no titles; new CofR was issued 09jun17
	UR-ELI	An-26B	United Nations	MDK	25jun18	coded 'UNO-858'; seen EBB 07nov18; l/n KGO 22feb20, all white, no titles; reported damaged by enemy action at KGO 28jul22 but still current on register 23feb24
140 10	CCCP-26203	An-26B	AFL/Kirovograd VAU	mfd	20apr85	toc 30apr85; rgd 20may85
	UR-26203	An-26B	Ukr Flt State Ac	IEV	16jun93	
	UR-26203	An-26B	Air Urga	IST	07dec95	
	UR-26203	An-26B	United Nations	GVA	23jul96	leased from Air Urga; with code 'UN962'; l/n LPA mar98
	UR-26203	An-26B	Air Urga	KWG	26apr99	opb Air Urga, in all white ex UN c/s
	UR-ELD	An-26B	United Nations	ADD	10mar01	leased from Air Urga; with code 'UN0620'; seen LPA 23nov02 with code 'UN-968'; l/n TBS 23oct03
	UR-ELD	An-26B	MNG Cargo	ph.	jul04	in full c/s with titles, photo proof
	UR-ELD	An-26B	Air Urga	ESB	nov04	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
	UR-ELD	An-26B-100	United Nations	KGO	26sep12	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
	UR-ELD	An-26B-100	Air Urga	NIM	23apr23	in all-white c/s, no titles; l/n Trencin 20jan24
141 01	BNMAU-14101	An-26B	MIAT Mongolia	SXF	08dec90	l/n PEK nov91
	MT-14101	An-26B	MIAT Mongolia	PEK	25oct94	l/n 09may97
	MT-1014	An-26B	MIAT Mongolia			already allocated by early 1995
	JU-1014	An-26B	MIAT Mongolia	PEK	11dec97	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
	3X-GEV	An-26B-100	ex MIAT c/s n/t	rgd	04jun09	to Brise Air; photo, date unknown, without tail emblem; already offered for sale/lease may09, by Tehnoer FZC, location given as Fujairah
	3X-GEV	An-26B-100	all-white c/s, n/t	FJR	01jul09	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
	3X-GFD	An-26B-100	Galex Guinée	rgd	06may11	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
	EK-26818	An-26B-100	white/blue c/s n/t	MLA	16dec11	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
	EK-26818	An-26B-100	South Airlines	MGQ	04jun13	opb by TransSom(alia) 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
141 02	BNMAU-14102	An-26	MIAT Mongolia	ULN	19sep86	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
141 03	CCCP-26204	An-26B	AFL/Moldova	mfd	31may85	toc 07jun85; rgd 02jul85; f/n SVO 21mar91
	ER-26204	An-26B	Air Moldova	rgd	12apr94	f/n KIV 20sep94; l/n IEV 07jul99; canx 30sep99
	UR-26204	An-26B	Kiev ARP 410 Al	OSR	07jan00	l/n NKC 12jan01: not in 2001 fleet list
	UR-26204	An-26B	Royal Air Cargo	ISB	17jan02	with titles as well as Kiev ARP 410 titles
	UR-26204	An-26B	Pioneer Cargo Al	KHI	10feb02	
	ER-26204	An-26B		rgd	19sep03	current on Moldovan register 21dec06, but shown on register dated 11jun07 as having been cancelled to Ukraine 16may06 !
	RP-C7206	An-26B	Mosphil Aero Inc		jul06	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
	ER-26204	An-26	all-white	KIV	17sep10	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	An-26	Bakhtar Afghan Al	no	reports	
	YA-BAK	An-26	Ariana	trf	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 Al	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 al	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	toc 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 Al	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)	An-26B-100	Tajikistan Al	DYU	28jan09	in full c/s with Tajik Air titles; JSC Tajik Air was formed 30dec09; l/n LBD 13aug15
	RT-26002 (3)	An-26B-100	Tajikistan Govt.	LBD	26aug16	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	An-26	KGB/Border Guards	mfd	26sep85	based at Bukhta Provideniya; in grey c/s
	"86" blue	An-26	FSB	DYR	27jul06	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 DYR 04sep07; t/t 3,875 hours by 2007; seen Zaliv Kresta 24jun08; l/n OVB 21jul15
	RF-26279	An-26	FSB	ROV	13feb16	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
141 10	not known	An-26	KGB/Border Guards	mfd	02oct85	
	"56" red	An-26	FSB	VVO	19apr97	c/n not confirmed, but believed became, see next line; see also "56" red with unknown c/n
	RF-26282	An-26	FSB	VVO	04nov08	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
142 01	CCCP-26206	An-26B	AFL/Kazakhstan	mfd	16jul85	toc 05aug85; rgd 21aug85; f/n ALA 22apr93
	UN-26206	An-26B	Aeroflot titles	PPK	11jul93	with Kazakhstan flag
	UN-26206	An-26B	Aeroflot c/s, n/t	DUS	23jul94	
	UN-26206	An-26B	Aeroservice Kazakh	DUS	08dec94	Aeroservice Kazakhstan
	4201	An-26B	Czech Air Force	d/d	12jun98	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
	4201	An-26B-100	Czech Air Force	OSR	18sep04	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 Kbely 09sep12; still present oct14, with all markings painted out
	ER-AUE	An-26B-100	Aim Air	Kbe	04sep16	awaiting delivery; still in ex Czech Air Force white c/s with light grey undersides and white/red/blue cheatline; l/n Kbely 14jul17/may18; current on register 22mar18; canx between 22mar18 and 03may18; still current on GE sep18; l/n Kbely 01sep23
142 02	CCCP-26207	An-26B	AFL/Urals	mfd	jul85	toc 15aug85; rgd 29aug85
	CCCP-26207	An-26B	AFL/GosNII GA	trf	10sep87	f/n SVO 19jul88
	CCCP-26207	An-26B	AFL/Ukraine	trf	15feb89	
	UR-26207	An-26B	Avialini. Ukrayiny	HRK	30aug93	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	An-26	Nicaraguan AF	mfd	1985	f/n MGA aug90
	YN-CEB	An-26	Nicaraguan AF	MGA	nov92	probably opb Aeronica; l/n MGA 22dec03, on overhaul
	FAN 150	An-26	Nicaraguan AF	IEV	26may06	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
	FA 150	An-26	Nicaraguan AF	MGA	15dec15	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
142 04	YN-CEA	An-26	Nicaraguan AF	mfd	1985	f/n MGA nov92, c/n not confirmed; probably opb Aeronica
	151	An-26	Nicaraguan AF	MGA	20aug97	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	An-26B	AFL/Central Region	mfd	09aug85	toc 06sep85; rgd 08oct85; converted to a "Tsiklon" weather research aircraft in 1987
	CCCP-26208	An-26B	AFL/Privolzhsk	trf	27feb89	"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

	RA-26208	An-26B	Penza Air	trf	30dec93	still in full 'polar' Aeroflot c/s including titles, with a 'Tsiklon' badge behind the cockpit; seen BKA 08may95
	RA-26208	An-26B	Penza Air ?	Chh	1999	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	An-26B-100	Aero Transp. SA	rgd	30oct02	canx 18nov02
	OB-1773-T	An-26B-100	Aero Transp. SA	rgd	18nov02	canx 19dec02
	OB-1775-T	An-26B-100	Aero Transp. SA	rgd	20nov02	canx 27jan03
	OB-1777-T	An-26B-100	Aero Transp. SA	rgd	28jan03	canx 26feb03
	OB-1778-P	An-26B-100	Aero Transp. SA	rgd	07mar03	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; l/n 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	An-26B-100	United Nations	MQF	10dec21	
	UR-UZE	An-26B-100	Constanta	MBX	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
142 07	YN-CBG	An-26	Nicaraguan AF	MGA	03feb93	c/n not confirmed; probably opb Aeronica; l/n MGA 14mar00, operational
	FAN 160	An-26B	Nicaraguan AF	MGA	22apr02	c/n confirmed; in white c/s with blue/white/blue cheatline; last overhaul completed in 2003 (at ARZ-412)
	FA 160	An-26B	Nicaraguan AF	SJC	08may06	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	An-26SM	EGAF/Interflug c/s	rgd	26sep88	the registration was reserved, but never worn on the aircraft; canx 03oct90
	52+10	An-26	German Air Force	trf	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 lower fuselage, no serial; l/n 23apr20
	9U-BBB	An-26	Optimum Aviation	SOF	03sep20	leased from Arden Aviation, Bulgaria for one year; flight planned to Alexandria 27oct20; with yellow top and very dark blue lower fuselage, red Optimum Aviation logo on the fin; this is an illegal registration according to the Burundi authorities and UN document published 15sep23; l/n Agok 01dec20
	EK-26009 (4)	An-26	Optimum Aviation		17dec20	Optimum Aviation was informed by Arden Aviation that the registration was to change this date; this is another illegal registration; according to UN document published 15sep23, flew from Juba to Renk 04mar21 and later departed to Benghazi, also breaking the lease agreement with Optimum Aviation this date; visible on satellite imagery at Al Khadim, Libya 21mar21 (Haftar controlled airport); see c/n 1509, 1701 and 9904
142 10	"25"	An-26	KGB/Border Guards	mfd	30nov85	based at PKC from 1985 to 1993
	"01"	An-26	FSB	no	reports	opb 1 oao at Petrozavodsk from 1993 to 1995; based at Voronezh and Yoshkar-Ola from 1995 to 2000
	RF-26272	An-26	FSB	SVO	30nov08	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	An-26B	Minsudprom TsKBSPK	mfd	sep85	rgd 10dec85
	RA-26210	An-26B	Minsudprom TsKBSPK	GOJ	22aug95	c/n painted as '57314301', this date; l/n GOJ 26aug97; 'TsKB po SPK im. R.E. Alekseyeva State Research Institute' titles; canx 09oct98 as to Sudan; soc 11dec98 as such
	9T-TAB	An-26B	DR Congo Air Force	KWZ	sep05	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	An-26B	AFL/West Siberia	mfd	27sep85	toc 05nov85; rgd 16dec85
	RA-26209	An-26B	Special Cargo Al	trf	30mar94	no reports
	RA-26209	An-26B	Tomsk Avia	rgd	14sep95	
	RA-26209	An-26B-100	Tomsk Avia	rgd	21nov01	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	IrAero	GDX	04jul08	white c/s with two-tone blue cheatline; l/n GDX 07sep10
	RA-26209	An-26B-100	Pskovavia	DME	02mar11	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
	RA-26209	An-26B-100	Tomsk Avia	SGC	12apr13	l/n TOF 29oct16, stored; sold dec16 to Kamchatski Aviation Enterprise and ferried to PKC, photo exists in basic c/s without titles
	RA-26209	An-26B-100	Kamchatka Avn. AE	PKC	19aug18	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 jul24
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	painted 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	Komiinteravia	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	Komiinteravia	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	OVB	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
	TZ-02T	An-26B	Mali Air Force	BKO	15mar24	c/n not confirmed, but likely; in all-white c/s, in good condition with left engine being worked upon
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		27feb94	
	ST-IPK	An-26B	IBK & Petra Avn	VOZ	18sep94	still with 'Kit Air' logo on fin
	RA-26213	An-26B		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 hulk 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-Baltimor; 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-Baltimor; 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-Baltimor 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-Severny 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 Ruusian stars and 'VVS Rossii' titles; l/n Ivanovo-Severny 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 22aug22. location withheld
---	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-Severny 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 06nov24
---	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			
	RF-90345	An-26	Russian Air Force	CKL	sep14	in c/s similar to Aeroflot with Russian flag on the fin, no titles, also carried code "04" blue
---	"1" yellow	An-26B	Soviet MVD/VV	mfd	1981	probably from batch 115 or 114 (c/n below 11504); code may have also been "01" 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; 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 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) 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		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 Ussaraj, 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 Kamennyy 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; in all-grey c/s with Red star on the fin
---	"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 Tökül; 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
---	"48" red	An-26	Soviet Air Force		photo	taken at KBL; in all-grey c/s with two darker grey stripes starting at the nose and going up to just below the horizontal tail plane, Red star on the fin, equipped with bomb-racks on the lower fuselage
---	"51" blue	An-26	Soviet Air Force		1980s	opb 201 osae at Tökül, in all-grey c/s
---	"51" red	An-26	Russian Air Force	ph.	23may15	at Krasnodar-Tsentralny; stored
---	"51"	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 Tökül, 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
---	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
---	"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
---	"21" red	An-26	Kazakh Air Force	ph.	05may12	preserved in all grey c/s with black spinners in the Military Museum of the Armed Forces of Kazakhstan (6866 garrison museum) at Astana (N51.155749, E71.565907); seen with code removed 24may14/07jul19; l/n 05may22
---	"86" red	An-26	Kazakh Air Force	ALA	24sep99	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; the fuselage of either this airframe or "06" black was severely damaged 16dec21 when the undercarriage collapsed by accident during maintenance in a hangar at Kant
---	"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; the fuselage of either this airframe or "05" black was severely damaged 16dec21 when the undercarriage collapsed by accident during maintenance in a hangar at Kant
---	"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" 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" 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
---	"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
---	"01"	An-26	Uzbek Air Force	ph.	jul23	was based at Tashkent-Tuzel, preserved Uchtepa District Khokimiyat, Tashkent (N41.295947, E69.174366), according to GE images arrived by 06sep22; in all-grey c/s still with old Soviet Red star, code if present is not visible on the available photos, in poor condition; repainted into basic Uzbekistan c/s (white/blue c/s with dark green undersides); f/n 12aug24
---	"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		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		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		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		1987	

---	D2-EZH	An-26	Angolan Government		1987	
---	D2-EZI	An-26	Angolan Government		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			
---	D2-FBF	An-26	Air A... A.....	LAD	19aug99	
---	D2-FBL	An-26	Aeroflot c/s, n/t	LAD	15apr98	l/n LAD 19aug99
---	D2-FBN	An-26	Aeroflot c/s, n/t	LAD	22mar01	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-FBX	An-26	no titles	LAD	15apr98	l/n WVB 07aug00
---	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		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
---	T-200	An-26	Angolan Air Force	no	reports	reported in book "African Air Arms"
---	T-201	An-26	Angolan Air Force	LAD	jan89	used T-720 as call sign
---	T-202	An-26	Angolan Air Force			probably in olive drab/medium green camo c/s with light grey undersides; damaged 29may83 on take-off from beleaguered Cangamba (província do Moxico) when the crew retracted the landing gear too early as they there 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	
---	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			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	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 (província do Cuando-Cubango) when was destroyed by UNITA insurgents
---	FA-C02	An-26	Cape Verde AF	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 (2)	An-26B-100	Trast Aero	HLA	08sep06	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
---	EX-063 (3)	An-26B-100	Trast Aero	ph.	08jun08	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	
---	EY-326	An-26	Asia Skylines			flight-planned SOF-ALY 15apr18; a photo (registration not visible) along with details and specifications of this aircraft appear on www.cocoaviation.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	Fly Air Africa	no	reports	suspended from operating in South Sudan 04jul23 due to forged Tajikistan documents
---	EY-343	An-26	blue/white c/s	JUB	06dec21	not present apr22
---	EY-26255	An-26B-100		MGQ	30jun19	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-26		ph.	25apr21	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
---	50	An-26	Mongolian AF	ULN	mar92	must be a Soviet Air Force aircraft
---	103	An-26	Mongolian AF	ULN	mar92	
---	107	An-26	Mongolian AF	ULN	mar92	
---	108	An-26	Mongolian AF	ULN	mar92	
---	RDPL-34014	An-24	Laos Government ?	VTE	04oct77	only sighting; details from Air Britain; fate ?
---	RDPL-34018	An-24	Laos Government ?	VTE	04oct77	only sighting, details from Air Britain; fate ?; registration later worn by An-74TK-100 c/n 365470991005
---	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 Lao 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 BZV 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; probably leased from Alfa Airlines, Sudan who had adopted a similar scheme by the time; l/n JUB 31mar17; probably was an An-26B-100 by this time, see next line
	S9-GRN		An-26	Eastman Air	JUB	18mar18	reported as An-26B-100; an advert for the lease of an An-26B-100 in 2018 at KRT, depicts photos of an Eastman Air An-26, registration worn is not clear in the photos, in modified ex Malek Air c/s as above with additional red/dark blue stripes running from behind the cockpit to the nose, type painted as just 'An-26', without blister window and the extra cabin windows
---	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 Viêt 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 leg from Da Nang to Tan Son Nhut of a flight from Gia Lam to Tan Son Nhut when crashed into the rock on top of Mount Lap near Da Ngich (Lôc Ch¨u in the forest of Báo Lôc in L¨m Dông povince) in poor weather, all 7 crew members (pilot: Captain Vuong Huu Quý) 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			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 (N12.224921 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			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	ph.	1975 ?	from the unicef.org website, with year given as 1975 as part of the filename; d/d given by one source as 09jun76, but this seems too late; see c/n 2302/2504 and 2505, the only aircraft known to have been delivered to Laos prior to 1977; l/n VTE 04oct77; r/r late 1977 ?
---	XW-TCD	An-26	Laos Government			d/d given by one source as 14jul76, but this seems too late; see c/n 2302/2504 and 2505, the only aircraft known to have been delivered to Laos prior to 1977; l/n VTE 04oct77; r/r late 1977 ?
---	XW-TCE	An-26	Laos Government	RGN	22dec76	d/d given by one source as 14jul76, but this seems too late; see c/n 2302/2504 and 2505, the only aircraft known to have been delivered to Laos prior to 1977; l/n VTE 04oct77; r/r late 1977 ?
---	YA-KAL (2)	An-26B	Citico	JUB	18mar18	not c/n 7505 which is stored at EVN as 3X-GFV and later as YA-KAL (1); 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	
---	not known	An-26	Ariana c/s	MZR	12mar03	wreck, without engines and nose; l/n MZR 12feb08
---	not known	An-26	Afghan Air Force			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 Ghafoor) from Miranshah to Chaklala; there is a photo at Chaklala right after the ferry flight, still in full Afghan Air Force colours
	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 trae at Zagreb; f/n MLA 28apr86; in olive drab camouflage c/s, coded "351" white; seen MLA 24jan88; l/n BSL 03may91; see c/n 3304, 3306 and 3604
	71351	An-26	Serb.& Monteneg.AF	trf	27apr92	sold to Congo 1996/1997
---	71352	An-26	Yugoslav Air Force	mfd	1975/76	opb 677 trae at Nis; f/n ZAG 10jun80; in olive drab camouflage c/s, coded "352" white; see c/n 3304, 3306 and 3604
	71352	An-26	Serb.& Monteneg.AF	trf	27apr92	sold to Congo 1996/1997
---	71356	An-26	Yugoslav Air Force	mfd	1975/76	opb 677 trae at Nis; f/n ZAG 10jun80; in olive drab camouflage c/s, coded "356" white; see c/n 3304, 3306 and 3604
	71356	An-26	Serb.& Monteneg.AF	trf	27apr92	destroyed at INI 1999 during NATO raids
---	SP-401 (2)	An-26B	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-26B	South Sudanese AF	JUB	04oct23	in all white c/s; w/o 19mar24 on landing at Yida airstrip, South Sudan in foggy conditions on a flight from Juba, the left main undercarriage collapsed after veering off the runway and hit a tree, causing a fire which then engulfed the aircraft, the three crew and one passenger survived according to the SSPDF press statement which also gave the version as such
---	SP-402 (1)	An-26	South Sudanese AF	JUB	13jun20	in all-white c/s, no titles; damaged 08feb22 on the leg from Ajongthok 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		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
---	6O-MLG	An-26	Gallad Airlines	GLK	11may14	white c/s, with titles; apparently stored (N6.7833325 E47.453369), with flat tyres; visible on Google Earth since at least jun11, but has probably been there much longer as Gallad Airlines was only in operation between 2003 and 2005; the Somali Civil Aviation and Meteorology Authority state that the registration is false; photo GLK 10nov24 (date from EXIF data)
---	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 ?
---	not known	An-26	Sudanese Air Force			w/o 04apr01 on a flight from Adar Yel (near Malakan in Upper Nile) to Khartoum when tried to take off in a sandstorm, skidded off the runway, broke up and caught fire, 14 of the 30 occupants (among them many high-ranking officers) were killed and 6 were injured
---	420 ?	An-26	Yemen Air Force	w/o	21nov12	crashed 15km from Sanaa airport and burst into flames after an engine failure, killing the 5 crew and 5 Army officers onboard; last overhaul believed to have been performed in 2000
---	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 7O-ABN with small Alyemda titles on the left side, 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
---	9T-TAA	An-26	DR Congo Air Force	FIH	oct02	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-TAD	An-26	DR Congo Air Force			crashed during take-off at Boende 29nov03 on a fight 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-TAE	An-26	DR Congo Air Force	KWZ	sep05	in all grey c/s with roundel; seen Kananga 18jan20, active; l/n FIH 2023, apparently active
---	9T-TAF	An-26	DR Congo Air Force	FIH	15oct23	in all white c/s
---	AT-922	An-26B	DR Congo Air Force	FIH	feb07	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

---	9U-BHM	An-26	Volga Atlantic Al	NBO	10mar01	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-of
---	not known	An-26	Libyan Nat. Army?	w/o	05apr20	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	not known			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

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 No. 573 at Kiev-Svyatoshino

01	CCCP-1968	An-14M	Antonov Des. Bur.	f/f	30apr69	the prototype of this modernised 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	
	CCCP-28800	An-28	AFL/GosNII GA	toc	unknown	on charge as of 01jan85
	CCCP-28800	An-28	MAP Kievskoye APO	trf	25feb87	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
	UR-28800	An-28	Antonov Des. Bur.	Gos	22sep94	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
1AJ 001-02	--	An-28				static test airframe
1AJ 001-03	CCCP-28801	An-28	AFL/Komi-SCW	mfd	18jan85	toc 16apr85; rgd 19apr86; reported in a 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
	ER-AKO	An-28	TepAviaTrans	rgd	26may04	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
	S9-PSV	An-28	Goliaf Air	rgd	14sep06	re-registered as TepAviaTrans lost their AOC
	S9-PSV	An-28	Flightpath	LKG	oct08	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
	EK-28925(2)	An-28	Ayk Avia	rgd	14jun10	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
1AJ 001-04	CCCP-28802	An-28	AFL/Komi-SCW	mfd	feb85	toc 16apr85; rgd 12may86; opb 72 LO; trf 14feb90 to the technical aviation school at Slavyansk
	UR-28802	An-28	Air Chaika	ph.	late 97	
	RF-00308	An-28	mdSKYDIVE	ZMG	01sep07	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, 'mdskydive.de' titles applied only internally; named '"Ana"-Bolika' sep07; in the same basic c/s as other Rodina aircraft; seen Cochstedt 02aug08 with 'PD Sicherheit' (Safety), 'Lotto' and 'Hasseröder' advertising; l/n as such ZMG 09aug09
	RA-2092K	An-28	mdSKYDIVE	Ste	28aug10	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
	RF-00308	An-28	mdSKYDIVE	ZMG	28apr12	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
1AJ 001-05	CCCP-28803	An-28	AFL/Tajikistan	toc	26jul85	rgd 18aug87; f/n DYU 01may89
	CCCP-28803	An-28	AFL/Aktyubinsk FS	trf	07apr90	soc and canx 27nov90 as worn out
1AJ 002-01	CCCP-28804	An-28	AFL/Tajikistan	toc	08sep85	rgd 20mar86; f/n DYU 29apr89
	CCCP-28804	An-28	AFL/Aktyubinsk FS	trf	09aug90	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
1AJ 002-02	--	An-28				static test airframe; seen at Svyatoshino 03jul19
1AJ 002-03	CCCP-28806	An-28	AFL/Komi	toc	27sep85	rgd 24jun86
	CCCP-28806	An-28	Komiavia	trf	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	An-28	AFL/Tajikistan	toc	20dec85	rgd 20mar86; f/n LBG 13jun87, in Aeroflot 'blue' c/s and titles
	UR-28808	An-28	Air Chaika	ph.	1993	in basic Aeroflot c/s with blue fins, no titles; l/n KBP 25jun95
	ES-NOD	An-28	Enimex	rgd	may99	and f/n TLL same month; l/n HEL 19jan03; canx mar04
	ES-ELI	An-28	Kevin Resources	rgd	02jul04	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
1AJ 002-07	CCCP-28809	An-28	AFL/Tajikistan	toc	25may86	rgd 13jun86; f/n DYU 19sep87
	CCCP-28809	An-28	AFL/Buguruslan FS	trf	25may90	soc 30aug96; canx 02sep96
	RA-02726	An-28	Aeroflot c/s, n/t	TLL	jul00	carried 'FLA RF' titles, so was on the FLA register and not on the RA- register
	ES-NOW	An-28PD	Enimex	rgd	07sep00	in white c/s with mid-blue/dark blue cheatline, 'E' on fin; f/n TLL sep00; l/n Jelgava 20jun10
	RA-3677K	An-28	no titles	ph.	13aug11	at Yverdon, para-dropping; in basic ex Enimex c/s; registration presented as RA-3677k'; l/n Langar 10sep11
	RA-28809	An-28	no titles		21may12	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 Severniy Veter 07sep24, active
1AJ 002-08	CCCP-28810	An-28	AFL/Tajikistan	toc	13jun86	rgd 13aug86; opb 178 LO of Dushanbinski OAO; f/n DYU 19sep87
	CCCP-28810	An-28	AFL/Aktyubinsk FS	trf	25apr90	
	EX-28810	An-28	Karakol-Avia	FRU	23apr98	
	EX-28810	An-28	no titles	SHJ	03nov01	
	EX-28810	An-28	Butembo Airlines	BUX	30aug03	in white c/s with blue cheatline and grey undersides, with titles and a logo on the fin
	9Q-CAX	An-28	Middlanditracep	rgd	20may04	

	9Q-CAX	An-28	Butembo Airlines	MWZ	28dec04	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 Mnogbwalu 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	An-28	Karakol-Avia	FRU	23apr98	canx 16oct04
	9Q-CES	An-28	Butembo Airlines	DXeB	11mar05	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 impouded 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	An-28	Middlanditracep	rgd	28oct05	
	9Q-COL	An-28	Tracep Congo	GOM	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	An-28	AFL/Tajikistan-DYU	d/d	05may86	toc 25may86; rgd 13jun86; f/n DYU 19sep87
	CCCP-28812	An-28	AFL/Aktyubinsk FS	trf	07apr90	Aktyubinskoye VLU GA; canx 01nov90 as worn out (confirmed by the MGA 27nov90); sat derelict at AKX, seen 25apr93/14jul93; displayed in Aktyubinsk City, f/n 28jan03
1AJ 003-02	CCCP-28813	An-28	AFL/Komi-SCW	d/d	23jun86	rgd 27aug86; on charge as of 01oct86
	CCCP-28813	An-28	Komiavia	trf	22feb94	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	An-28	AFL/Komi	d/d	12sep86	toc 29sep86; rgd 09oct86
	CCCP-28814	An-28	Komiavia	trf	22feb94	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
	ES-NOV	An-28	Enimex	rgd	31mar00	f/n TLL 13mar00; crashed in bad weather near Kardla 23nov01; canx 2003
1AJ 003-04	CCCP-28740	An-28	AFL/Aktyubinsk FS	d/d	04jan87	toc 31jan87; rgd 10feb87; stored at AKX, seen apr93/jun04
	UP-A2803	An-28	East Wing			the registration was never painted on; CofA revoked 01mar18
	no reg	An-28	no titles	CIT	13jul19	in white c/s, grey undersides without engines; l/n ALA 05may20, now with engines
	RA-28740	An-28	not known	rgd	08feb22	f/n NUX 22jul23, striking black/grey and white scheme, small 'Confederation' titles beneath the cockpit
1AJ 003-05	CCCP-28741	An-28	AFL/Komi	d/d	10jan87	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 Museumas 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	An-28	all-white c/s, n/t	CIT	jan10	l/n CIT 23aug11, all-white c/s, no titles, reportedly opb GST Aero
	UP-A2804	An-28	East Wing	ph.	2014	all-white c/s, small titles, at Kzyl Orda; l/n ALA jul19/jan23 stored
1AJ 003-07	CCCP-28743	An-28	AFL/Komi	mfd	07jan87	d/d 08jan87; toc 21jan87; rgd 30jan87
	CCCP-28743	An-28	Komiavia	trf	22feb94	seen SCW jun/jul94 in Aeroflot 'red' c/s and titles, wfu; soc and canx 05oct98 as to Poland
	ER-AJA	An-28	TepAviaTrans, n/t	rgd	18may99	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	An-28	Goliaf Air	rgd	14sep06	re-registered as TepAviaTrans lost their AOC
	S9-PSB	An-28	Flightpath	LKG	oct08	wfu; l/n LKG (N4.2028746 E34.354600) 31jan09, no titles; due for auction by Kenya Airports Authority 22nov21
1AJ 003-08	CCCP-28744	An-28	AFL/Komi	d/d	14jan87	toc 26feb87; rgd 12mar87
	CCCP-28744	An-28	Komiavia	trf	22feb94	seen SCW jun/jul94 in Aeroflot 'red' c/s and titles, engineless
	RA-28744	An-28	not reported	BUD	21jun98	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	An-28	AFL/Komi	d/d	02mar87	toc 30mar87; rgd 08apr87
	CCCP-28746	An-28	Komiavia	trf	22feb94	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	An-28	AFL/Komi	d/d	02mar87	toc 09apr87; rgd 18apr87
	CCCP-28747	An-28	Komiavia	trf	22feb94	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	An-28	AFL/Komi	mfd	27mar87	d/d 25may87; toc 30jun87; rgd 09jul87
	CCCP-28748	An-28	Komiavia	trf	22feb94	seen SCW jun/jul94 wfu, in Aeroflot 'red' c/s and titles; soc and canx 05oct98 as to Poland
	ER-AJC	An-28	TepAviaTrans	rgd	18may99	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
	UP-A2802	An-28	Zhezkazgan Air	KGF	26sep08	c/n in document mar10; seen KGF 27nov08 with 'Orlan-2000' badge on tail, in all-white c/s with grey undersides, no titles; l/n CIT 13jul19, without engines
1AJ 003-14	CCCP-28750	An-28	AFL/Tajikistan	d/d	08may87	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
	EY-28750	An-28	Tajikistan Al			in fleet list 07nov03, but not in fleet list 01nov04; see previous line
1AJ 003-15	CCCP-28751	An-28	AFL/Tajikistan	d/d	04jun87	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
	EY-28751	An-28	Tajikistan Al			in fleet list 07nov03, but not in fleet list 01nov04; see previous line
1AJ 004-01	CCCP-28752	An-28	AFL/Magadan-Anadyr	mfd	25sep87	toc 02oct87; rgd 04nov87;
	RA-28752	An-28	Chukotavia	trf	06may94	soc 29may00 and canx 30may00 as sold to Cyprus in a non-airworthy condition
	ER-AJI	An-28	TepAviaTrans	rgd	20jun00	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 004-02	CCCP-28753	An-28	MAP Kievskoye APO	d/d	01aug87	
	CCCP-28753	An-28	AFL/GosNII GA	toc	23sep87	see next line
	CCCP-28753	An-28	MAP Kievskoye APO	trf	23sep87	based on a decree issued 28aug87; rgd 28oct87; in 'polar' Aeroflot c/s; f/n Gostomel 20aug88; l/n Gostomel aug91
	RA-28753	An-28	Petrozavodsk AE	rgd	08oct93	
	RA-28753	An-28	Weasua Air Transp	MLW	feb94	in basic 'blue' Aeroflot c/s; l/n MSQ 09sep94, with an additional 'UNHCR' sticker; canx 16sep94 as leased to Ukraine
	UR-28753	An-28	not known	no	reports	the 'UR-' prefix was read under the paint 02sep95
	YL-KAD	An-28	Rigas Aeroklubs	rgd	09mar95	to SIA Profesionalais sporta aviacijas centrs; seen Leopoldsburg (Belgium) 07may95 and aug96
	YL-KAD	An-28	Baltic Aeroservice	TLL	03aug97	reported for Air Livonia
	YL-KAD	An-28	Rigas Aeroklubs	OST	08dec98	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

	no reg	An-28	Rigas Aeroklubs	Gos	26sep08	without registration and engines, identified as being ex YL-KAD by the previous red paint on the nose shining through the newer blue paint
	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	An-28	AFL/Magadan	toc	02oct87	rgd 28oct87; soc 12aug92 as to Kievski AZ
	UR-28754	An-28	Aviaton	SIP	03jul93	in white c/s with blue/green stripes and trim, grey undersides with titles; l/n BKA 05sep93
	UR-28754	An-28	Air Excellence	NLO	27sep94	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 M28B1El; 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
	ER-AIP	An-28	TepAviaTrans	rgd	27apr04	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
	ST-AWN	An-28	Air West	no	reports	leased from TepAviaTrans; current on register jan07
	ST-AWN	An-28	AMIS	UYL	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-Korotych 31aug19; new CofR issued 26jan21; seen all white Kiev-Chaika 26sep21; current on register 13aug22
1AJ 004-07	CCCP-28758	An-28	AFL/Magadan	mfd	25oct87	toc 18nov87; rgd 11dec87; probably opb Chaunski OAO
	RA-28758	An-28	Chukotavia	trf	05may94	soc 29may00 and canx 30may00 as sold to Cyprus in non-airworthy condition
	ER-AJH	An-28	TepAviaTrans	rgd	15aug00	f/n Kiev-Chaika 27aug01; still in fleet list dec05; canx 14apr06 as sold to Sudan
	ST-AWH	An-28	Air West	KRT	19jun06	
	ST-AWH	An-28	TET	ELF	12oct06	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)
	UR-CQQ	An-28	Eurotrade	rgd	29nov18	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
1AJ 004-08	CCCP-28759	An-28	AFL/Magadan-Anadyr	mfd	27oct87	toc 07dec87; rgd 13jan88; f/n PWE 1990, with Aeroflot titles; l/n IEV 16jun93, no titles; soc 21aug92 as to Kievski
	UR-28759	An-28	Ukr flag c/s, n/t	IEV	29aug93	l/n Kiev-Chaika 28aug97; operated for Kiev Institute of Civil Engineering
	ES-NOA	An-28	Enimex, no titles	i/s	oct98	f/n TLL 08dec98
	ES-NOA	An-28	Golden Wings	TLL	jan99	leased to Sudan
	ST-GWA	An-28	Golden Wings	rgd	oct98	canx from register and left for Mielec nov99; seen Mielec may00/oct04 stored
	YV-1147CP	An-28		OSR	31dec04	d/d via SVQ 03jan05; Antonov regard this aircraft as no longer airworthy from 27oct91
	YV-1147CP	An-28	Skydive Venezuela		27aug05	at Higuerote; small titles with small logo
	YV148T	An-28	Skydive Venezuela	rgd	15aug05	ex reg confirmed in Venezuelan register feb07; f/n Higuerote 24jun07; in all-white c/s. no titles; seen Metropolitano/Ocumare Tuy, c/n checked; l/n CCS jan09
1AJ 004-09	CCCP-28760	An-28	AFL/Magadan-Anadyr	mfd	13nov87	toc 20nov87; rgd 11dec87
	RA-28760	An-28	Chukotavia	trf	05may94	soc 29may00 and canx 30may00 as sold to Cyprus in a non-airworthy condition
	ER-AJG	An-28	TepAviaTrans	rgd	15aug00	photo exists Kiev-Chaika in full Aeroflot 'red' c/s and titles
	ER-AJG	An-28	Trans Kasai Air	FIH	11sep03	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
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
1AJ 004-11	CCCP-28762	An-28	AFL/Tajikistan	toc	23dec87	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
	EY-28762	An-28	Tajikistan Al			in fleet list 07nov03, but not in fleet list 01nov04; see previous line
1AJ 004-12	CCCP-28763	An-28	AFL/Tyumen-NYM	toc	06jan88	rgd 09feb88; soc 02dec92 as to Ukraine; canx 21apr93
	9Q-CPG	An-28	Malila Airlift	rgd	05jul95	ex CCCP-28763
	9Q-CPG	An-28	Air Excellence	NLO	05sep95	
	9Q-CPG	An-28	Malila Airlift	rgd	02sep98	f/n FIH 17apr01, in white c/s with dark blue cheatline and fins, white tail logo and titles in red; 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
1AJ 004-13	CCCP-28764	An-28	AFL/Tyumen-NYM	toc	17feb88	rgd 10mar88; soc 02dec92 as to Ukraine; canx 21apr93
	UR-28764	An-28	not reported	CEJ	jun95	l/n CEJ 02jul96
1AJ 004-14	CCCP-28765	An-28	AFL/Tyumen-NYM	toc	19feb88	rgd 10mar88; photo NUX jun90, in Aeroflot 'red' c/s; soc 02dec92 as to Ukraine; canx 21apr93
	UR-28765	An-28	Aviaton	MLA	02mar95	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	An-28	AFL/Tyumen-NYM	d/d	03feb88	mfd 28feb88, according to Antonov document; toc 14mar88; rgd 01apr88
	RA-28766	An-28	Aeroflot	CEJ	29jun95	was already soc 02dec92 as to Ukraine; canx 21apr93; l/n CEJ 15jun99
	UR-28766	An-28	Air Chaika	Kci	nov00	in all-white c/s with blue/yellow cheatline and trim, no titles, but with tail logo; l/n Kiev-Chaika 27aug01
	28766	An-28	Air Chaika	Kci	01jun02	in all-white c/s with blue/yellow cheatline and trim, no titles but with tail logo
	UR-ZAN	An-28	no titles	Kci	09jul04	in 'leaping panther' c/s; l/n UKS sep04; was officially canx by the Ukrainian CAA 14sep01
	9U-BHR	An-28	Aigle Aviation	rgd	22sep04	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
	EX-916	An-28	not reported	KRT	oct07	c/n from Kyrgyz CAA; in 'leaping panther' c/s; l/n KRT 11dec07; canx 14dec07
	ST-BRY	An-28	all-white c/s, n/t	KRT	24jun08	photo on Safatavia website in 2010 with 'OA' logo on tail
	ST-BRY	An-28	Tarco Air	KRT	23aug10	c/n from 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
	EK-2815	An-28	Kratol Aviation	rgd	21jul15	opb Skiva Air; f/n MGQ 26oct15, in all-white c/s
	EK-2815	An-28	Mars Avia	rgd	27jul17	in 2018 register; l/n JUB 18aug17; canx from the register 30sep19
1AJ 004-16	CCCP-28767	An-28	AFL/West Sib.-Koy	mfd	20feb88	d/d 23feb88; toc may88; rgd 24may88
	CCCP-28767	An-28	Kolpashevo Avn Ent	trf	26jan94	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 004-17	CCCP-28768	An-28	AFL/Tyumen-NYM	d/d	12feb88	toc 14mar88; rgd 01apr88; mfd quoted as 12aug88
	RA-28768	An-28	Aeroflot			soc 02dec92 as to Ukraine; canx 21apr93; f/n CEJ 29jun95; l/n CEJ 15jun99
	UR-28768	An-28	Tsentral Aero Klub	IEV	sep99	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
	UR-KAMA	An-28	TSOU	rgd	28apr11	f/n Chaika 24jul11; reg, c/n and operator from 'spotters,net.ua'; l/n Kiev-Chaika 28jun21; was canx 20nov14
1AJ 004-18	CCCP-28769	An-28	AFL/West Siberia	mfd	01mar88	d/d 02mar88; toc 21mar88; rgd 13apr88
	RA-28769	An-28	Kolpashevo Avn Ent	trf	26jan94	only canx from the Russian register 13may19 with original CofR 13apr88, see the next few lines
	--	An-28	bare metal	Kci	22may04	c/n checked
	RF-01197	An-28	Rodina	ph.	sep05	at Tuapse-Agoy, in dark blue/red/orange and white c/s with grey undersides and titles; l/n Kirzhach 25jun06
	no reg	An-28	Moscow Avn. Inst.	ph.	22aug06	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
	RF-01197	An-28	DOSAAF Rossii	Bay	08may11	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
	RA-28769	An-28		rgd	14may19	f/n NUX 22apr21, striking black/grey and white scheme, 'Kss Enterprise' beneath the cockpit; l/n NUX 30mar23; c/n now given in register as Enterprise YeEVS.07.0130; still current on register 01jun23
1AJ 004-19	CCCP-28770	An-28	AFL/West Siberia	mfd	08apr88	d/d 12apr88; toc 01may88; rgd 24may88
	CCCP-28770	An-28	Kolpashevo Avn Ent	trf	26jan94	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
1AJ 004-20	CCCP-28771	An-28	AFL/West Siberia	d/d	15apr88	toc 16jun88; rgd 04jul88
	RA-28771	An-28	Kolpashevo Avn Ent	trf	26jan94	soc and canx 29sep03 to ASTK ROSTO Novosibirsk in a non-airworthy condition
	RA-49408	An-28	ROSTO	Ovn	15aug04	blue/white c/s, no titles; c/n checked
	RF-49408	An-28	ROSTO	OVB	21aug07	in the same blue/white c/s, no titles; l/n Berdsk 03jul09
	RF-49408	An-28	DOSAAF Rossii	ph.	16jun12	at Berdsk; in the same blue/white c/s, no titles; still active Berdsk 2013; l/n Berdsk 17dec15, stored
	RA-28771	An-28		rgd	26jul17	canx between 24dec18 and 19feb19
	RF-49408	An-28	DOSAAF Rossii	ph.	04may19	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
1AJ 005-01	CCCP-28755	An-28	AFL/West Siberia	d/d	28apr88	toc 23may88; rgd 04jul88; f/n Novosibirsk-Severny 09jul92
	RA-28755	An-28	Kolpashevo Avn Ent	trf	26jan94	soc 28feb06 as sold to Armenia
	EK-28501	An-28	Ayk Avia	AYT	28sep06	flew AYT-LXR this date; c/n confirmed by Armenian CAA; canx 08dec06

	ST-ISG	An-28	El Magal Aviation	KRT	12sep07	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
	ST-ISG	An-28	El Dinder	ELF	15apr12	all-white c/s with light grey undersides; l/n ELF 13sep14, active
	EK-2801	An-28	Skiva Air	rgd	18sep15	f/n JUB 29feb16, in all-white c/s; canx 19sep16; l/n JUB jan17
	S2-AGY	An-28	no titles	JUB	14mar17	in all-white c/s; l/n JUB 18mar18, see rgd next line
	EK-2801	An-28	Mars Avia	rgd	24nov17	in 2019 register, but not included in 2020 register; l/n JUB late 2020 all white, no titles
1AJ 005-02	CCCP-28756	An-28	AFL/Komi	d/d	28apr88	toc 20may88; rgd 13jun88
	CCCP-28756	An-28	Komiavia	trf	22feb94	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
	ES-NOF	An-28	Enimex	d/d	oct99	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 Sulinowo, 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
1AJ 005-03	CCCP-28757	An-28	AFL/Tajikistan	d/d	10may88	toc 26may88; rgd 21jun88; f/n DYU 01may89
	EY-28757	An-28	Tajikistan Al	no	reports	in fleet list 30sep00; not in 2001 fleet list, fate unknown
1AJ 005-04	CCCP-28772	An-28	AFL/Urals-SVX	mfd	09jun88	d/d 10jun88; rgd 15jul88; toc 01dec88; reported in incident report at Severouralsk 28jul87 (but year given must be wrong)
	RA-28772	An-28	2nd Sverdlovsk AE	trf	22feb94	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
	UR-28772	An-28	ATI Airlines	KBP	27may00	ferried from ZIA 27may00; in fleet list 13sep00
	UR-28772	An-28	East/West Alliance	no	reports	canx 13aug08; hulk noted abandoned at the disused airfield at Uzin Sherpelovka N49.803362 E3044374 in 2018
1AJ 005-05	CCCP-28773(1)	An-28	AFL/Urals	d/d	10jun88	rgd 15jul88; toc 01dec88; f/n BKA 15aug92; see c/n 1AJ007-18
	RA-28773(1)	An-28	2nd Sverdlovsk AE	trf	22feb94	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
	UR-28773(1)	An-28	ATI Airlines	KBP	20may00	ferried from ZIA 20may00; in fleet list 13sep00
	UR-28773(1)	An-28	East/West Alliance	no	reports	canx 13aug08; hulk, without titles, present for long time at the disused airfield at Uzin Sherpelovka (N49.803362 E3044374) and l/n 2018
1AJ 005-06	SP-DDB	An-28	WSK-Mielec	rgd	18nov88	canx 15may89
	TC-FEA	An-28	Türk Hava Kurumu	rgd	17may89	canx 29sep89
	SP-DDB	An-28	WSK-PZL	rgd	10may90	c/n confirmed
	SP-DDB	An-28	Sprint Airlines	LBG	21jun91	never delivered; canx 04mar97, CofA long expired; became the M28 Skytruck prototype c/n AJEP1-01, see this c/n
1AJ 005-07	CCCP-28774	An-28	AFL/Urals-SVX	mfd	01jul88	d/d 15jul88; rgd 19aug88; toc 01dec88; first reported Severouralsk 06sep87 in an incident report (but year given must be wrong)
	RA-28774	An-28	2nd Sverdlovsk AE	trf	22feb94	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-827	An-28	Peruvian Army	PSP	21oct00	seen LIM oct14/jan16, wfu; ex reg 28774 on steering columns l/n LIM dec17 stored with flat tyres; l/n LIM 12aug23, in light grey c/s and probably airworthy
1AJ 005-08	CCCP-28775	An-28	AFL/Tajikistan	d/d	18jul88	toc 08aug88; rgd 15aug88; f/n DYU 01may89; dbr 29jul89 on landing at Rushan; trf to the Technical School at Frunze (Frunzenskoye ATU GA) 25apr90, for use as ground instructional airframe; photo exists of the fuselage being airlifted by a Mi-8 as an underslung load; seen FRU 16jul99 (airport or school ?); seen may15 in the Technical School in the city of Bishkek; l/n 02may23
1AJ 005-09	CCCP-28776	An-28	AFL/Leningrad	mfd	28jul88	d/d 02aug88; toc 30aug88; rgd 20sep88; based at Petrozavodsk; f/n RVH 16jul91; canx 21feb95 as to Zaïre
	9Q-CZN	An-28	Blue Airlines	FIH	19jul07	derelict this date; c/n and reg from ICAO/Antonov document jul06; Antonov regard aircraft as no longer airworthy from 30jul92, later amended to 30jul95; l/n FIH 04mar08/18may08 derelict, sitting on its tail with the nose in the air
1AJ 005-10	CCCP-28777	An-28	AFL/Leningrad	mfd	28jul88	d/d 04aug88; toc 23aug88; rgd 13sep88; based at Petrozavodsk; reported trf to Petrozavodskoye AE 22feb95, but soc 06jan95 and canx 11jan95 as to Zaïre
	RA-28777	An-28		LPA	27jan95	on delivery to Blue Airlines, in basic ex Aeroflot 'blue' c/s, no titles with blue/white tail logo
	9Q-CZM	An-28	Blue Airlines	NLO	05mar95	Antonov regard this aircraft as no longer airworthy from 28jul92; no longer active by 2007, fate ?
1AJ 005-11	CCCP-28778	An-28	AFL/Leningrad-PES	d/d	25aug88	toc 05sep88; rgd 20sep88; f/n LED 01jul90; spent one winter in the Antarctic; in Aeroflot' red' c/s with titles
	RA-28778	An-28	Aeroflot		1993	in Hungary before repaint; owned by Petrozavodski OAO; soc 24may94 after the accident, see next line; canx 09sep94
	HA-LAJ	An-28	Avia Special	rgd	27may93	opb the Hungarian Flying Association, used for dropping parachutists on behalf of the RAF; dbr 28aug93 on a paradropping flight from Weston-on-the-Green when both propellers feathered and both engines flamed out shortly after take-off while the flaps were retracted (due to a manufacturing defect), the aircraft made a forced landing in a maize field, coming down very hard and suffering severe damage, all 2 crew and 17 skydivers escaped basically unhurt; wreck present at Farnborough sep96; t/t 1,616 hours and 1,394 cycles
1AJ 005-12	CCCP-28779	An-28	AFL/N.Kavkaz-MCX	mfd	15aug88	d/d 05sep88; toc 17oct88; rgd 10nov88
	RA-28779	An-28	Avialin. Dagestana	trf	01apr94	canx 23jan02 and soc 07feb02 as sold to Moldova in a non-airworthy condition
	ER-AJK	An-28	TepAviaTrans n/t	rgd	20feb02	f/n Kiev-Chaika 06aug02; l/n ATH 23may03 en route to Sao Tome; canx 26may03
	S9-CAH	An-28	Goliaf Air	TMS	13jul03	l/n TMS 28jun06
	S9-CAH	An-28	Flightpath	LKG	oct08	(N4.2036069 E34.354033) wfu; l/n 31jan09 with painted out Goliaf titles
	5R-MJM	An-28	Insolite Travel	TNR	14may11	parked on the opposite side of the runway painted in a blue and white scheme, the front of the aircraft is white, and aft of the wings the blue starts at the bottom of the fuselage and runs diagonally to the tops of the tails, titles not read off; l/n TNR 06oct11; c/n from ADB
1AJ 005-13	CCCP-28780	An-28	AFL/N.Kavkaz-MCX	d/d	21sep88	toc 13oct88; rgd 10nov88
	RA-28780	An-28	Avialin. Dagestana	trf	01sep94	soc 22sep99 and canx 23sep99 as sold to Estonia in a non-airworthy condition; in Estonian register aug05 with this registration as the previous identity
	ES-DAB	An-28	Air Livonia	rgd	29jun00	f/n TLL 05apr02; l/n Bodoem, Norway 21jul04; seen FOR (Brazil) 13dec05, no titles
	YV1756	An-28	T.A. Corpor. 2006	rgd	25aug06	f/n CCS 23nov06; damaged 23nov06 whilst parked at CCS after rolling forward (possibly caused by the downwash from a helicopter) and came to rest at the bottom of an incline in some bushes; repaired; l/n Charallave 25nov12, stored
1AJ 005-14	CCCP-28781	An-28	AFL/N.Kavkaz-MCX	mfd	28sep88	d/d 29sep88; toc 19oct88; rgd 10nov88; f/n DYU 01may89
	UR-28781	An-28	Ukr Pilot School	no	reports	reported in JP-01; soc 25dec02 and canx 28jan03 as sold to Moldova in a non-airworthy condition
	ER-AJL	An-28	TepAviaTrans	rgd	12may04	canx 15dec04 as sold to Madagascar
	5R-MJL	An-28	no titles	TNR	10may06	in blue/white c/s; flew HBE-ADB 21jul07; l/n Kiev-Chaika 10may08/ 09aug08
	RA-3560K	An-28	no titles	ZMG	06aug09	in blue/white c/s; l/n ZMG 20may16/29sep20,stored
1AJ 005-15	CCCP-28782	An-28	AFL/Kyrgyzstan-Kar	d/d	06oct88	toc 10nov88; rgd 22dec88
	EX-28782	An-28	Karakol-Avia		23mar98	
	TL-ACE	An-28		QIW	27mar99	in basic Aeroflot 'red' c/s, no titles
	9XR-AG	An-28			2003	and 2010 seen derelict Cyangugu, Rwanda (S2.4610116 E28.907752) c/n from CAA; in basic Aeroflot 'red' c/s, no titles; l/n on GE 17jul13; no longer visible on GE 25mar14
1AJ 005-16	CCCP-28783	An-28	AFL/Kyrgyzstan-Kar	d/d	13oct88	toc 10nov88; rgd 22dec88
	EX-28783	An-28	Karakol-Avia		23mar98	
1AJ 005-17	CCCP-28784	An-28	AFL/Kyrgyzstan-Kar	mfd	28oct98	d/d 03nov88; toc nov88; rgd 28mar89; l/n BXJ 23apr93
	EX-28784	An-28	Karakol-Avia		23mar98	photo exists Karakol 25aug99, in basic ex Aeroflot 'red ' c/s, no titles and without registration, having just returned from overhaul at Mielec
	9Q-CMZ	An-28	Sun Air Services	rgd	20nov03	in Antonov list dated 01feb07; Antonov regard this aircraft as no longer airworthy since 28oct99; registration current as a Cessna 208 by 2010
1AJ 005-18	CCCP-28785	An-28	AFL/Komi-SCW	d/d	17nov88	toc 26dec88; rgd 05jan89; opb Komiavia in 1992; w/o 19oct92 on take-off from Ust'-Nem (Ust'-Kulom district) when the left engine failed, the aircraft banked and left the departure route, stalled near a forest edge and crashed, all 2 crew and 13 of the 14 passengers killed; soc 31dec92
1AJ 005-19	CCCP-28786	An-28	AFL/Aktyubinsk FS	d/d	10jan89	rgd 31jan89; on charge as of 01jul89; seen as such AKX 25apr93 and 14jul93; l/n AKX 29jan03 without titles, but prefix not noted
	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	An-28	AFL/Urals	d/d	15feb89	toc 23mar89; rgd 17apr89
	RA-28787	An-28	2nd Sverdlovsk AE	trf	22feb94	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	An-28	ATI Airlines	KBP	20may00	delivered ex ZIA this date; in fleet list 13sep00;
	4K-AZ58	An-28	Sky Wind	rgd	23jul04	canx 10jan05 because of the suspension of the activity of the airline
	4L-28001	An-28	Global Georgian Aw	TBS	29jul05	no titles white/blue colours; c/n visible on tail fin; l/n TBS 06dec08
	4L-28001	An-28	Tbilisi Avn. Univ.	TBS	31may09	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	An-28	AFL/Urals	d/d	08feb89	toc 10apr89; rgd 06may89
	RA-28788	An-28	2nd Sverdlovsk AE	trf	22feb94	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	An-28	AFL/Aktyubinsk FS	d/d	23jan89	rgd 07mar89; on charge as of 01jul89; f/n AKX 25apr93; l/n AKX 14jul93
	3C-LLA	An-28	Victoria Air	no r	eports	owned by Viktor Granov; w/o in the late hours of 23aug01 (or rather 24aug01 ? as a news report stated 'late Friday night') on the leg from Kama to Kampene (reportedly with the MTOW exceeded due to a load of weapons and ammunition) of a flight from Bukavu to Kampene when one of the engines failed 8 minutes after take-off, the pilots (2 Russians) took the decision to divert to Bukavu, but the aircraft crash-landed near Mugogo (10 km short of Bukavu airport) in rebel-held territory, both pilots and 2 of the 9 passengers were killed and all 7 survivors were seriously injured; see next line
	UN-28789	An-28	no titles	AKX	29jan03	prefix not noted; either this sighting or the c/n given for 3C-LLA is incorrect
1AJ 005-23	CCCP-28790	An-28	AFL/Aktyubinsk FS	d/d	23jan89	rgd 07mar89; on charge as of 01jul89; f/n AKX 25apr93; l/n AKX 14jul93
	UN-28790	An-28	no titles	AKX	29jan03	c/n not checked and prefix not noted
	3C-KKY (2)	An-28	Gran Propeller	HLA	03jul03	c/n not confirmed; same aircraft as below ?; see next line and c/n 1AJ006-06

	3C-ZZY	An-28	Gran Propeller	HLA	22jul03	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 Al			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	An-28	AFL/Magadan-Anadyr	mfd	12apr89	d/d 13apr89; toc 27apr89; rgd 23may89; seen IEV 16jun93 operated for Kiev Institute of Civil Engineering
	RA-28792	An-28	Chukotavia	trf	06may94	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
	ER-AJF	An-28	TepAviaTrans	rgd	15aug00	f/n MLA 13apr01 full c/s; canx 27mar03 as sold to DR Congo
1AJ 006-01	CCCP-28793	An-28	AFL/Leningrad	mfd	13apr89	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 Zaïre
	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 ?
1AJ 006-02	CCCP-28794	An-28	AFL/West Sib.-Koy	mfd	11nov88	d/d 18apr89; toc 10may89; rgd 23may89
	CCCP-28794	An-28	Kolpashevo Avn Ent	trf	26jan94	
	CCCP-28794	An-28	Oil Trans Avia	trf	unknown	in basic 'red' Aeroflot c/s; reported as such Kirov 12sep02 in an incident report; sold
	CCCP-28794	An-28	Aeroflot c/s, n/t	Mya	12nov02	with Russian Federation flag; l/n Myachkovo 16mar03 undergoing maintenance
	RA-28794	An-28	Aeroflot c/s, n/t	Mya	05jul03	owned by AKM airclub; l/n Myachkovo 20jul03; see rgd next line
	RA-2128K	An-28	Aeroflot c/s, n/t	rgd	10sep02	f/n Myachkovo 12aug03; l/n Myachkovo 15aug05; ex 28794 on wings; soc 19sep05 as to Armenia
	EK-28602	An-28	not reported	KRT	19jun06	c/n confirmed by the Armenian CAA; in all-white c/s, small titles not readable on photo; canx 19dec06
	ST-TYB	An-28	Kratol Aviation	rgd	27jan07	
	ST-TYB	An-28	El Dinder	ELF	16aug08	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 Umra Airstrip, (N13.492117 E23.279911); photos of wreckage show additional Supreme titles were worn on the rear fuselage
1AJ 006-03	CCCP-28795	An-28	AFL/Kyrgyzstan	d/d	17apr89	toc 09may89; rgd 30may89
	EX-28795	An-28	Karakol-Avia		23mar98	
	3C-KKI	An-28		Brp	01nov02	stripped of all paint
	9XR-KI	An-28	Aigle Aviation	BKY	2005	c/n from ICAO/Antonov document jul06; Antonov regard this aircraft as no longer airworthy from 10jul94
	9Q-CFY	An-28	Afr. A.S. Commuter	rgd	07aug06	f/n BKY 18jul07; in later Antonov document dated 01feb07 with this reg; still regarded as no longer airworthy, now from 12apr96
	ST-OMM	An-28	Tarco Air	ELF	18feb10	in all-white c/s, no titles; seen ELF aug10, as such; l/n ELF 16may11 with full titles and badge
	ST-OMM	An-28	El Dinder	trf	08jan12	and f/n ELF this same date
	ST-OMM	An-28	Tarco Air	ELF	12may13	in all-white c/s, Tarco logo only, no titles; l/n ELF 17sep14 under repair
	EK-2803	An-28	Skiva Air	rgd	03jul15	f/n JUB 29feb16, in all-white c/s; canx 03may16; seen JUB 30mar17, without engines
	2803	An-28		JUB	06jun17	in all-white c/s, without engines and prefix removed; l/n JUB 09aug17; fuselage only seen JUB 15nov22
1AJ 006-04	CCCP-28796	An-28	AFL/N.Kavkaz-MCX	d/d	20apr89	rgd 30may89; on charge as of 01jul89
	RA-28796	An-28		no	reports	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
	ES-NOY	An-28	Enimex	rgd	06jun01	f/n HEL 09jun01; l/n TLL 31jul02; operating for TNT; crashed shortly after take-off Tallinn 10feb03
1AJ 006-05	CCCP-28797	An-28	AFL/Magadan-Anadyr	d/d	11may89	toc 27may89; rgd 16jun89
	RA-28797	An-28	Chukotavia	trf	06may94	opb Chaun 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	An-28	AFL/Kyrgyzstan-Kar	toc	03jun89	rgd 04jul89
	EX-28798	An-28	Karakol-Avia		23mar98	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	An-28	WSK-Mielec	rgd	01dec89	
	SP-DDC	An-28	JAT	ph.	may90	photo with JAT stickers on tail and fuselage, was on a demonstration flight
	SP-DDC	An-28	WSK-Mielec	LBG	10jun93	canx 05feb99; was l/n MBA 26jul98
	9L-LCQ	An-28	Air Leone	FNA	mar02	with titles ?
1AJ 006-08	SP-DDD	An-28	WSK Mielec	mfd	18may89	rgd 22may89; canx 31may89
	TC-FEB	An-28	Türk Hava Kurumu	rgd	17may89	canx 29sep89
	SP-FFN	An-28	Aeroglobo	rgd	11apr90	c/n confirmed; seen Szczecin-Dabie 05may91 without titles
	SP-FFN	An-28	Aerogryf	rgd	08oct91	
	SP-FFN	An-28	no titles	QRA	02apr92	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
	SP-FFN	An-28	Aerogryf	SZZ	25sep05	canx 17aug07 as sold; seen SZZ 04sep07 and KZN feb08, marked '00608 MSN'
	RF-00404	An-28	privately owned	Tan	23may10	was on the ROSTO register, but owned by a leading figure from Torgovy dom SibEnergoUgolSnab 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 'TsSPK' 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 Rossii' 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)	An-28	not known	rgd	10nov17	canx between 16feb18 and 22mar18; see c/n 1AJ006-12
	UR-UZD	An-28	Constanta	rgd	16jul18	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
	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
1AJ 006-09	CCCP-28703	An-28	AFL/East Siberia	toc	01oct89	rgd 20oct89
	RA-28703	An-28	Aeroflot	HTA	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
1AJ 006-10	CCCP-28799	An-28	AFL/Urals	toc	03jul89	rgd 28jul89; c/n 1AJ006-07 given in error in MGA document
	RA-28799	An-28	2nd Sverdlovsk AE	trf	22feb94	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-28799	An-28	ATI Airlines	KBP	24may00	ferried from ZIA 24may00; in fleet list 13sep00
	UR-28799	An-28	East/West Alliance	no	reports	canx 13aug08; hulk, without titles, present for long time at the disused airfield at Uzin Sherpelovka (N49.803362 E3044374) and l/n 2018
1AJ 006-11	CCCP-28700	An-28	AFL/Komi	mfd	12jun89	toc 08jul89; rgd 21jul89
	CCCP-28700	An-28	Komiavia	trf	22feb94	seen SCW jun/jul94, in Aeroflot 'red' c/s and titles, engineless; soc 17jun98 as to Poland
	SP-FHR	An-28	Aerogryf	rgd	23jun98	f/n SZZ jul99 no titles
	SP-FHR	An-28	white/blue c/s	WAW	05mar01	no titles; canx 14aug02 as sold
	SP-FHR	An-28	Polonia Airlines	rgd	24aug02	seen operational at Ostrów Wielkopolski-Michalkow in may03; canx 26apr04 as exported to ??
	9XR-IM	An-28	not known	LKG	11apr06	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
1AJ 006-12	CCCP-28701(1)	An-28	AFL/Magadan-Anadyr	toc	17jul89	rgd 04aug89; see c/n 1AJ006-08
	RA-28701(1)	An-28	Chukotavia	trf	06may94	soc 29may00 and canx 30may00 as to Cyprus
	ER-AJE	An-28	TepAviaTrans	rgd	20jul00	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
	ER-AJE	An-28	Air Mark	XSP	23dec03	still in TepAviaTrans fleet list 31dec03; in all-white c/s with blue cheatline and titles; l/n IEV mar05
	ER-AJE	An-28	all-white c/s, n/t	IEV	sep05	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 006-13	CCCP-28702	An-28	AFL/East Sib.-HTA	toc	01oct89	rgd 20oct89; dbr 16mar90 on a training flight at Vershina-Darasunski (Chita region); soc and canx 07dec90
1AJ 006-14	CCCP-28704	An-28	AFL/Tajikistan	toc	19aug89	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
	EY-28704	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 006-15	CCCP-28705	An-28	AFL/Tajikistan	toc	19aug89	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
	EY-28705	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 006-16	CCCP-28706	An-28	AFL/Tajikistan	toc	19aug89	rgd 15sep89; canx as to Tajikistan; reported crash-landed Lyahsh, Tajikistan 03jan92; soc 24sep93 as life-time expired
1AJ 006-17	CCCP-28707	An-28	AFL/East Sib.-HTA	toc	01oct89	rgd 20oct89

	RA-28707	An-28	Aeroflot	HTA	18apr97	soc 20dec94 and canx 29dec94 as further use economically not viable
	9L-LFN	An-28	748 Air Services	rgd	21jun05	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
1AJ 006-18	CCCP-28708	An-28	AFL/East Sib.-HTA	toc	13oct89	rgd 05jan90
	RA-28708	An-28	Aeroflot	HTA	18apr97	seen wfu without engines; soc 20dec84 and canx 29dec94 as further use economically not viable
1AJ 006-19	CCCP-28709	An-28	AFL/East Sib.-HTA	toc	20oct89	rgd 16nov89
	RA-28709	An-28	Aeroflot	HTA	18apr97	seen wfu without engines; soc 20dec94 and canx 29dec94 as as further use economically not viable
1AJ 006-20	CCCP-28710	An-28	AFL/Urals	rgd	31oct89	on charge as of 01jan90
	RA-28710	An-28	2nd Sverdlovsk AE	trf	22feb94	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-28710	An-28	ATI Airlines	KBP	24may00	ferried from ZIA 24may00; in fleet list 13sep00
	UR-28710	An-28	East/West Alliance	no	reports	canx 13aug08
1AJ 006-21	CCCP-28711	An-28	AFL/Leningrad-VGD	mfd	15jan90	toc 28jan90; rgd 16feb90
	RA-28711	An-28	Vologda Avn Ent.	trf	16nov93	Vologda Aviation Enterprise; soc and canx 07may99 as sold to Lithuania in a non-airworthy condition
	LY-APB	An-28	Air Klaipëda	rgd	10may99	no titles; f/n BUD 19nov99; l/n SOU 21jun00; CofA canx 05apr02
	"05" black	An-28	Georgian AF	TBS	jul07	in white c/s with yellow/green/yellow cheatline, titles in Georgian script
1AJ 006-22	CCCP-28712	An-28	AFL/Urals	rgd	31oct89	on charge as of 01jan90
	RA-28712	An-28	2nd Sverdlovsk AE	trf	22feb94	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-28712	An-28	ATI Airlines	KBP	27may00	ferried from ZIA 27may00; in fleet list 13sep00
	UR-28712	An-28	East/West Alliance	no	reports	canx 13aug08; hulk, without titles, present for long time at the disused airfield at Uzin Sherpelovka (N49.803362 E3044374) and l/n 2018
1AJ 006-23	CCCP-28713	An-28	AFL/Far East-Tik	mfd	08nov89	on charge as of 01jan90; rgd 12jan90
	RA-28713	An-28	Koryakavia	trf	14apr94	damaged on hard landing Palana 12may94; current on Russian register jan04 marked as 'air incident'
1AJ 006-24	CCCP-28714	An-28	AFL/Far East-Tik	mfd	30nov89	on charge as of 01jan90; rgd 12jan90
	RA-28714	An-28	Koryakavia	trf	14apr94	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
	RA-28714	An-28	Petropav.-Kam. AE	PKC	28jan11	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
	RA-28714	An-28	Kamchatka Avn. AE	trf	24jun15	CofR renewal 15feb16; f/n 29jun17 with 'Kamchatskoye Aviatsionnoye Predpriyatiye' titles above the windows; l/n PKC 06oct24
1AJ 006-25	CCCP-28715	An-28	AFL/Far East-Tik	mfd	08dec89	d/d 11dec89; accepted by Kamchatski OAO 10jan90; toc 19jan90; rgd 08feb90
	RA-28715	An-28	Koryakavia	trf	14apr94	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
	RA-28715	An-28	Petropav.-Kam. AE	rgd	18aug10	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
1AJ 007-01	CCCP-28716	An-28	AFL/Far East-Tik	mfd	08dec89	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
	RA-28716	An-28	Koryakavia	trf	14apr94	f/n PKC 25aug02; in basic 'red' Aeroflot c/s with titles; l/n PKC 17jun06; CofR renewal 17may07; current on register aug10
1AJ 007-02	CCCP-28717	An-28	AFL/Leningrad-VGD	d/d	11dec89	toc 21dec89; rgd 19jan90
	RA-28717	An-28	Vologda Avn Ent.	trf	16nov93	CofR renewal 27apr00 to Gorki Yu-2 with owner as Vologda Aviation Enterprise
	RA-28717	An-28	not reported	BKA	28may00	on a Vologda flight
	RA-28717	An-28	red c/s, n/t	OSF	10may01	
	RA-28717	An-28	Oil Trans Avia	OSF	10aug01	l/n DME 03oct02, c/n checked; in red/blue and white c/s; soc 26jan06 as to Venezuela
	YV-2157	An-28	Aeronáutica, C.A	MMK	01dec06	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
	YV403T	An-28	no titles	TMB	18oct09	still in basic ex Oil Trans Avia c/s; l/n TMB 18feb11/2018, stored
1AJ 007-03	CCCP-28718	An-28	AFL/Leningrad-VGD	mfd	dec89	toc 26dec89; rgd 19jan90
	RA-28718	An-28	Vologda Avn Ent.	trf	16nov93	soc 16jan03 and canx 12mar03 as sold to Latvia
	SP-AWR	An-28	Aeroklub Nowy Targ	rgd	24may04	to Baltic Helicopters; f/n Nowy Targ 09sep04, with titles; l/n Warsaw-Bemowo 08apr06
	SP-AWR	An-28	SkyDive Warszawa		photo	in white colours with yellow cheatline and 'Skydive.waw.pl Warszawa' titles; seen Chrcynno 22jul07 as such, offered for sale on internet by aviatehnik.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
	YV428T	An-28		rgd	unknown	f/n Higuerote sep10, in white c/s with yellow cheatline and trim, no titles
	YV2773	An-28		rgd	unknown	f/n 27jul12 at Higuerote; in white c/s with yellow cheatline and trim, no titles; mentioned in an incident report 01oct12 at Higuerote after a parachuting accident killed a jumper; l/n Higuerote 18apr14, in white c/s with orange/black cheatline and orange trim, no titles, small name 'La Novia' below the cockpit; current jun20
1AJ 007-04	CCCP-28719	An-28	AFL/West Siberia	mfd	12dec89	toc 06jan90; rgd 30jan90; opb 9 LO Kolpashevskogo OAO
	RA-28719	An-28	Kolpashevo Avn Ent	trf	26jan94	
	28719	An-28	no titles	Mya	16mar03	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
	RA-28719	An-28	Rodina		03sep05	at Pravdinsk, 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 swopped or other illicit activities)
	RA-28719	An-28	Region Avia	rgd	30nov07	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
	RA-28719	An-28	Murmansk Avia	rgd	08aug11	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
	RA-28719	An-28	Siberian Light Avn	PKC	21feb15	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
1AJ 007-05	CCCP-28720	An-28	Aeroflot			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
1AJ 007-06	CCCP-28721	An-28	AFL/West Sib.-Koy	mfd	14dec89	toc 06jan90; rgd 30jan90
	RA-28721	An-28	Aeroflot	Kci	29aug93	l/n Vasilkov 05oct93, in Aeroflot 'red' c/s and titles
	RA-28721	An-28	Kolpashevo Avn Ent	trf	26jan94	f/n Kiev-Chaika 26may01, in Aeroflot 'red' c/s and titles
	RA-28721	An-28	Ukr. Pilot School	Kci	27aug01	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
	9XR-SR	An-28	no titles	Kci	06aug02	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 overshot 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
1AJ 007-07	CCCP-28722	An-28	AFL/Far East-Tik	mfd	29dec89	toc 19jan90; rgd 08feb90
	RA-28722	An-28	Koryakavia	trf	14apr94	reported Petropavlovsk-Kamchatski 07apr03 in an incident report; seen Palana 26jan06; l/n IKT 15aug24 in the far parking lot of the Irkutsk branch of the Moscow State Technical University of Aviation as a training aid; fuselage only, no wings, tail or undercarriage, resting on rubber tyres
1AJ 007-08	CCCP-28723	An-28	AFL/West Siberia	mfd	15jan90	toc 01feb90; rgd 16feb90
	RA-28723	An-28	Kolpashevo Avn Ent	trf	26jan94	
	RA-28723	An-28	IKAR	GDX	29nov06	in white/blue/red c/s with titles; l/n GDX 19oct12;
	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 tiles, 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 Marowijne 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-Szandaszölös 01aug92, in Aeroflot 'red' c/s with Russian flag
	RA-28727	An-28	Aeroflot	SXF	01may93	
	RA-28727	An-28	Komiavia	trf	25apr95	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
	FLARF01904	An-28		no	reports	details from official document aug04
	YV-1042CP	An-28	Suntrans	no	reports	CofA renewal issued 04aug05 with t/t 4,371 hours
	YV1136	An-28	Suntrans	rgd	15sep05	l/n Higuerote 01dec07, white with red cheatline, no titles; seized BLA 21may11 by the Scientific, Penal and Criminal Investigations (CICPC) for drugs trafficking
1AJ 007-13	CCCP-28728	An-28	AFL/Kyrgyzstan	mfd	19dec89	toc 13jan90; opb Przhevalskaya OAE from 13feb90; rgd 06apr90
	28728	An-28	Przhevalskaya OAE	Kar	15aug99	in full 'polar' Aeroflot c/s including titles; without engines by aug99; struck off charge 24dec03 with t/t 1,462 hours and 1,635 cycles; stored with ANSA Ventures Ltd. in Kyrgyzstan 05jan04/02mar06; offered for sale on the internet with t/t 2,070 hours (the sales offer was still visible may07)
	RA-28728	An-28	Region Avia	rgd	25may07	owned by Region Avia from 02mar06; 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; sold by Region Avia to Siberian Light Aviation (SiLA) 24dec10, with t/t 2,286 hours and 2,085 cycles; l/n GDX 09sep11, see the rgd below
	RA-28728	An-28	Murmansk Avia	rgd	10feb11	to SiLA; leased by SiLA to IrAero 10nov11/02apr12 and to the Murmansk Aviation Enterprise 02apr12/28feb14; in dark blue/light grey c/s with medium blue/light blue/white cheatline, with 'Murmansk Avia' titles; f/n GDX 18jul12; l/n GDX 16jul13
	RA-28728	An-28	Siberian Light Avn	IKT	12jul14	no new CofR issued as the owner did not change; opb SiLA from 28feb14 (t/t 3,453 hours and 2,804 cycles by then); in dark blue/light grey c/s with medium blue/light blue/white cheatline, with 'Sibirskaya Lyogkaya Aviatsiya' titles; new CofR issued 10jul17; damaged beyond repair 16jul21 on a flight from Kedrovy 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 was seriously injured while the other one and all 16 passengers escaped unhurt; t/t 8,698 hours and 5,921 cycles; the fuselage was recovered and seen at Kargasok 19oct21
1AJ 007-14	CCCP-28729	An-28	AFL/Kyrgyzstan	mfd	jan90	toc 13jan90; rgd 06apr90; opb Przhevalskaya OAE
	EX-28729	An-28	Kyrgyzstan Al	Kar	15aug99	without propellers; not in 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-28900	An-28	Region Avia	rgd	18aug06	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
	UP-A2807	An-28	East Wing	ALA	03mar17	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
1AJ 007-15	CCCP-28730	An-28	AFL/Komi	mfd	06feb90	toc 22feb90; rgd 11mar90
	RA-28730	An-28	Komiavia	trf	22feb94	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
	YV-1041CP	An-28	red cheatline n/t	CMA	11oct04	CofA renewal 08jul05 issued to Comunicaciones GDP, C.A. with t/t 3,363 hours
	YV1056	An-28	Raul Helicopters	rgd	22aug05	f/n SNV 13nov06, no titles; l/n MUN 08apr09
1AJ 007-16	CCCP-28731	An-28	AFL/N.Kavkaz-MCX	rgd	14may90	on charge as of 01jul90
	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	Aeroservice	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 paradropping; 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		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	f/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 1AJBP01-01 seen Poznan 24aug91, converted to An-28TD (Transportowo-Desantowy) may94 c/n 1ANJP07-23; canx 19may95 as sold as
	0723	An-28TD	Polish Air Force	d/d	may95	c/n changed to AJBP01-01; opb 2. eltl, used for SAR duties; l/n PED 23jun14
	0723	An-28TD	Polish Navy	OSR	17sep17	opb 43 BLotM; l/n OSR 17sep22
1AJ 007-24	CCCP-28736	An-28	AFL/Tajikistan-DYU	toc	10may90	rgd 24may90; in Aeroflot 'red' c/s and titles; l/n DYU 17nov95
	EY-28736	An-28	Tajikistan Al	DYU	nov08	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	An-28	AFL/Urals	rgd	31may90	on charge as of 01jul90
	RA-28737	An-28	Aeroflot	Aru	19aug99	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
	UR-28737	An-28	ATI Airlines	KBP	17may00	delivered ZIA-KBP 17may00; in fleet list 13sep00
	UR-28737	An-28	Aerospace Agency	Kci	27aug01	'Magellan' Aerospace Agency
	UR-28737	An-28	Ukr Air Alliance	no	reports	in fleet list dec01/jan04; lease ended 2005
	UR-28737	An-28	Medikom		photo	used for ambulance flights; in all-grey c/s with 'Medikom' titles and additional '055' emergency service telephone number
	"06" black	An-28	Georgian AF	TBS	jul07	in white c/s with yellow/green/yellow cheatline, titles in Georgian script
1AJ 008-01	CCCP-28738	An-28	AFL/Kyrgyzstan-Kar	toc	11may90	from MGA document, but not on Soviet register

	EX-28738	An-28	Kyrgyzstan Al	Kar	15aug99	in basic ex Aeroflot 'red' c/s with 'h' in the English titles (Kyrghyzstan 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
	RA-28901	An-28	Siberian Light Avn	PKC	19sep15	in dark blue/light grey c/s with medium blue/light blue/white cheatline with titles; CofR renewal 18jul17; l/n GDX 11aug22
1AJ 008-02	CCCP-28739	An-28	AFL/Urals	rgd	31may90	on charge as of 01jul90
	RA-28739	An-28	2nd Sverdlovsk AE	trf	20jul95	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
	UR-28739	An-28	ATI Airlines	KBP	17may00	ferried from ZIA 17may00; in fleet list 13sep00
	UR-28739	An-28	East/West Alliance	no	reports	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	An-28	AFL/Kyrgyzstan-Kar	mfd	07may90	toc 11may90; rgd 14jun90; in Aeroflot 'red' c/s and titles; photo Isfana 01aug90
	EX-28917	An-28	Kyrgyzstan Al	Kar	15aug99	without engines; not on Kyrgyzstan Airlines fleet list 31dec03; offered for sale on the internet may07
	RA-28917	An-28	Region Avia	GYG	05feb09	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 29mar24
1AJ 008-04	CCCP-28918	An-28	AFL/Komi	toc	05aug90	rgd 05sep90
	RA-28918	An-28	Komiavia	trf	22feb94	f/n SCW 10jun94, in Aeroflot 'red' c/s and titles; soc 17jun98; canx 18jun98 as to Poland
	SP-FHP	An-28	Aerogryf	rgd	23jun98	f/n SZZ 24apr03; canx 05mar04
	PZ-TST	An-28	all-white c/s, n/t	SZZ	02apr04	prepared for delivery; l/n REC 05apr04
	PZ-TST	An-28	Blue Wing	ORG	25jan05	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	An-28	AFL/Komi	mfd	10jul90	toc 05aug90; rgd 05sep90
	RA-28919	An-28	Komiavia	trf	22feb94	f/n SCW 10jun94, in Aeroflot 'red' c/s and titles; soc and canx 05oct98 as to Poland
	SP-FHW	An-28	Aerogryf	rgd	27nov98	f/n SZZ jul99, no titles; canx 27feb03 as sold
	9XR-KV	An-28	Aigle Aviation	BKY	2005	c/n from ICAO/Antonov report jul06; opb by Blue Airlines; Antonov regard this aircraft as no longer airworthy from 10jul94
	9XR-KV	An-28	Great Lakes Bus.	GOM	07mar06	ivory/khaki c/s without cheatline
	9Q-CFQ	An-28	Afr. A.S. Commuter	rgd	08jul06	f/n BKY jul07; still regarded as no longer airworthy from 10jul95
	9Q-CFQ	An-28	Tracep Congo, n/t	BKY	13apr10	white c/s with yellow tail and engines, active; l/n BKY 08nov12 and seen there wfu 12mar21
1AJ 008-06	CCCP-28920	An-28	AFL/Far East	mfd	02oct90	toc 11oct90; rgd 10nov90
	RA-28920	An-28	Aeroflot	Khm	12may95	
	RA-28920	An-28	Vostok	trf	12jan94	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	An-28	AFL/Tajikistan-DYU	toc	12aug90	rgd 20oct90; in Aeroflot 'red' c/s and titles; l/n DYU 17nov95
	EY-28921	An-28	Tajikistan Al	DYU	sep04	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	An-28	AFL/Leningrad-VGD	toc	21aug90	rgd 20sep90
	RA-28922	An-28	Vologda Avn Ent.	trf	16nov93	canx 27mar97 as sold to Zaïre; soc 01jul98
	9Q-CRA	An-28	Malu Aviation	rgd	06feb98	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	An-28	AFL/Leningrad-VGD	mfd	16aug90	toc 21aug90; rgd 05oct90
	RA-28923	An-28	Vologda Avn Ent.	trf	16nov93	canx 28mar97 as sold to Zaïre; soc 01jul98
	9Q-CJF	An-28	Malu Aviation	rgd	13may03	no longer in fleet list jan08
	9Q-CSP	An-28	Malu Aviation	rgd	04apr98	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
	9Q-CSP	An-28	Tracep Congo	BKY	13apr10	complete but looks wfu (S2.3144604 E28.808239)
1AJ 008-10	SP-PDC	An-28B1R	WSK-Mielec	rgd	05oct92	and f/f jun92 with c/n 1AJGP1-01; with c/n 1ANPJ08-10 jun93; canx 04mar97; converted to An-28RM (Ratovnictva Morskeigo) 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 Siemirowice 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)	An-28	AFL/East Sib.-HTA	toc	28aug90	rgd 20oct90; see c/n 1AJ001-03
	RA-28925(1)	An-28	Aeroflot	HTA	18apr97	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	An-28	AFL/East Sib.-HTA	mfd	16aug90	rgd 20oct90; on charge as of 01jan91
	RA-28926	An-28	Aeroflot	HTA	18apr97	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	An-28	AFL/West Sib.-Koy	mfd	21aug90	toc 11sep90; rgd 20oct90
	RA-28927	An-28	Kolpashevo Avn Ent	trf	26jan94	sold by Oil Trans Avia to Goskorporatsiya po OrVD 27nov02, see below
	RA-28927	An-28	Rodina	Vls	14feb03	in dark blue/red/orange and white c/s with grey undersides and titles; l/n Kolomna-Korobcheyevo 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; seen Nizhny Novgorod-Bogorodsk 30jun13, in dark blue/red/orange and white c/s with grey undersides with Red star and DOSAAF Rossii titles; l/n Vatulino 12jun23 active
1AJ 008-15	CCCP-28928	An-28	AFL/West Sib.-Koy	mfd	21aug90	toc 11sep90; rgd 20oct90
	RA-28928	An-28	Aeroflot	Ovn	13jul93	
	RA-28928	An-28	Kolpashevo Avn Ent	trf	26jan94	
	RA-28928	An-28	Oil Trans Avia		10may03	at Krapivnya; all-white c/s with 'Oil Trans' titles; seen Stupino 14jun03 and Kolomna-Korobcheyevo 27aug03 titles not noted
	RA-28928	An-28	Rodina		03jul04	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
	RF-01196	An-28	Rodina	Kiz	04feb06	no c/n painted on; in all-white c/s, with titles; l/n Borki 27jul14
1AJ 008-16	CCCP-28929	An-28	AFL/Far East	mfd	06sep90	toc 14sep90; rgd 20oct90
	RA-28929	An-28	Vostok	trf	12jan94	f/n Khabarovsk-Maly 12may95, in Aeroflot c/s and titles
	RA-28929	An-28	Vladivostok Avia	KHV	25aug03	l/n Khabarovsk-Maly 18jun06, titles not reported; in fleet list feb07
	RA-28929	An-28	Vostok	Khm	12apr08	l/n Khabarovsk-Maly 15aug18/23sep21, wfu; CofR renewal 11oct22
1AJ 008-17	CCCP-28930	An-28	AFL/Far East	toc	26sep90	rgd 10nov90
	RA-28930	An-28	Vostok	trf	01feb94	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	An-28	AFL/Far East	mfd	09sep90	toc 18sep90; rgd 10nov90; in 'polar' c/s;
	RA-28931	An-28	Vostok	trf	01feb94	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	An-28	AFL/Far East	toc	04oct90	rgd 10nov90
	RA-28932	An-28	Vladivostok Avia	trf	30mar94	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	An-28	AFL/Far East-Khm	mfd	26sep90	toc 04oct90; rgd 10nov90; f/n Kavalerovo 1990
	RA-28933	An-28	Vladivostok Avia	trf	30mar94	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	An-28	AFL/Kyrgyzstan	mfd	29sep90	rgd 20nov90; on charge as of 01jan91
	UN-28934	An-28	Tyan-Shan Air	lsd	23apr98	based at Baiserke
	EX-28934	An-28	Kyrgyzstan Al	Kar	15aug99	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	An-28	Mango Mat	BUX	mid03	
	EX-018	An-28	not reported	GOM	01mar04	already canx 26nov03
	9Q-COM	An-28	Middlanditracep	rgd	13dec05	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	An-28	AFL/Aktyubinsk FS	toc	16nov90	rgd 30nov90; f/n AKX 25apr93; l/n as such AKX 14jul93; seen AKX 29jan03 without titles, prefix not noted
	UP-A2805	An-28	no titles	ALA	14jun08	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	An-28	AFL/Aktyubinsk FS	toc	28oct90	rgd 10nov90; f/n AKX 25apr93
	UN-28936	An-28	no titles	AKX	14jul93	in basic Aeroflot c/s; l/n AKX 29jan03, but prefix not noted

	UP-A2806	An-28	not known	FJR	18may12	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	An-28	AFL/West Sib.-Koy	mfd	19oct90	toc 01nov90; rgd 20nov90
	RA-28937	An-28	Kolpashevo Avn Ent	trf	26jan94	sold by Oil Trans Avia to Goskorporatsiya po OrVD 27nov02, see below
	RA-28937	An-28	Rodina	ph.	2002	in dark blue/red/orange and white c/s with grey undersides and titles; l/n Kolomna-Korobcheyevo 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
	RF-38388	An-28	DOSAAF Rossii	ph.	10jun12	at Gryazi-Lipetsk; basic ex Rodina c/s with Red star and DOSAAF Rossii titles; l/n Krasnodar Enem 04aug18
1AJ 009-04	CCCP-28938	An-28	AFL/Aktyubinsk FS	toc	15nov90	rgd 30nov90; f/n AKX 25apr93; l/n AKX 14jul93; l/n AKX 29jan03, no titles, but prefix not noted
	UN-28001	An-28		KDH	22mar08	l/n KBL 14jun08
	UP-A2801	An-28		no	reports	c/n from CAA
1AJ 009-05	CCCP-28939	An-28	AFL/West Sib.-Koy	mfd	14nov90	toc 10dec90; rgd 20dec90
	RA-28939	An-28	Kolpashevo Avn Ent	trf	26jan94	
	RA-28939	An-28	Rodina	Mya	08mar03	in dark blue/red/orange and white c/s with grey undersides and titles; l/n Korobcheyevo 21aug04
	RF-01195	An-28	privately owned	Kiz	jul07	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	An-28	AFL/West Sib.-Koy	mfd	21nov90	toc 22jan91; rgd 15feb91 opb 9 LO Kolpashevskogo OAO
	RA-28940	An-28	Kolpashevo Avn Ent	trf	26jan94	stored by 09sep96
	RA-28940	An-28	Rodina		1999	opb Homeland Aeroclub (OilTransAvia); in dark blue/red/orange and white c/s with grey undersides and titles
	RA-28940	An-28	Rodina	Kir	jul03	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 swopped 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
	RF-03555	An-28	Rodina	EIK	07sep07	in the same c/s, with c/n painted as 1AJ009-06; seen with additional 'DOSAAF Rosssi' Borki (Kimry) 13oct12; c/n visible on photo 11aug13; l/n Borki (Kimry) nov15
1AJ 009-07	CCCP-28941	An-28	AFL/East Siberia	mfd	23nov90	mfd also given as 26nov90; toc 15jan91; rgd 01feb91; l/n Priargunsk 1992
	RA-28941	An-28	Vostok	trf	09feb95	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	An-28	AFL/Far East	mfd	18dec90	rgd 15feb91; on charge as of 01jul91; f/n Dalnegorsk-Tetyukhe 03may92
	RA-28942	An-28	Aeroflot	VVO	19apr97	stored
	RA-28942	An-28	Vostok	trf	30mar94	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	An-28	AFL/Leningrad-VGD	mfd	18dec90	toc 11jan91; rgd 01feb91; in Aeroflot 'red' c/s
	RA-28943	An-28	Vologda Avn Ent.	trf	16nov93	f/n VGD 13aug97, in Aeroflot 'red' c/s and titles; soc and canx 21nov97 as to Latvia
	YL-KAF	An-28	Rigas Aeroklubs	rgd	29dec97	to SIA Profesionalais sporta aviacijas centrs; based at Jelgava; f/n RIX 29dec97, still in full 'red' Aeroflot c/s including titles; leased by Enimex 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	An-28	El Dinder	trf	08jan12	Nyala based; in white c/s with pink/purple tail and titles; l/n ELF 04jun13; see rgd next line
	EK-2809	An-28	Skiva Air	rgd	30jan13	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	An-28	Mars Avia	rgd	26feb19	included in register dated 01feb20; canx 10feb20 as operating in South Sudan
	9U-BVZ	An-28	TepAviaTrans	JUB	13jun20	operator reported as such; in white c/s with pink/purple tail, no titles; c/n confirmed, in Ukrainian documents; a photo on flick operational 03nov20, see next line !
	EK-2809	An-28		JUB	oct20	still in white c/s with pink/purple tail, no titles; l/n JUB 12apr22
	TL-KGL	An-28		ph.	16nov22	c/n not confirmed; in white c/s with pink/purple tail, white rudders (presumably replaced), no titles
1AJ 009-10	CCCP-28944	An-28	AFL/Aktyubinsk FS	toc	17jan91	rgd 01feb91; f/n AKX 25apr93
	UN-28944	An-28	Aktyubinsk FS	AKX	29jan03	seen AKX 11jun04; l/n AKX 16mar19, stored
1AJ 009-11	CCCP-28945	An-28	AFL/Komi	mfd	02jan91	rgd 01feb91; toc 01jul91
	RA-28945	An-28	Komiavia	trf	22feb94	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
1AJ 009-12	CCCP-28946	An-28	AFL/Kyrgyzstan-Kar	mfd	02jan91	rgd 25feb91
	EX-28946	An-28	Kyrgyzstan Al	FRU	09may95	in basic ex Aeroflot 'red' c/s with 'h' in the English titles (Kyrghyzstan 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
	RF-01198	An-28	Murmansk Avia	ph.	20sep15	at Slobodka; c/n not confirmed, but previous registration is visible and looks to perhaps read '28902'; in dark blue/light grey colour scheme with medium blue/light blue/white cheatline; sold and ferried from Slobodka to Turlatovo nov15; l/n VGD 08jul16/28oct16 stored, last sigthing(s) correct ?, see rgd and f/n next line
	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 (photo proof); CofR renewal 27oct17; seen GDX 24may17 with full titles; l/n TOF 06may18; canx 02aug19; see l/n previous line
	28902	An-28	not known	ph.	17oct20	at Novotitarovskaya-Azimut; no prefix; striking black/grey and white scheme, 'Kss Voyager' titles; seen Rostov na Donu Olginskaya 24aug21; l/n Shilovo-Krutitsy 13jun24
1AJ 009-13	CCCP-28947	An-28	AFL/Aktyubinsk FS	toc	16jan91	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 Kazspetseksport, Aktobe (Kazakhstan), reg. number but no prefix quoted
	UN-28947	An-28	Aktyubinsk FS	AKX	03may15	l/n AKX 16mar19, stored
1AJ 009-14	CCCP-28948	An-28	Magadan Avialinii	mfd	mar91	rgd 15may91; on charge as of 01jan92; in full 'polar' Aeroflot c/s; canx but date unknown
	YL-KAA	An-28	Rigas Aeroklubs	rgd	22feb93	f/n Jelgava 28aug93; in basic 'polar' Aeroflot c/s with own titles; canx 08nov94
	J2-MAT	An-28	Djibouti Air Force	JIB	oct94	only carried 'AT'; l/n JIB may01; seen derelict JIB feb11 (N11.543582 E43.145997) in camo c/s wearing full registration
1AJ 009-15	CCCP-28949	An-28	Magadan Avialinii	mfd	20mar91	rgd 15may91; on charge as of 01jan92; in full 'polar' Aeroflot c/s; canx but date unknown
	YL-KAB	An-28	Rigas Aeroklubs	rgd	22feb93	to Firma RTS; in 'polar' Aeroflot c/s, no titles; leased to a parachute club at Leopoldsburg (Belgium) in the summers of 1992, 1993 and 1994, seen at Leopoldsburg aug92, 14aug93 and may94
	YL-KAB	An-28	Air Livonia	TLL	27apr98	leased from Rigas Aeroklubs; l/n OSR 26aug99; current on register 08feb02
	YL-KAB	An-28	Rigas Aeroklubs	rgd	14jun02	to Profesionalais sporta aviacijas 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 Æra (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 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
1AJ 009-16	CCCP-28950	An-28	AFL/Far East	toc	25may91	rgd 25jun91
	RA-28950	An-28	Koryakavia	trf	14apr94	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	An-28	AFL/Privolzhsk-UFA	mfd	16may91	toc 22may91; rgd 15jun91
	RA-28951	An-28	Bashkirian Al	trf	01jul92	f/n UFA 10jul93, in Aeroflot c/s and titles; l/n UFA 29aug97, as such
	RA-28951	An-28	Magma	trf	27sep98	based at Taganrog; soc 09dec00 and canx 13dec00 as to Kazakhstan
	9XR-KA	An-28	Coamir	no	reports	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
	9Q-CKC	An-28	Comair	rgd	05mar05	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
	9Q-CKC	An-28	Tracep Congo	BKY	03feb08	without engines; sat wfu at Goma serving as a source of spare parts, l/n aug09

1AJ 009-18	CCCP-28952	An-28	AFL/Privolzhsk-UFA	mfd	17jan91	toc 23may91; rgd 15jun91
	RA-28952	An-28	Kolpashevo Avn Ent	trf	01jul92	f/n UFA 10jul93, in Aeroflot c/s and titles; l/n UFA 29aug97, as such
	RA-28952	An-28	Magma	trf	27sep98	canx 05nov97 as to Ukraine, but see next line
	RA-28952	An-28	SK-Lizing 000	rgd	21may01	
	RA-28952	An-28	Magma	rgd	20feb02	soc and canx 21jan04 to ROSTO
	RA-28952	An-28	Rodina	Krb	18aug05	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 swopped or other illicit activities); l/n Korobcheyevo 21aug05
	RA-28952	An-28	Region Avia	LED	10apr09	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 Vologda; l/n VGD 21aug12; sold 10oct14 to Mikhailovich Sidorov
	RA-28952	An-28	Murmansk Avia	VGD	16aug14	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
	RF-01199	An-28	Murmansk Avia	ph.	20sep15	at Slobodka; 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
	RA-28952	An-28	Siberian Light Avn	rgd	16dec15	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; seen IKT 01jul19 with left rudder missing, stored; not in fleet according to SiLA website 2020; l/n Shilovo-Krutitsy 11dec21, stored; still current on Russian register 01jun23
1AJ 009-19	CCCP-28953	An-28	AFL/Privolzhsk-UFA	toc	31may91	rgd 27jun91
	RA-28953	An-28	Bashkirian Al	trf	01jul92	f/n UFA 10jul93, in Aeroflot c/s and titles; l/n UFA 29aug97, as such
	RA-28953	An-28	Magma	trf	27sep98	
	RA-28953	An-28	SK-Leasing	rgd	21may01	
	RA-28953	An-28	Magma	rgd	20feb02	soc and canx 21jan04 to ROSTO, see next line
	RA-3072K	An-28	Y. V. Peretyatko	rgd	22dec03	mentioned in an official document aug04, based at Myachkovo
	RA-3072K	An-28	Magma	Brk	18aug05	l/n Borki 03dec05
	RA-28903	An-28	Region Avia	NNM	12sep07	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 Koryakiya 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
	UP-A2808	An-28	ex Region Avia c/s	ALA	03mar17	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
1AJ 009-20	CCCP-28954	An-28	AFL/Far East	mfd	09jul91	toc 16aug91; rgd 06sep91
	RA-28954	An-28	Khalaktyrka AE	trf	25nov93	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
	ABH-029	An-28		ph.	26jul21	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
	RA-28954	An-28		ph.	08jun23	at 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 12oct24
1AJ 009-21	--	An-28				aircraft ordered for South Africa but not completed
1AJ 009-22	--	An-28				aircraft ordered for South Africa but not completed
1AJ 009-23	--	An-28				aircraft ordered for South Africa but not completed
1AJ 009-24	--	An-28				aircraft ordered for South Africa but not completed
1AJ 009-25	--	An-28		Mie	27sep96	seen under assembly; aircraft ordered for South Africa but not completed
1AJ 010-01	CCCP-28955	An-28	Bashkirian Al	mfd	25jul91	toc 02aug91; rgd 26aug91
	RA-28955	An-28	Bashkirian Al	UFA	12jun94	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)
1AJ 010-02	CCCP-28956	An-28	Bashkirian Al	mfd	25sep91	toc 01oct91; rgd 22nov91
	RA-28956	An-28	Bashkirian Al	UFA	10jul93	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
	UR-28956	An-28	no titles	SIP	17mar98	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
	ER-AKA	An-28	TepAviaTrans, n/t	rgd	14nov98	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
	JW9033	An-28	Tanzanian AF			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
1AJ 010-03	1003	M28-TD	Polish Air Force	trf	oct94	photo Deblin-Irena sep01 with c/n 1AJB 001-01
	1003	M28-TD	Polish Navy	trf	12apr12	f/n at Gdynia Babie Doly 13apr12; l/n KRK 17mar20
1AJ 010-04	CCCP-28957	An-28	Bashkirian Al	mfd	20sep91	toc 29sep91; rgd 22nov91
	RA-28957	An-28	Bashkirian Al	UFA	10jul93	in Aeroflot c/s and titles; l/n UFA 29aug97, as such; left UFA by 1999
	RA-28957	An-28	Magma	rgd	03mar99	based at Taganrog; soc 09dec00 and canx 13dec00 as to Kazakhstan
	9XR-CM	An-28	Comair	no	reports	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
	9Q-CCM	An-28	Comair	rgd	05mar05	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
1AJ 010-05	CCCP-28958	An-28	Aeroflot	Mie	26apr92	stored, never delivered;
1AJ 010-06	CCCP-28959	An-28	Aeroflot	Mie	26apr92	l/n Mielec 02oct98 stored; became c/n AJG001-04, see this c/n
1AJ 010-07	CCCP-28960	An-28	Aeroflot	Mie	26apr92	stored; never delivered; major components to a M28 ?
	SP-PDD	An-28B2	PZL Mielec	rgd	30sep94	with new c/n AHJP1-01; in basic Aeroflot c/s; l/n Mielec 27sep96; canx 20nov96 as to the military
	1007	M28-RM2	Polish Navy	d/d	22nov96	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
1AJ 010-08	28961	An-28	primer/Polar c/s	Mie	30aug97	registration from control-columns; never delivered; became c/n AJG001-02, see this
1AJ 010-09	CCCP-28962	An-28	Aeroflot			never delivered; major components to c/n 1AJE001-07
1AJ 010-10	CCCP-28963	An-28	Aeroflot			never delivered; major components to c/n 1AJE001-08
1AJ 010-11	CCCP-28964	An-28	Aeroflot			never delivered; major components to a M28 ?
1AJ 010-12	CCCP-28965	An-28	Aeroflot			never delivered; major components to c/n 1AJE001-06
1AJ 010-13	CCCP-28966	An-28	Aeroflot			never delivered; major components to a M28 ?
1AJ 010-14	CCCP-28967	An-28	Aeroflot			never delivered; major components to a M28 ?
1AJ 010-15	CCCP-28968	An-28	Aeroflot			never delivered; major components to a M28 ?
1AJ 010-16	CCCP-28969	An-28	Aeroflot			never delivered; major components to a M28 ?
1AJ 010-17	CCCP-28970	An-28	Aeroflot			not delivered; seen Mielec 30sep98 under assembly; became c/n AJG001-03, see this c/n
1AJ 010-18	CCCP-28971	An-28	Aeroflot			never delivered; major components to a M28 ?
1AJ 010-19	SP-DDF (1)	An-28	WSK-Mielec	mfd	24mar92	rgd 02apr92; canx 06may92; see c/n AJEP1-01
	C5-GAD	An-28	West Coast Air	rgd	13may92	leased from Pezetel; canx 25aug93
	SP-DFA	An-28	West Coast Air	rgd	14oct93	to WSK-Mielec, but still seen as such Douala 05mar94
	SP-DFA	An-28	Malindi Air Serv	MRE	21mar96	Antonov regard this aircraft as no longer airworthy from 25mar96; l/n EBB 03dec96
	SP-DFA	An-28	Tropical Airways	EBB	08feb97	CofA renewed 23jan97 at Entebbe; canx 18feb00 as sold
	ER-AJD	An-28	Renan	rgd	05apr00	canx 29apr03 as sold to Armenia
	EK-28019	An-28	Badr Airlines	KRT	jul10	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
	ST-VGA	An-28	Vega Airlines	KRT	19jun06	not on register by jan07; l/n KRT 17mar07, with titles
	ST-VGA	An-28	no titles	KRT	24jun08	in all-white c/s; sat without CofA at KRT (N15.579308 E32.551855), l/n 10feb09/25feb10
	ST-VGA	An-28	Vega Airlines	KRT	25may15	with titles again and parked on the dump; l/n mar23

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 1AJ010-22 ?; l/n WAW 25oct13
AJG 001-02	1008	M28-B1R	Polish Air Force	d/d	28feb99	seen QYD 04apr01; ex c/n 1AJ010-08 !; 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 1AJ010-17; 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' and '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 1AJ010-06
AJG 001-05	--	M28-B1R	all-green c/s	Mie	04jul00	under production; ex c/n 1AJ011-14
	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 1AJ011-15
	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 1AJ011-16
	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 1AJ011-17; 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 1AJ011-18; 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 WAW 28jul24
AJG 002-05	0205	M28-B1TD	Polish Air Force	f/f	10apr02	mfd 15apr02; d/d may02; opb 36. splt at WAW (disbanded 31dec11); f/n WAW jun02; l/n Piotrkow Trybunalski 06jul24
AJG 002-06	0206	M28-B1TD	Polish Air Force	mfd	14may02	f/f 07jul02; d/d jul02; opb 36. splt at WAW (disbanded 31dec11); in green/brown/grey camo c/s with light blue undersides; f/n WAW jun02; l/n WAW 28jul24
AJG 002-07	0207	M28-BTDII	Polish Air Force	f/f	03mar03	mfd 19may03; d/d 27may03; opb 36. splt 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 Marlbork 05sep24
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 060ct23
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; OSR 16sep23
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 WAW 17jan24
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 Depultycze 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 03sep24
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 03sep24
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 1AJ005-06; 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 1AJ010-19
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 trucked 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; f/n Caracas-La Carlota; 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-DFF	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
	GNB-97120	M28-02	Venezuelan GarNat	Ccl	02nov14	
AJE 001-15	--	M28-02	PZL Mielec	Mie	30aug97	and 30sep98 under assembly
	SP-DFM	M28-02	PZL Mielec	f/f	28jul99	rgd 06aug99; canx 15may00; l/n REC dec99
	GN-97121	M28-02	Venezuelan GarNat	NCE	02feb00	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	--	M28-02	PZL Mielec	Mie	30sep98	under assembly
	SP-DFN	M28-02	PZL Mielec	f/f	07oct99	rgd 15oct99; canx 15may00
	GN-97122	M28-02	Venezuelan GarNat	d/d	dec99	f/n BRM 24sep01; l/n Caracas-la Carlota 20mar04; was damaged 11feb09 on landing San Carlos injuring 10 of the 11 people on board, repaired
	GNB-97122	M28-02	Venezuelan GarNat	Ccl	26oct14	
AJE 001-17	--	M28-02	PZL Mielec	Mie	30sep98	under assembly
	SP-DFO	M28-02	PZL Mielec	f/f	02nov99	rgd 19nov99; canx 15may00

	GN-97123	M28-02	Venezuelan GarNat	NCE	02feb00	seen this date on delivery; l/n CCS 03nov08
	GNBV-97123	M28-02	Venezuelan GarNat	Ccl	10apr10	l/n Caracas-la Carlota 25nov12
AJE 001-18	--	M28-02	PZL Mielec	Mie	30sep98	fuselage under assembly; f/f 11jan00; seen jul00; VIP version
	SP-DFP	M28-02	PZL Mielec	rgd	26oct00	canx 12apr01; VIP version
	GN-97124	M28-02	Venezuelan GarNat	d/d	early01	
	GNB-97124	M28-02	Venezuelan GarNat	Ccl	10apr11	l/n Caracas-La Carlota 26oct14
AJE 001-19	--	M28-02	PZL Mielec	Mie	30sep98	under assembly
	SP-DFR	M28-02	PZL Mielec	f/f	03dec99	rgd 08dec99; in Venezuelan Army c/s; canx 27apr00
	EV-9960	M28-02	Venezuelan Army	NCE	09jan00	on delivery; l/n Charallave 25oct11
	EB-09690	M28-02	Venezuelan Army	ph.	sep16	c/n not confirmed; could also be ex ENBV-0069 ?
AJE 001-20	--	M28-02	PZL Mielec	Mie	30sep98	under assembly
	SP-DFS	M28-02	PZL Mielec	f/f	30dec99	rgd 28jan00; canx 27apr00
	EV-9961	M28-02	Venezuelan Army	NCE	07feb00	on delivery; l/n Charallave 11feb07
AJE 002-01	SP-DFT	M28-05	PZL Mielec	f/f	25apr00	rgd 05may00; canx 05sep00
	EV-0062	M28-05	Venezuelan Army	d/d	02jun00	l/n Charallave 25nov12, stored
AJE 002-02	SP-DFU	M28-05	PZL Mielec	f/f	10may00	rgd 19may00; canx 05sep00
	EV-0063	M28-05	Venezuelan Army	d/d	27jun00	l/n Inowroclaw-Latkowo 01dec07
	ENBV-0063	M28-05	Venezuelan Army	ph.	13mar10	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	M28-05	Venezuelan Army	Mie	04jul00	on the production line
	SP-DFW	M28-05	PZL Mielec	f/f	25jul00	rgd 28jul00; canx 13dec00
	EV-0064	M28-05	Venezuelan Army	Ccl	20nov00	l/n CCS 20mar04
	00604	M28-05	Venezuelan Army	ph.	24jun18	at Charallave Oscar Machado Zuluaga, no prefix, in grey/dark green camouflage c/s, code BA on the fin
	EB-00604	M28-05	Venezuelan Army	ph.	may19	
AJE 002-04	--	M28-05	all-green c/s	Mie	04jul00	on the production line
	SP-DFZ	M28-05	PZL Mielec	f/f	16aug00	rgd 21aug00; canx 13dec00
	EV-0065	M28-05	Venezuelan Army	Ccl	20nov00	l/n Charallave 01dec07
	ENBV-0065	M28-05	Venezuelan Army	Ccl	25oct11	
	EB-00605	M28-05	Venezuelan Army	ph.	24jun18	at Charallave; c/n not confirmed; all grey c/s, no titles
AJE 002-05	--	M28-05	all-green c/s	Mie	04jul00	on the production line
	SP-DFY	M28-05	PZL Mielec	f/f	20sep00	rgd 20sep00; canx 07feb01
	EV-0066	M28-05	Venezuelan Army	d/d	late00	l/n Charallave 21mar04
	ENBV-0066	M28-05	Venezuelan Army	Ccl	25oct11	
	EV-0066	M28-05	Venezuelan Army	Ccl	25nov12	stored
AJE 002-06	--	M28-05	all-green c/s	Mie	04jul00	on the production line
	SP-DFX	M28-05	PZL Mielec	f/f	17oct00	rgd 31oct00; canx 26feb01
	EV-0067	M28-05	Venezuelan Army	d/d	late00	l/n Charallave 31mar03
	ENBV-0067	M28-05	Venezuelan Army	Ccl	25oct11	
AJE 002-07	--	M28-05	all-green c/s	Mie	04jul00	fuselage under assembly
	SP-DFV	M28-05	PZL Mielec	f/f	13dec00	rgd 13dec00; canx 10may01
	EV-0068	M28-05	Venezuelan Army	d/d	early01	l/n Charallave 21mar04
	EBV-0068	M28-05	Venezuelan Army	Ccl	01dec07	l/n Charallave 25oct11
AJE 002-08	SP-DGA	M28-05	PZL Mielec	f/f	11jan01	rgd 16jan01; canx 10may01
	EV-0069	M28-05	Venezuelan Army	d/d	early01	f/n VDP 27sep01; l/n Charallave 06nov08
	ENBV-0069	M28-05	Venezuelan Army	Ccl	25oct11	l/n Caracas-La Carlota 25nov12
AJE 002-09	SP-DGB	M28-05	PZL Mielec	f/f	03feb01	rgd 16feb01; canx 22aug01
	EV-0070	M28-05	Venezuelan Army	d/d	2001	seen Caracas-La Carlota 21mar04; l/n Charallave 01dec07
	ENBV-0070	M28-05	Venezuelan Army	Ccl	28oct14	
	00700	M28-05	Venezuelan Army	Ccl	jul17	in grey/dark green camouflage c/s, code BA on the fin
AJE 002-10	SP-DGC	M28-05	PZL Mielec	f/f	23feb01	rgd 26feb01; f/n NCE 10mar01 on delivery to Venezuela; canx 22aug01
	EV-0071	M28-05	Venezuelan Army	d/d	mar01	seen Caracas-La Carlota 27aug02; l/n Charallave 01dec07
	ENBV-0071	M28-05	Venezuelan Army		photo	
	0071	M28-05	Venezuelan Army	ph.	dec13	at Caracas-La Corlota, in grey/dark green camouflage c/s, code BA on the fin; l/n El Libertador aug14
	00701	M28-05	Venezuelan Army	PBM	26nov15	in grey/dark green camouflage c/s, code BA on the fin
AJE 003-01	SP-DGD	M28-05	PZL Mielec	f/f	28mar02	rgd 30aug02; construction originally started as c/n AJE001-11; canx 21nov02
	RAN-41	M28-05	Royal Nepal AAW	d/d	30oct02	l/n KTM 05jun08
	NA-041	M28-05	Nepal Army Avn	KTM	31jan11	see KTM 05dec23 without engines; l/n KTM 25sep24, status not noted
AJE 003-02	SP-DGE	M28-05	PZL Mielec	f/f	14jan04	rgd 16jan04; canx 01jun04
	RAN-48	M28-05	Royal Nepal AAW	d/d	early04	l/n KTM nov08
	NA-048	M28-05	Nepal Army Avn	KTM	31jan11	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	M28-05PI	PZL Mielec	f/f	24aug04	rgd 01sep04; canx 03nov04 as to Indonesia
	P-2036	M28-05PI	Indonesian Police		photo	c/n not confirmed; in white/blue c/s with red trim and 'Polisi' titles
	P-4201	M28-05PI	Indonesian Police		photo	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	M28-05PI	PZL Mielec	f/f	07sep04	rgd 09sep04; photo exists in Indonesian Police c/s; canx 03nov04 as to Indonesia
	P-2037	M28-05PI	Indonesian Police	MES	15feb05	c/n not confirmed; in white/blue c/s with red trim and 'Polisi' titles
	P-4202	M28-05PI	Indonesian Police	BPN	05jan09	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 Tolikara and Puncak Jaya), all 4 crew killed; wreck found only 03nov09
AJE 003-05	SP-DGK	M28-05	PZL Mielec	f/f	19nov04	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
	N305ST	M28-05	Skytruck Company	rgd	13jan05	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
	N305ST	M28-05	MWC Aircraft	rgd	28apr05	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
	N305ST	M28-05	Sierra Nevada Corp	rgd	01apr09	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
	N305ST	M28-05	Straight Flight	rgd	02may12	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
	8R-BKW	M28-05	JAGS Aviation	ORG	11aug15	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	M28-05PI	PZL Mielec	f/f	04nov04	rgd 10nov04; seen BKK 07dec04 on delivery; canx 23dec04
	P-2038	M28-05PI	Indonesian Police	Mie	oct04	on the flight line; c/n not confirmed; in white/blue c/s with red trim and 'Polisi' titles; l/n MES 15feb05
	P-4203	M28-05PI	Indonesian Police	OKL	22jul07	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	M28-05PI	PZL Mielec	f/f	16nov04	rgd 23nov04; seen BKK 07dec04 on delivery; canx 23dec04
	P-2039	M28-05PI	Indonesian Police	ph.	nov07	c/n not confirmed; in white/blue c/s with red trim and 'Polisi' titles
	P-4204	M28-05PI	Indonesian Police		photo	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	M28-05	PZL Mielec	f/f	10dec04	rgd 13dec04; seen Mielec oct04 under production; canx 21jan05
	311	M28-05	Vietnam Air Force	d/d	30dec04	l/n SGN 16sep17; seen stored/wfu behind a former military hangar at SGN feb19/jun22
AJE 003-09	SP-DGM	M28-05	PZL Mielec	f/f	20dec04	rgd 23dec04; seen Mielec oct04 under production; canx 21jan05
	312	M28-05	Vietnam Air Force	d/d	30dec04	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	M28-05	Indonesian Navy	Mie	nov07	in grey c/s with 'TNI ANGKATAN LAUT' titles and a 'Skvadron Udara 600' badge below the cockpit; never delivered as the contract was cancelled
	SP-DGN	M28-05	PZL Mielec	f/f	10jul08	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
	N310MV	M28-05	Sierra Nevada Corp	rgd	23jan09	in white c/s with trim in 3 shades of blue, no titles
	N310MV	M28-05	US Air Force	rgd	25aug09	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-serialled 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		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		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
	N317JG		M28-05	Sierra Nevada Corp	rgd	13nov09	arrived at CVS 04nov10
	N317JG		M28-05	US Air Force	rgd	26jan11	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
	09-0317		M28-05	US Air Force	STR	20may12	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
	44		M28-05	Estonian Air Force	h/o	12mar19	at Ärmari; in dark grey c/s with light grey wings and belly, no titles; l/n FFD 17jul22
AJE 003-18	--		M28		Mie	nov05	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 Walan 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 hulk was reported hangared 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	
	N279DH		M28-05	US Air Force	rgd	10jan11	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
	10-0321		M28-05	US Air Force	LIT	05sep14	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 LIT 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
	2002		M28-05	Kenyan Air Force	ph.	28may22	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	PZL Mielec	f/f	14sep10	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 nov24
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 nov24
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 nov24
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 HSV 07feb13; arrived with 309th AMARG at Davis-Monthan for storage 01jul15, and left 'on paper' 09jun20, destined for the Kenyan Air Force; seen SEN 10feb22 on delivery to Kenya and ZAZ 11feb22
	2003		M28-05	Kenyan Air Force	ph.	23nov23	c/n not confirmed; in dark grey c/s with 'Kenya Air Force' titles; l/n Matulo Airstrip 28may24
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 nov24
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 YYR 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 YYR 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 YYR 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 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
	N336MJ		M28-05	Longs Flight Serv.	rgd	06jun23	ferried from the Bob Sikes 28jul23 to Magdeburg 30jul23 via Charlottesville, Albemarle, Bangor, Keflavik and Wick
	2-CPDD		M28-05	PD Sicherheit	rgd	29nov23	to PD Sicherheit and Privat Defence and Education Services GmbH
AJE 003-37	SP-DGY	(2)	M28-05	PZL Mielec	f/f	apr13	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		M28-05	US Air Force	rgd	15nov13	to the US Air Force Special Operations Command; current on register mar19, see below

	12-0337		M28-05	US Air Force		12may14	at Soto Cano Air Base; 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 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, YYR, BGR, YNG and IRK to APA 29jun13/03jul13
	N338CH		M28-05	US Air Force	rgd	18dec13	to the US Air Force Special Operations Command; current on register mar19, see below
	12-0338		M28-05	US Air Force	TGU	23jun14	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 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	test registration; originally built for the US Air Force (modification Block 10), but replaced by c/n AJE003-42; seen on the assembly line 17aug13; painted in white c/s with trim in 3 shades of blue, no titles; f/n as such Mielec 26feb14; rgd only by 02sep14; l/n as such Mielec 24mar15; repainted in Jordanian Air Force colours (with roundels and serial covered by detachable panels); f/n as such Mielec 23nov15; ferried from Mielec to Jordan 17/22dec15; canx 30dec15; see c/ns AJE003-31 and AJE003-36
	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	test registration; in white c/s with trim in 3 shades of blue, no titles; already carried the USAF serial '30341' as well; f/n Mielec 08dec13; see c/ns AJE003-20 and AJE003-43
	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		M28-05	US Air Force	rgd	10jun14	to the US Air Force Special Operations Command; see below
	13-0341		M28-05	US Air Force	PHX	18jun15	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
	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		M28-05	Classic Rotors Mus	rgd	07apr20	registration and ownership change posted as pending on this day; f/n Perris Valley 23oct23
AJE 003-42	SP-DGT	(2)	M28-05	PZL Mielec	f/f	23jan14	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
	N342BD		M28-05	US Air Force	rgd	02apr14	to the US Air Force Special Operations Command; see below
	13-0342		M28-05	US Air Force	PHX	10jun15	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	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	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	in white/blue/gold c/s, 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	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
AJE 003-43	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
	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
AJE 003-44	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
	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; l/n Mielec 17may24; see c/n AJE001-01
AJE 003-45	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 EMA 24apr24
AJE 003-46	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
AJE 003-47	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
	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 GKE 07jun24
AJE 003-48	SP-DOA		M28-05	PZL Mielec	rgd	23mar15	f/f 05may15; in primer c/s; reg previously worn by An-2T c/n 1G116-59; seen active Rzeszow-Jasionka 05nov21 still in primer; l/n Radom Sadkow 26aug23, all white
AJE 003-49	SP-DOB		M28-05	PZL Mielec	rgd	23mar15	f/f 18may15; in primer c/s; l/n Mielec 12aug17 stored
AJE 003-50	SP-DOC		M28-05	PZL Mielec	rgd	24apr15	f/f 30jun15, in primer c/s; l/n Mielec 12aug17/25aug18 stored
AJE 003-51	SP-DOD		M28-05	PZL Mielec	rgd	06aug15	f/f 12nov15, in primer c/s; l/n Mielec 12aug17 stored
AJE 003-52	SP-DOE		M28-05	PZL Mielec	Mie	18jun15	f/f 18jun15; rgd 25jun15; in primer c/s; l/n Mielec 12aug17 stored
AJE 003-53	SP-DOF		M28	PZL Mielec	res	2015	
AJE 003-54	SP-DGP	(2)	M28	PZL Mielec	Mie	19apr18	in primer c/s; stored; see c/n AJE003-17
AJE 003-55	SP-DGO	(3)	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
	NA-063		M28-05	Nepal Army Avn	h/o	18dec19	seen KTM 05dec23 without engines; l/n KTM 25sep24, status not reported
AJE 003-56	SP-DGU	(4)	M28-05	PZL Mielec	Mie	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	l/n KTM 25sep24

Aircraft with unknown construction numbers include

---	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	mentioned in an official document aug04, based at Myachkovo
---	RA-3092K	An-28		Mya	12apr05	
---	RA-3157K	An-28	Oil Trans Avia	rgd	05apr04	mentioned in an official document aug04, based at Myachkovo
---	RF-01009	An-28	no titles	RVH	14may06	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
---	RF-38385	An-28	ROSTO	no	reports	registration still visible under the paint when seen at Enem 09sep06, see below
	"70" red	An-28	ROSTO	Ene	09sep06	in white c/s with light blue undersides and dark blue cheatline, no titles, with Red Stars
---	C5-GJD	An-28		BJL	sep03	confirmation needed as an An-28 !
---	GBP-10005	An-28	Georgian Bor. Pol.	TBS	29apr22	photo exists, in white c/s with red trim; probably c/n 1AJ006-21 or 1AJ007-25 ?
---	GBP-10016	An-28	Georgian Bor. Pol.	TBS	29apr22	probably c/n 1AJ006-21 or 1AJ007-25 ?
---	JW9031	An-28	Tanzanian AF	DAR	18oct04	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 mfds 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
	TZ-99T	An-28	all white c/s, n/t		photo	comparison of photo suggest it is likely to be ex TL-KPF
---	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 No. 473 as Kiev-Svyatoshino from 1972 to 1979

01 01	not known	An-30	Soviet Air Force	f/f	12mar73	mfd 13jun73; tested in both "A" and "B" variants until mar74
	"01"	An-30	Soviet Air Force			see next line
	"16"	An-30	Soviet Air Force	KBL	oct87	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	An-30	AFL/GosNII GA	mfd	27jul73	mfd also given as 31jul73 in another document; toc 29may74
	CCCP-46632	An-30	AFL/Kirovograd FS	trf	17jun75	rgd 18oct76
	CCCP-46632	An-30	AFL/Central Region	trf	12jan84	
	CCCP-46632	An-30	MAP Kumertau APO	trf	16apr84	based on a decree dated 21feb84; rgd 14sep84; f/n BKA 07jul92 in Aeroflot c/s
	RA-46632	An-30	Kumertau Express	trf	15oct92	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
	RA-46632	An-30	Lukiaviatrans	rgd	17sep02	in c/s similar to Aeroflot, no titles; still reported in technical inspection document 24jul06 as opb Lukiaviatrans; l/n BKA jun09
02 02	CCCP-46633	An-30	AFL/Ukraine	mfd	31aug73	toc 05oct73; rgd 27oct76; f/n MHP 10sep87; last overhaul 30nov90; l/n IEV 08sep92
	UR-46633	An-30	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 08jul99
	UR-46633	An-30	Ukraine National	IEV	28aug01	Natsionalni avialiniyi Ukrayiny; based at Kiev
	UR-46633	An-30	ARP-410	trf	13feb02	still in fleet list 31dec03; canx 13aug08, operator still given as Ukraine National
03 01	CCCP-46634	An-30	AFL/Central Region	mfd	sep73	toc 01feb74; opb Myachkovski OAO; in standard 'blue' c/s; f/n SXF 16may76; rgd only 07sep76; l/n Myachkovo 17sep92
	RA-46634	An-30	Aeroflot	Mya	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	An-30	Soviet Air Force	mfd	1973	
	"02" blue	An-30	Ukraine Air Force	trf	1992	opb 86 odrae at Chernovtsy until 1996, trf 18 odrae at Nizhyn; f/n Nizhyn 22may98
	"12" blue	An-30	MNS Ukrayiny	CWC	26may05	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 Poryatunku Ukrayina'/'Rescue Service Ukraine' titles; f/n as such IEV 24dec14; l/n Nizhyn 18oct18
03 03	not known	An-30	Soviet Air Force	mfd	25dec73	
	"03" red	An-30	Ukraine Air Force	trf	1992	f/n IEV 04jul96, c/n checked, opb 86 odrae at Chernovtsy until 1996; last overhaul 24jul96
	"03" blue	An-30	Ukraine Air Force	Niz	22may98	c/n checked; opb 18 odrae at Nizhyn; l/n KBP 26jun99
	"88" blue	An-30	Ukraine Air Force	KBP	jul08	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	An-30B	Soviet Air Force	mfd	30dec73	
	"03" red	An-30B	Russian Air Force	KJA	01jul92	c/n not checked; opb 151 odrae at Krasnoyarsk until apr98
	"33" yellow	An-30B	Russian Air Force	IKT	15aug06	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-Severny 04feb12, awaiting overhaul
	RF-94254	An-30B	Russian Air Force	ph.	jan14	location withheld; also carrying code 33" yellow; opb 6953 AB at Byelaya; l/n OVB 2021
03 05	"04"	An-30	Soviet Air Force	trf	1980/81	laboratory aircraft, opb NPO Vzlyot at Yermolino; no reports
	not known	An-30	Russian Air Force			c/n only mentioned in legal documents, with regards to repairs carried out in 1995
04 01	not known	An-30	Soviet Air Force	mfd	30dec73	
	"09" 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; l/n KJA 09jul94, minus engines; overhaul completed 10dec99
	"41" red	An-30	Russian Air Force	Vob	30apr03	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 Shatalovo after overhaul; photo exists 'Aviation and Cosmonautics No. 5, 2016'; l/n Levashovo 12aug18, in basic Aeroflot c/s with 'VVS Rossii' titles and Russian stars, also carried code "41" red
04 02	not known	An-30B	Soviet Air Force	mfd	15apr74	
	"08" red	An-30B	Russian Air Force	KJA	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
04 03	CCCP-30021	An-30	AFL/Central Region	mfd	feb74	toc 05jun74; rgd 07sep76; f/n BKA 20aug91; l/n Myachkovo 10sep92
	RA-30021	An-30	Rep Guinea-Bissau	Mya	jul93	with Guinea-Bissau flag on tail
	RA-30021	An-30	Aeroflot c/s, n/t	Mya	01sep93	
	RA-30021	An-30	Myachkovo Air Serv	trf	23aug94	in Aeroflot c/s, no titles; l/n Myachkovo 15aug05, RA- prefix totally faded, wfu; canx but date unknown
	RA-30021	An-30	G-Aisyam	Mya	15aug05	Ghanaian flag on tail l/n Myachkovo 20apr06; seen again 01jul06 but without titles
04 04	CCCP-30022	An-30	AFL/Ukraine	mfd	25feb74	toc 12mar74; f/n HAJ 28apr74; rgd 11jul78; last overhaul 11jun91; l/n IEV 08sep92
	UR-30022	An-30	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 08jul99, as such
	UR-30022	An-30	ARP-410	trf	22oct99	seen stripped down IEV 06dec99 in bare metal

	UR-30022	An-30	Ukraine National			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 Zhukovski; 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	An-30	AFL/Central Region	mfd	apr74	toc 07jun74; rgd 07sep76; f/n BTS 09mar82; l/n Myachkovo 10sep92
	RA-30023	An-30	Aeroflot	Mya	01sep93	
	RA-30023	An-30	Myachkovo Air Serv	trf	23aug94	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	An-30	AFL/West Siberia	mfd	14may74	toc 13jun74; rgd 04jul74
	CCCP-30024	An-30	AFL/Tyumen	trf	10jan80	
	CCCP-30024	An-30	AFL/West Siberia	trf	16feb80	reported in an incident report at SWT 07apr87
	CCCP-30024	An-30	AFL/Leningrad-RVH	trf	22dec89	transfer not mentioned in MGA document
	CCCP-30024	An-30	AFL/Central Region	trf	01jan90	f/n RVH 03jul90; l/n RVH 06sep92, in 'polar' c/s
	RA-30024	An-30	Aeroflot	RVH	15jun93	in 'polar' c/s
	RA-30024	An-30	Rzhevka Air	trf	20jul95	in Aeroflot 'polar' c/s, no titles; seen RVH 08dec98; l/n RVH 23aug02; lst Lukiaviatrans 20apr/31dec03
	RA-30024	An-30	Polet	IEV	21may04	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'
	30024	An-30	Aerostroy	BQS	01jul19	ex Polet colours, no titles or prefix; l/n 2023, location withheld
05 03	CCCP-30025	An-30	AFL/Kazakhstan	mfd	25jun74	toc 05jul74
	CCCP-30025	An-30	AFL/Ukraine	trf	12oct74	rgd 27oct76; f/n mar83; last overhaul 04mar91
	UR-30025	An-30	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 11sep99
	UR-30025	An-30	Ukraine National	IEV	28aug01	Natsionalni avialiniyi Ukrayiny; based at Kiev
	UR-30025	An-30	ARP-410	trf	26dec01	seen IEV 06aug02 stripped down in bare metal without prefix; canx 13aug08, operator still given as Ukraine National; l/n IEV 14apr19
05 04	"06" red	An-30B	Soviet Air Force	mfd	28jun74	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
	"06" red	An-30B	Russian Air Force	ZIA	02oct02	
	"32" yellow	An-30B	Russian Air Force	IKT	14aug07	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'
	RF-94251	An-30B	Russian Air Force	Iva	17aug13	also carried code "32" yellow; in c/s similar to Aeroflot with Russian stars on the fin, type painted as just 'An-30'
	"05" black	An-30B	Russian Air Force	Kub	aug14	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 05	CCCP-30026	An-30	AFL/West Siberia	mfd	30aug74	on charge as of 01oct74; rgd 22jul76
	CCCP-30026	An-30	AFL/Ukraine	trf	07mar81	last overhaul 03jan90; f/n IEV 14apr92
	UR-30026	An-30	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 08jul99
	UR-30026	An-30	Ukraine National	IEV	28aug01	Natsionalni avialiniyi Ukrayiny; based at Kiev
	UR-30026	An-30	ARP-410	trf	28dec01	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	An-30	AFL/Leningrad	mfd	aug74	toc 17sep74; rgd 27oct76
	CCCP-30027	An-30	AFL/Central Region	trf	31jan77	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	An-30	Aeroflot	Mya	01sep93	
	RA-30027	An-30	Myachkovo Air Serv	trf	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	An-30B	Soviet Air Force	mfd	30aug74	
	RA-30078	An-30B	Russian Air Force	Spr	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
05 08	not known	An-30B	Soviet Air Force	mfd	25aug74	overhaul completed 28dec91
	not known	An-30B	Russian Air Force			opb military unit 45809 at Kubinka
	30508	An-30B	United Nations	Iva	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
05 09	not known	An-30	Soviet Air Force	mfd	28sep74	confirmed in Antonov list; fate unknown
05 10	CCCP-30028	An-30	AFL/GosNII GA	mfd	22jan75	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
	RA-30028	An-30	GosNII GA	SVO	20apr93	soc by jan01; l/n SVO 19aug01; in Aeroflot c/s and titles
	30028	An-30	primer c/s	IEV	06aug02	on overhaul
	RA-30028	An-30	Gromov Air	BKA	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	soc in 1975
06 02	not known	An-30	Soviet Air Force	mfd	25nov74	
	"06" blue	An-30	Ukraine Air Force	LWO	aug92	opb 86 odrae at Chernovtsy until 1996, trf 18 odrae at Nizhyn; c/n checked Nizhyn 22may98
	"86" blue	An-30	Ukraine Air Force	KBP	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
06 03	"01" yellow	An-30	Soviet MVD/VV	mfd	25dec74	probably an An-30B
	"01" yellow	An-30	Russian MVD/VV	trf	1992	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
	RF-30081	An-30	Russian MVD/VV	rgd	2006 ?	registration never painted on
06 04	CCCP-30029	An-30	AFL/Kazakhstan	mfd	28jan75	toc 15feb75; version given as 'RV' in MGA document; rgd 27jan77; f/n ALA 22apr84; l/n BXJ 23apr93
	UN-30029	An-30	Kazakstan Airlines	BXJ	oct94	l/n BXJ 14may98, titles not reported
	UN-30029	An-30	Burundaiavia	BXJ	29jun99	l/n BXJ 01sep02
	UN-30029	An-30	Kazaviaspas	ALA	01mar03	Russian 'Kazaviaspas MChS RK' titles on r/h side and Kazakh 'KR TZhM Kazaviakytkaru' 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
	UP-AN301	An-30	Kazaviaspas	ALA	11sep09	l/n BXJ 03jul16; not in fleet list 26mar19; l/n BXJ 08jul19, stored
06 05	CCCP-30030	An-30	AFL/Ukraine	mfd	feb75	on charge as of 01apr75; f/n LBG 02jun75, with exhibition code '363'; rgd 26jul76
	CCCP-30030	An-30	Avialini. Ukrayiny	IEV	14apr92	with additional 'Aeroflot' titles
	UR-30030	An-30	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 11sep99
	UR-30030	An-30A-100	Kiev ARP 410 Al	ZIA	20aug03	version confirmed, VIP cabin
	ST-GFD	An-30A-100	Green Flag	IEV	18may06	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
06 06	CCCP-30031	An-30	AFL/Kazakhstan	mfd	feb75	version given as 'RV' in the MGA listing; toc 07apr75; opb Burundaiski OAO; rgd only 27jan77; f/n ALA 22apr93
	UN-30031	An-30	Kazakstan Airlines	BXJ	oct94	reported for Burundaiavia; l/n BXJ 14may98, titles not reported
	UN-30031	An-30	Kazakh Air Force	BXJ	29jun99	no titles; l/n BXJ 27sep00
	UN-30031	An-30	Kazakstan Airlines	BXJ	09jun01	reported for Burundaiavia; l/n ALA 17mar03
	UN-30031	An-30	Kazaviaspas	KZO	20may04	
	UN-30031	An-30	Kazakhstan MVD/VV	TSE	23oct06	in white c/s with blue trim and 'Kazakhstan' titles; l/n IEV 28apr10
	30031	An-30A-100	Kazakhstan MVD/VV	IEV	31may10	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
	30031	An-30A-100	Kazakh Nat. Guard	trf	21apr14	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-MI602 from BXJ to the "Skalny gorod" training area of the Kazakh National Guard west of Zarechnoye 15mar16
	80031	An-30A-100	Kazakh Nat. Guard	ph.	22may18	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
06 07	CCCP-30032	An-30	AFL/Central Region	mfd	feb75	toc 11apr75; rgd 07sep76; f/n SXF 20sep76; l/n Myachkovo 03jun92
	RA-30032	An-30	Aeroflot	Mya	24may94	
	RA-30032	An-30	Myachkovo Air Serv	trf	23aug94	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	An-30B	Soviet Air Force	mfd	24mar75	
	"80" yellow	An-30B	Ukraine Air Force	trf	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 Slavyansk when was hit by small-arms fire from the ground, 1 crew member injured; w/o 06jun14 on a reconnaissance flight over positions of Novorossiya forces in the vicinity of Slavyansk 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	An-30B	Soviet Air Force	mfd	28mar75	
	"81" yellow	An-30B	Ukraine Air Force	trf	1992	opb 86 odrae at Chernovtsy, trf 15 BrTrA 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	An-30	AFL/Centr.Reg.-Mya	mfd	apr75	toc 11may75; rgd 21oct76; reported IWA 29apr87 in an incident report; f/n Myachkovo 26sep91
	RA-30033	An-30	Aeroflot	Mya	24may94	
	RA-30033	An-30	Myachkovo Air Serv	trf	23aug94	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 01	CCCP-30034	An-30	AFL/West Siberia	mfd	30apr75	toc 07may75; rgd 22jul76; reported TOF 24mar87 in an incident report; seen BKA 11apr91; l/n Novosibirsk-Severny 21apr93
	RA-30034	An-30	Aeroflot	Ovn	12jul93	in Aeroflot 'polar' c/s and titles
	RA-30034	An-30	Novosibirsk AE	trf	11mar94	in Aeroflot 'polar' c/s and titles; l/n Novosibirsk-Severny 03jul03; converted to An-30D, see next line
	RA-30034	An-30D	Novosibirsk AE	Ovn	15aug04	in basic ex Aeroflot 'polar' c/s with additional fuel tanks on the fuselage and with Novosibirsk Avia titles; l/n Novosibirsk-Severny 08jul05; t/t 11,554 hours and 4,315 cycles as of 01jan06; seen Novosibirsk-Severny 30aug07 cockpit only, reg from local engineer; l/n Mochische 25jul15
07 02	CCCP-30035	An-30	AFL/Central Region	mfd	23may75	toc 12jun75; rgd 25oct76; f/n KHV 30aug89
	RA-30035	An-30	Aeroflot	Mya	24may94	
	RA-30035	An-30	Myachkovo Air Serv	trf	23aug94	in Aeroflot c/s and titles; l/n Myachkovo 29jul00, as such
	RA-30035	An-30	Myachkovo Air Serv	TGK	2000	l/n Myachkovo 29mar07; carries 'Myachkovskiye Aviauslugi' titles; t/t 12,055 hours and 4,306 cycles as 01jul09; broken up Myachkovo apr12
07 03	CCCP-30036	An-30	AFL/Leningrad	mfd	30may75	toc 12jun75; rgd 12oct76; opb 2-i Leningradski OAO
	CCCP-30036	An-30	AFL/Ukraine	trf	07feb77	opb Kievski OAO; f/n IEV 22aug91; l/n IEV 08sep92
	UR-30036	An-30	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 19jun01
	UR-30036	An-30	Ukraine National	IEV	28aug01	still carried 'Avialiniyi Ukrayiny' titles; stored at IEV, seen jun02/aug02; no longer in fleet list 31dec03
	UR-30036	An-30	VAT AS	IEV	21may04	l/n IEV 31may05
	UR-30036	An-30	AS Avia	IEV	09jun06	
	UR-30036	An-30	South Airlines	ODS	30apr07	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
	RA-30036	An-30	Smart Avialeasing	rgd	17jun09	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 04	"04" red	An-30B	Russian Air Force	mfd	1975	f/n BZZ jun97; in all-grey c/s with Red star on the fin; l/n BZZ 02jul97, operating 'Open Skies' missions
	"04" black	An-30B	Russian Air Force	CKL	15aug99	type painted on as just 'An-30'; initially opb 237 TsPAT at Kubinka; trf to 4 GTs PAP 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
07 05	"05" red	An-30	Soviet Air Force	mfd	28jun75	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 06	VN-B374	An-30	Háng Không Viêtnam	mfd	18jun75	returned to the Soviet Union in 1989
	CCCP-26226	An-30	Soviet AF/AFL c/s	trf	1989	it is not clear whether the aircraft was converted into an An-30B
	CCCP-26226	An-30	Russian AF/AFL c/s	trf	1992	f/n Kubinka 06sep94; l/n Ivanovo-Severny jul02, still with the prefix 'CCCP-' but with a Russian flag on the fin
	RA-26226	An-30	Russian Air Force	Kub	08jul05	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 07	CCCP-30037	An-30	AFL/West Siberia	mfd	jun75	toc 12aug75; rgd 22jul76; f/n Novosibirsk-Severny 01jul92
	RA-30037	An-30	Aeroflot	Ovn	21apr93	damaged on landing Olekminsk 04aug94 but repaired
	RA-30037	An-30	Novosibirsk AE	trf	23aug94	in Aeroflot c/s and titles; l/n Novosibirsk-Severny 23jul00, wfu; soc 18apr02 and canx same date; broken up Novosibirsk-Severny jul07; l/n Novosibirsk-Severny 30aug07, cockpit only, registration from local engineer
07 08	CCCP-30038	An-30	AFL/Kazakhstan	mfd	jul75	toc 25aug75; rgd 29aug75; version given as 'RV' in MGA document; f/n BXJ 23apr93
	UN-30038	An-30	Kazakstan Airlines	BXJ	oct94	
	UN-30038	An-30	Burundaiavia	BXJ	29jun99	l/n BXJ 01sep02
	UN-30038	An-30	Kazaviaspas	KZO	20may04	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 04jun23/31may24, no titles or registration, reportedly owned by the Ministry of Emergency Situations
07 09	"23"	An-30B	Soviet Air Force	KBL	may86	opb 50 osap at Kabul
	CCCP-27205	An-30B	Soviet AF/AFL c/s	rgd	13jul86	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
	RA-27205	An-30B	Russian Air Force	Spr	14jun93	in basic Aeroflot c/s, no titles; used for 'Open Skies' flights in 1993; soc before 2013
07 10	CCCP-30039	An-30	AFL/Central Region	mfd	20aug75	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
	RA-30039	An-30	Aeroflot	IEV	16jun93	
	RA-30039	An-30	Myachkovo Air Serv	trf	23aug94	initially still in full Aeroflot c/s including titles; l/n as such Myachkovo 29jul00; received 'Myachkovskiye Aviauslugi' titles; f/n as such Myachkovo 12aug01; l/n Myachkovo 27jun04, see rgd next line
	RA-30039	An-30	Geodynamika	rgd	15jan03	in basic 'blue' Aeroflot c/s, no titles; seen BKA 25jun05
	RA-30039	An-30	Myachkovo Air Serv	DME	28jun06	in full red c/s; l/n VOZ 20aug08; reported in a technical inspection document 15aug06 as opb Lukiaviatrans; l/n BKA 12jul09
	RA-30039	An-30	Lukiaviatrans	rgd	03jun10	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
	RA-30039	An-30	NPP Mir	trf	01jun22	no sightings; CofR renewal 01jun22 and 23jan23; canx 25apr23 as sold abroad
08 01	CCCP-30040	An-30	AFL/Kazakhstan	mfd	aug75	toc 24sep75; rgd 27jan77; f/n LED 15jul91; l/n BXJ 23apr93
	UN-30040	An-30	Aeroflot c/s, n/t	BXJ	oct97	l/n BXJ 15may98, titles not reported
	UN-30040	An-30	Kazakstan Airlines	ALA	29mar98	l/n LAD 19aug99
	UN-30040	An-30	Burundaiavia	BXJ	01sep02	l/n BXJ 02dec11, stored
08 02	055	An-30	Bulgarian AF	mfd	28aug75	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	An-30B	Soviet Air Force	mfd	23sep75	
	"83" red	An-30B	Russian Air Force	Kub	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
	RF-36057	An-30B	Russian Air Force	Iva	11aug18	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
08 04	"84"	An-30B	Soviet Air Force	mfd	30sep75	opb 5 odrae 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	An-30	AFL/West Siberia	mfd	30sep75	toc 07oct75; rgd 22jul76; f/n Novosibirsk-Severny 01jul92
	RA-30041	An-30	Aeroflot	OMS	11jul93	
	RA-30041	An-30	Novosibirsk AE	trf	11mar94	in Aeroflot c/s and titles; l/n Novosibirsk-Severny 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-Severny jul07; l/n Novosibirsk-Severny 30aug07, cockpit only, registration from local engineer
08 06	"86" red	An-30B	Soviet Air Force	mfd	15nov75	laboratory aircraft, undertook tests with side-looking radars placed along the sides of the fuselage at Zhukovski in the late 1980s
	"86" red	An-30B	Russian Air Force	ZIA	03sep93	operated by the Flight Research Institute (LII); in all grey c/s; still present ZIA aug95/jan02, c/n checked 17aug01; seen Ivanovo-Severny 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
	RF-36056	An-30B	Russian Air Force	ph.	09oct20	location withheld; head on photo with registration not visible, in white c/s, blue cheatline and grey undersides
08 07	not known	An-30B	Soviet Air Force	mfd	29oct75	
	"87" red	An-30B	Russian Air Force	FEL	26may01	in all grey c/s; used for 'Open Skies' missions; l/n Kubinka 22mar03
	"87" black	An-30B	Russian Air Force	Kub	08jun05	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-Severny 09aug14
	RF-36052	An-30B	Russian Air Force	Kub	may17	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
08 08	"88" ?	An-30B	Soviet Air Force	mfd	31oct75	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-Ilimski 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	An-30	Soviet Air Force	mfd	21nov75	converted in 1977 to An-30RR (radiation survey)
	"01"	An-30RR	Soviet Air Force			opb otae 2-go GNIP 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	An-30B	Soviet Air Force	mfd	30nov75	
	"10" red	An-30B	Russian Air Force		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-Severny 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
	RF-36054	An-30B	Russian Air Force	ph.	jul15	in basic Aeroflot c/s with 'VVS Rossii' 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	An-30	AFL/Central Region	mfd	10dec75	toc dec75; rgd 07sep76; f/n Myachkovo 20aug91; l/n Myachkovo 10sep92
	RA-30042	An-30	Aeroflot	IEV	29aug93	
	RA-30042	An-30	Myachkovo Air Serv	trf	23aug94	in Aeroflot c/s and titles; l/n Myachkovo 28mar02; RA- prefix totally faded, wfu; canx date unknown, but later restored
	RA-30042	An-30	Myachkovo Air Serv	Mya	01aug02	with 'Myachkovskiye Aviauslugi' titles; l/n Myachkovo 22aug03
	RA-30042	An-30	Aeroflot c/s, n/t	PKV	02jun04	lst Lukiaviatrans since 30sep03; l/n GOJ 06may06, titles not visible on photo
	RA-30042	An-30	Myachkovo Air Serv	GOJ	26jun06	in full red c/s; l/n PEE 10aug07; reported in technical inspection document 07mar07 as opb Lukiaviatrans; l/n PEE may11, no titles
	30042	An-30	Lyotnyye proverki	ZIA	21may14	Aeroflot polar type c/s, no titles; l/n IKT 19sep22
09 02	871	An-30	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n SVO 15aug91
09 03	872	An-30	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n SIA 02nov86
	872	An-30	China United Al	SVO	21mar90	l/n SHA 23mar94, reported as Chinese Air Force
	872	An-30	Civ Avn Adm China		10oct09	at Dangyang, Chinese Air Force
09 04	"04" red	An-30B	Russian Air Force	mfd	22jun76	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
	RF-36055	An-30B	Russian Air Force	Vob	10aug13	in basic Aeroflot c/s with Russian flag on the fin and 'VVS Rossii' titles, also carrying "04" red; seen Chelyabinsk-Shagol 13sep14; l/n URS jan18
09 05	CCCP-30043	An-30	AFL/Central Region	mfd	30jan76	toc 04mar76; rgd 06jan77; opb Myachkovski OAO; in standard 'blue' c/s; f/n jan85; l/n Myachkovo 03jun92
	RA-30043	An-30	Aeroflot	Mya	01sep93	
	RA-30043	An-30	Myachkovo Air Serv	trf	23aug94	initially still in full Aeroflot c/s including titles; l/n as such LED may99; CofA expired 10jan01; received 'Myachkovskiye Aviauslugi' titles; f/n as such Myachkovo 12aug01; t/t 10,833 hours and 3,438 cycles by 01jan07; sat wfu at Myachkovo, 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 04oct11/20oct24
09 06	CCCP-30044	An-30	AFL/Ukraine	mfd	jan76	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
	UR-30044	An-30	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 08jul99
	UR-30044	An-30	Kiev ARP 410 Al	ZIA	17aug01	with VIP interior; l/n DME 16aug02; no longer in fleet list 12jan03
	7704	An-30	Sudanese Air Force	EGN	14mar07	in white c/s with black/white/red cheatline, no titles; still as such UYL 22feb10; seen KRT nov16; l/n KRT 09mar23
09 07	CCCP-30045	An-30	AFL/Central Region	mfd	feb76	toc 12mar76; rgd 21oct76; f/n Myachkovo 13apr92; in 'polar' red c/s; l/n Myachkovo 10sep92
	RA-30045	An-30	Aeroflot	Mya	01sep93	
	RA-30045	An-30	Myachkovo Air Serv	trf	23aug94	in full 'polar' Aeroflot red c/s; l/n Myachkovo 29mar07, RA- prefix totally faded, wfu; canx but date unknown; broken up at Myachkovo apr12
09 08	CCCP-30046	An-30	AFL/Kazakhstan-BXJ	mfd	feb76	toc 11mar76; f/n SVO 03aug76; rgd 27jan77; version given as 'RV' in MGA document; l/n BXJ 23apr93
	UN-30046	An-30	Kazakstan Airlines	BXJ	oct94	l/n BXJ 09jun01
	UN-30046	An-30	Burundaiavia	BXJ	01sep02	seen BXJ 02dec11/04may12, stored; l/n BXJ 03jul16, prefix scrubbed out and by 08jul19 Aeroflot titles visible again
09 09	CCCP-30047	An-30	AFL/Central Region	mfd	19mar76	toc 30mar76; rgd 02nov76; converted to An-30M in 1986; f/n BKA 19may91; l/n Myachkovo 10sep92
	RA-30047	An-30	Air Transp. Europe	Mya	01sep93	
	RA-30047	An-30	Myachkovo Air Serv	trf	23aug94	seen BKA 11jul98, still with Air Transport Europe titles; l/n Myachkovo 20jul03, as such; lsd Lukiaviatrans 30sep03/31dec03
	RA-30047	An-30	Myachkovo Air Serv	Mya	27jun04	with 'Myachkovskiye Aviauslugi' titles; t/t 12,165 hours and 4,210 cycles as of 01jul09; l/n Myachkovo 03aug12/20jul24 wfu
09 10	CCCP-30048	An-30	AFL/West Siberia	mfd	26mar76	toc 01apr76; rgd 22jul76
	CCCP-30048	An-30	AFL/Leningrad	trf	21mar87	f/n LED 04apr87; l/n RVH 31may92
	RA-30048	An-30	Aeroflot	RVH	11sep93	
	RA-30048	An-30	Rzhevka Air	trf	20jul95	
	RA-30048	An-30	Aeroflot c/s, n/t	RVH	08dec98	lst Lukiaviatrans 25jun/31dec03; l/n ULY 09jan04; last overhaul completed 27dec04
	RA-30048	An-30	Polet		07nov05	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
	30048	An-30	Aerostroy	VOZ	25aug18	in full ex Polet c/s, no titles or prefix, l/n NAL 04may24 active
10 01	873	An-30	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n IEV 08sep92; seen Hanzhong-Chenggu 12oct09 seen preserved in the China Aviation Museum at Shahezhen AFB (N40.185807 E116.36078 Changping) 21sep16; l/n 07may24
10 02	874	An-30	Civ Avn Adm China	d/d	1976	Chinese Air Force; photos exist, location and date unknown; l/n Hanzhong may17/jul21, stored
10 03	875	An-30	Civ Avn Adm China	d/d	1976	Chinese Air Force; f/n NKG 08apr86; l/n Jinan Zhang Zhuan Air Base 13may02 operational
10 04	CCCP-30049	An-30	AFL/GosNII GA	mfd	28may76	toc sep76; rgd 15nov76; in Aeroflot c/s; f/n SVO 03aug76
	CCCP-30049	An-30	AFL/East Siberia	trf	07sep81	
	RA-30049	An-30	Aeroflot	Ovn	21apr93	
	RA-30049	An-30	Novosibirsk AE	trf	11mar94	in Aeroflot c/s and titles; f/n without titles Novosibirsk-Severny 08jul05; sat without engines at Novosibirsk-Severny, 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
10 05	CCCP-30050	An-30	AFL/Central Region	mfd	jun76	toc 26jun76; rgd 20jul76; f/n ATH 09sep83
	RA-30050	An-30	Aeroflot	Mya	01sep93	
	RA-30050	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
10 06	CCCP-30051	An-30	AFL/West Siberia	mfd	30jun76	toc 08jul76; rgd 22jul76; f/n Novosibirsk-Severny 01jul92; l/n Novosibirsk-Severny 21apr93
	RA-30051	An-30	Aeroflot	Ovn	12jul93	
	RA-30051	An-30	Novosibirsk AE	trf	11mar94	l/n Novosibirsk-Severny 08aug02, titles not reported
	RA-30051	An-30	Novosibirsk AE	Ovn	03jul03	with Novosibirsk Avia titles; sat at Novosibirsk-Severny 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
10 07	CCCP-30052	An-30	AFL/West Siberia	mfd	22jul76	toc 06aug76; rgd 30aug76; f/n IKT 05sep89
	RA-30052	An-30	Aeroflot	Ovn	21apr93	in 'polar' red c/s
	RA-30052	An-30	Novosibirsk AE	trf	11mar94	f/n Novosibirsk-Severny 03jul03; still in ex 'polar' c/s; sat without engines at Novosibirsk-Severny, 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) 06oct13/26jul24
10 08	CCCP-30053	An-30	AFL/Kazakhstan	mfd	24jul76	toc 16aug76; rgd 02sep76; version given as 'RV' in MGA document
	CCCP-30053	An-30	AFL/Leningrad	trf	28dec86	f/n LED 12sep87; l/n RVH 07apr91; converted to An-30D with additional fuel tanks on fuselage
	RA-30053	An-30D	Aeroflot	RVH	15jun93	with 'Sibiryak' badge behind cockpit; l/n RVH 11sep93
	RA-30053	An-30D	Rzhevka Air	trf	20jul95	seen RVH 09jul98 and BKA 21aug01, in Aeroflot c/s, without titles
	RA-30053	An-30D	Rzhevka Air	LED	29jul02	l/n BKA 03oct02 as such; leased to Lukiaviatrans 15apr02/ 21dec03; seen PKV 20aug03, titles not read off; seen IEV 22may04 bare metal
	RA-30053	An-30D	Lukiaviatrans	PKV	29jun04	in yellow c/s with blue trim; l/n KXK nov20
10 09	VN-B376	An-30	Hàng Không Viêtnam	d/d	aug76	f/n SGN 30nov87
	VN-B376	An-30	Vietnam Airlines	fr.	1990	f/n SGN jan91; l/n SGN 25oct93
	VN-B376	An-30	Vietnam AS Comp.		20mar95	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
10 10	CCCP-30054	An-30	AFL/Central Region	mfd	aug76	toc 30sep76; rgd 25oct76; f/n BKA 29sep89; l/n Myachkovo 10sep92
	RA-30054	An-30	Aeroflot	Mya	01sep93	
	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	An-30R	Aeroflot	Mya	01sep93	in 'polar' c/s without props
	RA-30055	An-30R	Myachkovo Air Serv	trf	23aug94	l/n Myachkovo 15aug05, RA- prefix totally faded, wfu; canx but date unknown; broken up at Myachkovo in 2006
11 02	CCCP-30056	An-30	AFL/West Siberia	mfd	30sep76	toc 15oct76; rgd 11nov76; f/n Novosibirsk-Severny 01jul92
	RA-30056	An-30	Aeroflot	Ovn	12jul93	

	RA-30056	An-30	Novosibirsk AE	trf	11mar94	in Aeroflot c/s and titles; l/n Novosibirsk-Severny jul00/jul05, wfu without prefix; t/t 7,868 hours and 2,599 cycles; broken up aug07; the nose/cockpit section only seen Novosibirsk-Severny 21jun12
11 03	103	An-30	Romanian Air Force	mfd	30oct76	d/d dec76; f/n OTP 14aug78
	1103	An-30	Romanian Air Force	ph.	feb80	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	An-30	Romanian Air Force	mfd	1976	f/n OTP 14aug78
	1104	An-30	Romanian Air Force	ph.	feb80	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; seen 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 OTP 31aug24
11 05	105	An-30	Romanian Air Force	mfd	1976	f/n OTP 14aug78
	1105	An-30	Romanian Air Force	ph.	feb80	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	An-30	AFL/Kazakhstan	mfd	dec76	toc 11jan77; rgd 04feb77; version given as 'RV' in MGA document; f/n BXJ 23apr93
	RA-30057	An-30	Aeroflot		early94	operated for Conoco Oil Company; leased from Burundaiavia
	UN-30057	An-30	Kazakstan Airlines	BXJ	29jun99	l/n BXJ 09jun01; reported for Burundaiavia; photo BXJ 2004/25may24 in basic ex Aeroflot c/s, no titles; stored
11 07	LZ-AEG	An-30	Balkan	i/s	sep77	opb SOAU - 'Specialised Aviation Services detachment'; seen SOF 12sep78; l/n SOF 04feb86; might have had CCCP-30058 allocated originally
	LZ-AEG	An-30	Hemus Air	ZRH	28may88	in full c/s
	1107	An-30	Czechoslovak AF	Hrd	03mar91	still in basic Hemus Air c/s, no titles; l/n Hradec Králové 29jul91, as such
	1107	An-30FG	Czech Air Force	trf	01jan93	converted to An-30FG for the Open Skies Treaty in 1994; photos exist in bare metal c/s with just the serial; painted in full Czech Air Force c/s and carried 'Open Skies' titles; wfu late 2003; 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 08jun24
11 08	CCCP-30059	An-30	AFL/West Siberia	mfd	18jan77	toc 25feb77; rgd 18mar77; f/n Novosibirsk-Severny 01jul92
	RA-30059	An-30	Aeroflot	Ovn	21apr93	
	RA-30059	An-30	Novosibirsk AE	trf	11mar94	in Aeroflot c/s and titles; l/n Novosibirsk-Severny 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
11 09	CCCP-30060	An-30	AFL/Kazakhstan	mfd	feb77	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
	UN-30060	An-30D	Kazakstan Airlines	BXJ	oct94	l/n BXJ 01sep02; reported for Burundaiavia
	UN-30060	An-30D	Burundaiavia	BXJ	02dec11	stored; l/n BXJ 08jul19 titles and registration completely faded
11 10	CCCP-30061	An-30	AFL/Central Region	mfd	feb77	toc 14mar77; rgd 01apr77; f/n Myachkovo 13apr92
	RA-30061	An-30	Aeroflot	Mya	01sep93	
	RA-30061	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 Myachkovo apr12
12 01	CCCP-30062	An-30	AFL/Kazakhstan	mfd	28feb77	c/n checked many times as '1207', painting error; toc 20mar77; rgd 13apr77; version given as 'RV' in MGA document; f/n ATH 13nov82
	CCCP-30062	An-30	AFL/Leningrad-RVH	trf	27dec86	l/n RVH 06sep92, in Aeroflot 'polar' c/s
	RA-30062	An-30	Aeroflot	RVH	15jun93	in Aeroflot 'polar' c/s
	RA-30062	An-30	Rzhevka Air	trf	20jul95	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	An-30	ex Polet c/s	KRT	03jul07	
	ST-PLL	An-30	Sudanese Air Force	no	reports	
	7708	An-30	Sudanese Air Force	KRT	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-Severny 01jul92
	RA-30063	An-30D	Aeroflot	Ovn	21apr93	with 'Sibiryak' badge behind the cockpit
	RA-30063	An-30D	Novosibirsk AE	trf	11mar94	l/n KJA 05jul03, titles not read off
	RA-30063	An-30D	Novosibirsk AE	Ovn	08jul05	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-issledovatelski aerogeofizicheski tsentr (Aerogeophysical Flight Test Centre) at Yermolino; l/n Krasnoyarsk-Cheremshanka 17oct13
	30063	An-30D	LIATs	GOJ	nov14	reported without prefix but reg not visible in photo; seen CEK 23oct16, no prefix; l/n KHV 17may24
12 03	CCCP-30064	An-30	AFL/Central Region	mfd	20apr77	toc 14may77; rgd 01jun77; f/n BKA 15mar90; l/n Myachkovo 10sep92
	RA-30064	An-30	Aeroflot	Mya	13sep93	
	RA-30064	An-30	Myachkovo Air Serv	trf	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
	EX-107	An-30A-100		no	reports	identity confirmed by Kyrgyz CAA; canx 13feb06
	TN-AHJ	An-30A-100	Aéro-Frêt Business	rgd	08apr06	to Bilmer Ltd, details from register; f/n CAI nov08; l/n PNR 08sep09; CofA has expired; canx 26apr15
12 04	CCCP-30065	An-30	AFL/Central Region	mfd	apr77	toc 08jul77; rgd 02aug77; f/n Myachkovo 13apr92
	RA-30065	An-30	Aeroflot	Mya	01sep93	
	RA-30065	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
12 05	VN-B378	An-30	Háng Không Viêtnam	d/d	1977	f/n SGN 23feb82; seen HAN nov89; l/n HAN 01sep90, see next line
	VN-B378	An-30	Vietnam Airlines	fr.	1990	f/n SGN jan91; l/n SGN 25oct93
	VN-B378	An-30	Vietnam AS Comp.		mar95	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/s and markings worn as only seen after it was dark; l/n Bobla Waterfall, Di Linh, Lam Dong, 19feb21, overall dark green colours; reg not visible; l/n 02jan23
12 06	CCCP-30066	An-30	AFL/GosNII GA	mfd	30jul77	toc 05jul78; rgd 19jul78
	CCCP-30066	An-30	AFL/Central Region	trf	12oct79	f/n BKA 02aug90; l/n Myachkovo 10sep92
	RA-30066	An-30	Aeroflot	Mya	01sep93	
	RA-30066	An-30	Myachkovo Air Serv	trf	23aug94	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
12 07	237	An-30	Afghan Air Force	KBL	1978	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
12 08	CCCP-30067	An-30	AFL/West Siberia	mfd	30jun77	toc 14jul77; rgd 09aug77
	CCCP-30067	An-30	AFL/Ukraine	trf	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)
	CCCP-30067	An-30	AFL/Leningrad-RVH	trf	23jan87	f/n LED 04may89; in Aeroflot colours with blue tail; l/n RVH 06sep92
	RA-30067	An-30	Aeroflot	LED	15jun93	in basic 'polar' Aeroflot colours with blue tail
	RA-30067	An-30	Rzhevka Air	trf	20jul95	in basic 'polar' Aeroflot colours with blue tail and titles; l/n RVH 08dec98
	RA-30067	An-30	BaltAeroTrans	RVH	22feb00	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 ?
12 09	CCCP-30068	An-30	AFL/West Siberia	mfd	28jul77	toc 11aug77; rgd 29aug77; f/n SVO sep90; converted to An-30D with additional fuel tanks on the fuselage, f/n as such Novosibirsk-Severny 01jul92
	RA-30068	An-30D	Aeroflot	Ovn	21apr93	with 'Sibiryak' badge behind the cockpit
	RA-30068	An-30D	Novosibirsk AE	trf	11mar94	in Aeroflot c/s and titles; l/n IKT 06jun01 in rework plant, still with 'Aeroflot' titles
	RA-30068	An-30D	Novosibirsk AE	Ovn	03jul03	with 'Sibiryak' badge behind the cockpit and Novosibirsk Avia titles; stored at Novosibirsk-Severny, 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
12 10	CCCP-30069	An-30	AFL/Central Region	mfd	jul77	toc 12aug77; rgd 01sep77; f/n ATH may83; l/n Myachkovo 10sep92
	RA-30069	An-30	Aeroflot	Mya	01sep93	
	RA-30069	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
13 01	CCCP-30070	An-30	AFL/Central Region	mfd	aug77	toc 08sep77; rgd 21sep77; f/n VOG 16sep87
	RA-30070	An-30	Aeroflot	Mya	20may93	
	RA-30070	An-30	Myachkovo Air Serv	trf	23aug94	in Aeroflot c/s and titles; l/n Myachkovo 20apr06 RA- prefix totally faded, wfu
	EX-116	An-30	ex-Aeroflot c/s	Mya	13aug06	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 Al		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	An-30	AFL/Kazakhstan	mfd	aug77	toc 21sep77; rgd 06oct77; version given as 'RV' in MGA document; f/n TAS 15apr92; l/n BXJ 23apr93
	UN-30071	An-30	Kazakstan Airlines	BXJ	oct94	l/n BXJ 01sep02; reported for Burundaiavia
	UN-30071	An-30	Burundaiavia	BXJ	02dec11	stored; l/n BXJ 15may19, stored with faded prefix and titles
13 03	CCCP-30072	An-30	AFL/Central Region	mfd	aug77	toc 10oct77; rgd 10nov77; f/n BKA 20jul91; l/n Myachkovo 10sep92

	RA-30072	An-30	Aeroflot	Mya	01sep93	
	RA-30072	An-30	Myachkovo Air Serv	trf	23aug94	in Aeroflot c/s and titles; l/n Myachkovo 01jul06, RA- prefix totally faded, wfu
	EX-118	An-30	ex-Aeroflot c/s	Mya	13aug06	blue cheatline, no titles; l/n IEV 22aug06; was already canx by Kyrgyz CAA 20jun06
	TN-AHS	An-30A-100	Aéro-Frêt Business	rgd	24may07	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
13 04	CCCP-30073	An-30	AFL/Central Region	mfd	nov77	toc 19jan78; rgd 25jan78; f/n Myachkovo 20aug91; l/n Myachkovo 10sep92
	RA-30073	An-30	Aeroflot	Mya	01sep93	
	RA-30073	An-30	Myachkovo Air Serv	trf	23aug94	in Aeroflot c/s and titles; l/n Myachkovo 29jul00, RA- prefix totally faded, wfu; soc 04jul01 and canx 09jul01, see next line
	RA-30073	An-30	Rosaviakosmos, n/t	KLF	18aug01	in basic Aeroflot c/s, no titles
	30073	An-30	LIATs ?	Erm	02sep02	l/n BKA aug03/aug04, in basic Aeroflot c/s without prefix, no titles
	RA-30073	An-30	LIATs ?	BKA	20apr06	
	30073	An-30	LIATs	BKA	13apr08	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
	30073	An-30D	LIATs	CKH	apr12	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
13 05	CCCP-30074	An-30	AFL/Central Region	mfd	oct77	toc 17nov77; rgd 05dec77; f/n Myachkovo 03jun92; l/n Myachkovo 10sep92
	RA-30074	An-30	Aeroflot	Mya	01sep93	
	RA-30074	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
13 06	CCCP-30075	An-30	AFL/Central Region	mfd	28oct77	toc 17nov66; rgd 05dec77; converted to An-30D with additional fuel tanks on fuselage; f/n BKA 22feb92
	RA-30075	An-30D	Aeroflot	Mya	17may93	with 'Sibiryak' badge behind cockpit;
	RA-30075	An-30D	Myachkovo Air Serv	trf	23aug94	in Aeroflot c/s and titles; l/n Myachkovo 16aug99; seen Myachkovo 29aug00, with RA- prefix totally faded; l/n Myachkovo 17feb01, as such
	RA-30075	An-30D	Myachkovo Air Serv	Mya	12aug01	carried initially 'Myachkovskiye Aviauslugi' 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
	RA-30075	An-30D	Lukiaviatrans	LED	23apr08	no titles; still named 'Mikhail Razzhivak'; l/n MMK 15oct15, active; reportedly stored since jul16; CofR renewal 23jan23
13 07	not known	An-30B	Soviet Air Force	mfd	15nov77	
	"01" red	An-30B	Russian Air Force	CKL	22aug03	in all-grey c/s with Red star on the fin; f/n with 'Open Skies' titles Voronezh-Baltimor 19aug06
	"01" black	An-30B	Russian Air Force	Kub	22mar08	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	An-30B	Soviet Air Force	mfd	30nov77	
	"17" ?	An-30B	Russian Air Force			possibly opb 151 odrae at Krasnoyarsk
	"31" yellow	An-30B	Russian Air Force	IKT	20aug06	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 Rossii' titles, coded "31" yellow and still named 'Svyatitel Innokenti Irkutski'; type painted as just 'An-30'; l/n Byelaya 2018
13 09	not known	An-30	Soviet Air Force	mfd	18dec77	
	"05" blue	An-30	Ukraine Air Force	trf	1992	f/n UCK jul95; opb 86 odrae at Chernovtsy until 1996, trf 18 odrae at Nizhyn; l/n Nizhyn 22may98
	"87" blue	An-30	Ukraine Air Force	KBP	26jun99	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	An-30	Soviet Air Force	mfd	1977	
	"10" blue	An-30	Ukraine Air Force	trf	1992	last overhaul completed 26mar93; opb 86 odrae at Chernovtsy until 1996, trf 18 odrae at Nizhyn; l/n Nizhyn 22may98
	"11" blue	An-30	MNS Ukrayiny	HRK	21jul06	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	An-30	AFL/Ukraine-IEV	mfd	31jan78	toc 16feb78; rgd 07mar78; first reported DNK 17oct87 in an incident report; f/n IEV 14apr92; l/n IEV 08sep92
	UR-30000	An-30	Avialini. Ukrayiny	IEV	16jun93	l/n IEV 04jul99
	UR-30000	An-30A-100	Kiev ARP 410 Al	Gos	14sep00	in Aeroflot c/s, no titles; l/n IEV 09jun05, as such; seen in special FC Chernomorets c/s KBP 11jun06; l/n ODS 23feb07
	UR-30000	An-30A-100	South Airlines	ODS	05may07	additional large 'FC Chernomorets' titles; reported as exported 18may07; became, see next line
	D2-MBO	An-30A-100		ADB	20may07	still with FC Chernomorets titles
	T-240	An-30A-100	Angolan Air Force	LAD	06aug07	c/n not checked; in all-grey c/s
	D2-MBO	An-30A-100	Angolan Air Force	ODS	29feb08	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	An-30A-100	Angolan Air Force	LAD	23jul12	l/n LAD nov12, in all-grey c/s
	D2-MBO	An-30A-100	Angolan Air Force	LAD	06jun13	in all-grey c/s; seen LAD 20nov16 in good condition; l/n 04jan23 preserved in the LAD base museum
14 02	CCCP-30001	An-30	AFL/Central Region	mfd	14feb78	toc 12mar78; rgd 27mar78; opb Myachkovski OAO
	CCCP-30001	An-30R	AFL/Central Region	Mya	18aug92	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	An-30	Aeroflot	Mya	01sep93	opb Myachkovo Air Service
	RA-30001	An-30	Myachkovo Air Serv	trf	23aug94	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	An-30	Grodno	GNA	27sep11	in white c/s with grey belly, with small titles on the rear fuselage and a logo on the fin; l/n MSQ 17sep17
	RA-30001	An-30	Abakan Air	rgd	26apr19	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	An-30	AFL/Kazakhstan	mfd	mar78	toc 11apr78; rgd 28jun78; version given as 'RV' in MGA document; the same registration (without prefix) was worn by a Ka-32T c/n 8606 at the same time
	UN-30003	An-30	Kazakstan Airlines	TAS	08may95	l/n BXJ 14may98, titles not reported
	UN-30003	An-30	Burundaiavia	BXJ	29jun99	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	An-30	AFL/West Siberia	mfd	25mar78	toc 01apr78; rgd 03may78; opb Novosibirski OAO; converted to an An-30D with additional fuel tanks on the lower fuselage
	RA-30004	An-30D	Aeroflot	Ovn	21apr93	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
	RA-30004	An-30D	Novosibirsk AE	trf	11mar94	based at Novosibirsk-Severny; 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-Severny 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-Severny to OVB 22nov14 (was the last An-30 at Novosibirsk-Severny); based at KXK, f/n there 24nov14; l/n in its old colours KXK 23jun17; repainted in grey c/s with Russian stars, no titles; seen in the process of painting (still without markings) KXK 26/28jun17; f/n with markings KXK 29jun17; l/n KHV 30nov19
14 06	CCCP-30005	An-30	AFL/Ukraine	mfd	31mar78	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	An-30	Air Transp. Europe	PRG	10nov92	
	UR-30005	An-30	Air Transp. Europe	IEV	16jun93	
	UR-30005	An-30	Avial. Ukr c/s n/t	IEV	22sep94	l/n IEV 08jul99
	UR-30005	An-30	Ukraine National	IEV	06aug02	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
	CCCP-30005	An-30	Aeroflot c/s	IEV	26aug15	in the Oleg Antonov State Aviation Museum at Kiev; seen 05dec21 doing engine runs in the museum; l/n 24jan22

14 07	CCCP-30006	An-30	AFL/Central Region	mfd	12apr78	toc 12may78; rgd 25may78; f/n TAS 28aug89; the same registration was worn by a Ka-32T c/n 8609 at the same time
	RA-30006	An-30	Aeroflot	Mya	24may94	
	RA-30006	An-30	Myachkovo Air Serv	trf	23aug94	in Aeroflot c/s and titles; l/n Myachkovo 26aug04, RA- prefix totally faded
	RA-30006	An-30	Geodynamika	BKA	15aug05	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
14 08	CCCP-30007	An-30	AFL/West Siberia	mfd	28apr78	toc 16may78; rgd 05jun78; f/n IKT 05sep89; converted to An-30D with additional fuel tanks on the fuselage; l/n IKT 05jul92 in 'polar' c/s
	RA-30007	An-30D	Aeroflot	Ovn	21apr93	with 'Sibiryak' badge behind the cockpit, in 'polar' c/s
	RA-30007	An-30D	Novosibirsk AE	trf	11mar94	l/n IKT 06jun01, in rework plant, in 'polar' c/s, no titles
	RA-30007	An-30D	Novosibirsk AE	Ovn	15aug04	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
	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 ?
14 09	876	An-30	Civ Avn Adm China	d/d	1978	Chinese AF; f/n PEK 23apr86, see dates next line
	B-3301	An-30	Civ Avn Adm China	rgd	may85	f/n TYN 03mar87
	B-3301	An-30	China General Avn	trf	jul89	wfu mar96; l/n TYN oct98/feb06 stored without props and reported broken up since
14 10	877	An-30	Civ Avn Adm China	d/d	1978	Chinese AF; f/n TYN 18apr86, see dates next line
	B-3302	An-30	Civ Avn Adm China	rgd	may85	f/n TYN 03mar87
	B-3302	An-30	China General Avn	trf	jul89	wfu mar96; l/n TYN oct98/feb06 stored no engines and reported broken up since
15 01	878	An-30	Civ Avn Adm China	d/d	1978	Chinese AF; f/n PEK may86, l/n TYN 31oct86; see dates next line
	B-3303	An-30	Civ Avn Adm China	rgd	may85	f/n TYN 03mar87
	B-3303	An-30	China General Avn	trf	jul89	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	An-30	Cuban Air Force	HOG	09aug93	c/n not confirmed; black and white photo exists in white c/s with (blue) cheatline and grey undersides, rudder in the colours of the Cuban flag
	CU-F1444	An-30	Aerogaviota	CMW	16jun98	l/n SCU 11mar00, airworthy; wfu Playa Baracoa
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
	FAR-1445	An-30	Cuban Air Force		photo	c/n not confirmed; photo exists in the same c/s as FAR-1444
	CU-T1445	An-30	Aerogaviota	Bar	21nov97	l/n CYO jun99, operational; wfu, fate unkonwn
15 04	not known	An-30	Soviet Air Force	mfd	1979	
	RF-36014	An-30	Russ. Space Forces	CKL	25dec08	in all-grey c/s with Space Forces badge on door; l/n Levashovo 06jun10; seen Ivanovo-Severny 11oct11 in white c/s with blue cheatline and grey undersides, Russian stars on tail
	RF-36014	An-30	Russian Air Force		jul12	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/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 Rossii' 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
	MT-1016	An-30	MIAT Mongolia			already allocated by early 1995, not taken up
	JU-1016	An-30	MIAT Mongolia			new country prefix reported allocated by mar98, not taken up
15 07	879	An-30	Civ Avn Adm China	d/d	1979	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
	3710	An-30	Chinese Air Force	Chp	21sep16	seen preserved in the China Aviation Museum at Shahezhen AFB (Changping N40.185807 E116.36078); l/n 12oct24
15 08	880	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
15 09	881	An-30	Civ Avn Adm China	d/d	1979	Chinese Air Force; f/n feb13, location withheld; l/n Hanzhong may17/mar20, stored
15 10	882	An-30	Civ Avn Adm China	d/d	1979	Chinese Air Force
	3711	An-30	Chinese Air Force	Chp	21sep16	seen preserved in the China Aviation Museum at Shahezhen AFB Changping (N40.185807 E116.36078); l/n 07may24
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 ?
---	"02"	An-30	Soviet Air Force		photo	at OVB date unknown, in all-grey c/s with code on the forward fuselage, Red star on the fin
---	"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"	An-30	Russian Air Force	ph.	1980	at Kushchevskaya; 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	KJA	13jul93	opb 151 odrae at Krasnoyarsk; see c/n 1308
---	"17"	An-30	Soviet Air Force	KBL	oct87	photo exists OVB date unknown, in all-grey c/s with code on the forward fuselage, Red star on the fin; see also 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 No. 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 No. 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, owever, 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 No. 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 paradropping 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
	UR-48018	An-32P	Antonov Des. Bur.	VLC	06jul94	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

364 An-32 built and completed by Factory No. 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
	K2668	An-32RE	Indian Air Force	IEV	07jul12	seen DOH 09oct12; l/n AGR 21feb15; used call-sign 'VU-DBA' aug21/oct21
01 03	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
	KA2671	An-32RE	Indian Air Force	IXC	01sep21	in all-grey c/s
01 06	--	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
	KA2672	An-32RE	Indian Air Force	Ban	13feb23	in all-grey c/s, no code
01 08	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
	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
02 01	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
	K2676	An-32RE	Indian Air Force	IEV	29sep10	in all-grey c/s, no code; seen IEV 27may11; l/n Bangalore-Yelahanka 15feb17
02 02	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
	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
02 03	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
	KA2678	An-32RE	Indian Air Force	Ban	14feb23	in all grey c/s
02 04	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
	KA2680	An-32RE	Indian Air Force	ph.	2022	at Bangalore-Hindustan; in all-grey c/s, no code
02 06	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
	KA2682	An-32RE	Indian Air Force		13dec19	location unknown; in all-grey c/s
02 08	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
	KA2684	An-32RE	Indian Air Force		15dec19	location unknown; used call-sign 'VU-DOC' nov20/dec20
02 10	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
	KA2685	An-32RE	Indian Air Force	Ban	17feb23	grey c/s, no code
03 01	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
	K2687	An-32RE	Indian Air Force	IEV	07jul12	in all-grey c/s, no code; seen DOH 09oct12; l/n 09apr14, location withheld
	KA2687	An-32RE	Indian Air Force		sep18	location unknown; in all-grey c/s, no code; used call-sign 'VU-BKF' jun21/nov21; l/n IXC 01sep21
03 03	K2688	An-32	Indian Air Force	d/d	nov84 ?	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
	K2689	An-32RE	Indian Air Force	IEV	16jul11	in all-grey c/s, no code; l/n DEL 29dec15
	KA2689	An-32RE	Indian Air Force	ph.	nov22	in all-grey c/s, no code
03 05	K2690	An-32	Indian Air Force	d/d	06dec84	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
	KA2691	An-32	Indian Air Force		08feb20	exact version not known; used call-sign 'VU-DBD' feb21/mar21
03 07	K2692	An-32	Indian Air Force	d/d	06dec84	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
	K2692	An-32RE	Indian Air Force	IEV	07jul12	in all-grey c/s, no code; l/n DHA 24oct12
	KA2692	An-32RE	Indian Air Force	IXC	01sep21	in all-grey c/s, no code; l/n Bangalore-Yelehanka 14feb23
03 08	K2693	An-32	Indian Air Force	d/d	27dec84	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
	K2693	An-32RE	Indian Air Force	IEV	19mar14	in all-grey c/s, no code; l/n DOH 16apr14
	KA2693	An-32RE	Indian Air Force	DEL	24jan24	in all-grey c/s, no code
03 09	K2694	An-32	Indian Air Force	d/d	27dec84	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
	K2694	An-32RE	Indian Air Force	IEV	29dec12	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
	KA2694	An-32RE	Indian Air Force		19dec19	location unknown; l/n DEL 21nov23
03 10	K2695	An-32	Indian Air Force	d/d	27dec84	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
	K2695	An-32RE	Indian Air Force	IEV	01sep14	finally re-delivered ex IEV 19nov15; in all-grey c/s, no code; l/n BOM 09mar17
	KA2695	An-32RE	Indian Air Force	BOM	01aug20	in all-grey c/s, no code
04 01	K2696	An-32	Indian Air Force	d/d	24jan85	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
	K2696	An-32RE	Indian Air Force	IEV	15apr11	in all-grey c/s no code; l/n DEL 23dec15
04 02	K2697	An-32	Indian Air Force	d/d	24jan85	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
	K2697	An-32RE	Indian Air Force	IEV	09may13	in all-grey c/s, no code; seen IEV 29jul13; l/n AGR 21feb15
04 03	K2698	An-32	Indian Air Force	d/d	24jan85	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
	KA2698	An-32RE	Indian Air Force	DEL	12mar18	in all-grey c/s, no code; l/n Palam 15mar19
04 04	K2699	An-32	Indian Air Force	d/d	28feb85	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 Kishtiwar, 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
	KA2703	An-32RE	Indian Air Force	TRV	16jul21	in all-grey c/s, no code
04 09	K2704	An-32	Indian Air Force	d/d	31may85	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
	K2704	An-32RE	Indian Air Force	IEV	06sep11	in all-grey c/s, no code; seen IEV 19sep11; l/n Bangalore-Yelahanka 21feb15
04 10	K2705	An-32	Indian Air Force	d/d	31may85	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
	K2706	An-32RE	Indian Air Force	IEV	10oct12	in primer; seen IEV 29dec12, in all-grey c/s, no code; seen IEV 17feb13 re-delivered this date; l/n MCT 22feb13
	KA2706	An-32RE	Indian Air Force		28dec19	in all-grey c/s, no code; l/n Imphal 20nov20
05 02	K2707	An-32	Indian Air Force	d/d	31may85	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
	K2707	An-32RE	Indian Air Force	IEV	12aug11	seen IEV 19sep11; in all-grey c/s, no code; l/n Bangalore-Yelahanka 19feb15
05 03	K2708	An-32	Indian Air Force	d/d	04jul85	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
	K2708	An-32RE	Indian Air Force	IEV	29jun11	in all-grey c/s, no code; l/n DEL 29dec15
	KA2708	An-32RE	Indian Air Force	DEL	26mar18	in all-grey c/s, no code
05 04	K2709	An-32	Indian Air Force	d/d	12sep85	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
	KA2709	An-32	Indian Air Force	Ban	03feb21	in all-grey c/s, no code
05 05	K2710	An-32	Indian Air Force	d/d	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
	KA2711	An-32RE	Indian Air Force	Ban	15jan23	in all-grey c/s, no code
05 07	K2712	An-32	Indian Air Force	d/d	22aug85	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; seen Bangalore-Yelahanka 18feb19, in all-grey c/s, no code
	K2712	An-32RE	Indian Air Force	HYD	19jan24	converted to An-32RE but still wearing old serial
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; believed upgraded in India to, see next line
	KA2714	An-32RE	Indian Air Force	Ban	16dec21	in-all grey c/s, no code; l/n DEL 21jan24
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
	K2715	An-32RE	Indian Air Force	IEV	11nov11	test flying in bare metal c/s, marked '2715'; f/n IEV 12mar12, in all-grey c/s, no code; l/n AGR 21feb15
	KA2715	An-32RE	Indian Air Force		13dec19	location unknown; used call-sign 'VU-BKM' oct21/nov21; l/n in a flypast over Prayagraj 05oct23
06 01	K2716	An-32	Indian Air Force	d/d	21oct85	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 16dec21; believed upgraded in India to, see next line
	KA2716	An-32RE	Indian Air Force	Ban	17feb23	in all-grey c/s, no code
06 02	K2717	An-32	Indian Air Force	d/d	21oct85	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
	KA2718	An-32RE	Indian Air Force	IXC	01sep21	in all-grey c/s; l/n BOM 13mar24
06 04	K2719	An-32	Indian Air Force	d/d	18nov85	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
	K2719	An-32RE	Indian Air Force	IEV	19sep11	in all-grey c/s, no code; seen overflying Delhi 23jan13
	KA2719	An-32RE	Indian Air Force	BOM	13mar24	in all grey c/s, no code
06 05	K2720	An-32	Indian Air Force	d/d	18nov85	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	An-32RE	Indian Air Force	IEV	29dec11	test flown in bare metal c/s; seen IEV 12mar12 in all-grey c/s, no code; l/n Bangalore-Yelahanka 21feb15
	KA2720	An-32RE	Indian Air Force	ph.	04may18	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
	KA2722	An-32RE	Indian Air Force	JAI	20jul21	in all-grey c/s, no code
06 08	K2723	An-32	Indian Air Force	d/d	06jan86	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
	KA2723	An-32	Indian Air Force	ph.	25sep19	at Imphal still in all-grey c/s, no code
06 09	K2724	An-32	Indian Air Force	d/d	23dec85	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
	KA2724	An-32RE	Indian Air Force	DAC	11dec21	in all-grey c/s, no code
06 10	K2725	An-32	Indian Air Force	d/d	23dec85	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 Bangaolore-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
	KA2727	An-32	Indian Air Force	DEL	11mar20	in all-grey c/s, no code; l/n DEL 30jan22, version not confirmed; believed upgraded in India to, see next line
	KA2727	An-32RE	Indian Air Force	Ban	13feb23	in all-grey c/s, no code
07 03	CCCP-48093	An-32A	Antonov Des. Bur.	Gos	20aug88	in Aeroflot c/s; l/n Gostomel 18aug91; see also Il-18 c/n 188000604
	CCCP-48093	An-32A	Antonov Des. Bur.	Gos	23aug91	with Ukrainian flag; CofR renewal 12mar92; l/n Gostomel 08sep92; converted to, see next line
	UR-48093	An-32P	Antonov Des. Bur.	Gos	10sep96	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
	K2730	An-32RE	Indian Air Force	IEV	23feb13	in all-grey c/s, no code; seen IEV 17aug13; l/n AGR 21feb15
	KA2730	An-32RE	Indian Air Force	ph.	04may18	at Sulur AFB, in all-grey c/s, no code; l/n Yelahanka 14feb23
07 07	K2731	An-32	Indian Air Force	d/d	24apr86	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
	K2731	An-32RE	Indian Air Force	IEV	03apr13	in all-grey c/s, no code; seen DOH 29aug13 returning to India; l/n 10apr14, location withheld
	KA2731	An-32RE	Indian Air Force	Ban	09dec20	in all-grey c/s, no code; l/n 24jan21 location unknown
07 08	K2732	An-32	Indian Air Force	d/d	24apr86	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
	K2733	An-32RE	Indian Air Force	IEV	29sep12	l/n IEV 17feb13 re-delivered this date; in all-grey c/s, no code; l/n IXC 01sep21
	KA2733	An-32RE	Indian Air Force	f/n	oct24	
07 10	K2734	An-32	Indian Air Force	d/d	05jun86	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
	KA2734	An-32	Indian Air Force	Ban	18feb19	in all-grey c/s, no code; l/n BOM 20nov20
08 01	K2735	An-32	Indian Air Force	d/d	05jun86	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
	K2736	An-32RE	Indian Air Force	IEV	19dec13	in all-grey c/s, no code; l/n DOH 02apr14
	KA2736	An-32RE	Indian Air Force	ph.	2020	in all-grey c/s, no code; l/n Bangalore-Hindustan apr23
08 03	K2737	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 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
	KA2738	An-32	Indian Air Force	Ban	28dec17	in all-grey c/s, no code
08 05	K2739	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 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
	KA2741	An-32RE	Indian Air Force		07jan20	location unknown; in all grey c/s, no code; l/n IXC 01sep21
08 08	K2742	An-32	Indian Air Force	d/d	09oct86	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	An-32RE	Indian Air Force	IEV	13feb15	finally re-delivered ex IEV 19nov15; in all-grey c/s, no code; l/n Bangalore 03jun16
	KA2742	An-32RE	Indian Air Force	BOM	05sep17	in all-grey c/s, no code; l/n BOM 07may19, overshot 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
08 10	K2744	An-32	Indian Air Force	d/d	18sep86	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
	KA2744	An-32RE	Indian Air Force		28jan20	location unknown; in all-grey c/s; l/n Chandigarh 23dec21
09 01	K2745	An-32	Indian Air Force	d/d	18sep86	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
	KA2745	An-32RE	Indian Air Force	Ban	10feb23	in all-grey c/s, no code
09 02	280	An-32A	Afghan Air Force	KHT	19apr91	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; f/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
	K2747	An-32RE	Indian Air Force	IEV	01sep14	in all-grey c/s, no code; finally re-delivered ex IEV 19nov15
09 05	K2748	An-32	Indian Air Force	d/d	21nov86	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
	KA2749	An-32RE	Indian Air Force	DEL	29jun21	in all-grey c/s, no code
09 08	282	An-32A	Afghan Air Force	d/d	unknown	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'	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; still present according to Google Earth apr22, with outer wings/tail removed by jun22 and gone by dec22; seen aug23/13mar24 in two pieces, in the main storage/dump area with many other aircraft; 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 06aug23/13mar24, derelict missing outer wings, tail and undercarriage, without serial and stripped of paint/in sand c/s
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
	KA2750	An-32RE	Indian Air Force		30jan20	location unknown
10 08	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
	KA2751	An-32RE	Indian Air Force	MAA	25jan19	in all-grey c/s, no code
10 09	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
	KA2752	An-32	Indian Air Force			opb 43 Sqn; w/o 03jun19 on a flight from Jorhat-Rowriah 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; believed upgraded in India to, see next line
	KA2753	An-32RE	Indian Air Force	DEL	21jan24	in all-grey c/s, no code, used call-sign 'VU-DXA'
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
	KA2755	An-32RE	Indian Air Force	Ban	14feb23	in all-grey c/s, no code
12 01	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
	KA2756	An-32	Indian Air Force	Ban	15feb23	seen without engines, propellors and nose section; believe not to have been converted to An-32RE at this time
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
	KA2758	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
	KA2759	An-32RE	Indian Air Force	ph.	06feb20	in all-grey c/s, no code; l/n Bangalore-Yelahanka 13feb23
12 06	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
	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
	KA2762	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 'W'; 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
	KA2764	An-32RE	Indian Air Force	IXC	16nov20	in all-grey c/s, no code;l/n Yalahanka 29nov24
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-serialled to, see next line
	FAP-392	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 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 04	FAP-375	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 Piura 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 05	FAP-387	An-32A	Peruvian Air Force	PRG	05dec87	in camo c/s; rgd as OB-1393 11jun90; seen carrying OB-1393 mar91/mar04; c/n confirmed in register; OB-1393 canx 12dec01; 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
13 06	not known	An-32A	Antonov Des. Bur.	mfd	1987	
	no serial	An-32B	Antonov Des. Bur.			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	An-32A	MAP Kaluga Motors	mfd	25nov87	d/d 23jun89; rgd 20jul89
	RA-48974	An-32A	Impulse Aero	trf	18mar93	soc and canx 23may96 as to Zaïre
	3D-RTB	An-32A	Air Pass	PZB	12sep97	in all-white c/s, no titles; seen PTG 02jan98; l/n PTG 19jun98
	TL-ACH	An-32A	Centrafrican, n/t	NBO	23aug98	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	An-32A	CET Aviation	rgd	21may01	according to UN document oct01; registration suspended feb02
	9XR-QT	An-32A	Regional Intl A.S.	no	reports	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 Kongolo to Goma with about 9 tonnes of cassiterite when developed engine trouble about ten minutes after take-off and attempted to return to Kongolo, 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	An-32A	MAP KrasnoyarskMSZ	mfd	16nov87	in Aeroflot c/s; d/d 05feb89; rgd 10aug89
	RA-69356	An-32A	Sibaviatrans	trf	25nov93	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
	D2-FED	An-32A	no titles	LAD	05feb03	still named 'Seryozha' in Cyrillic; l/n LAD 27apr03
	9Q-CJU	An-32A	Aerolift RSA	rgd	12aug03	
	9Q-CJU	An-32A	Gloria Airways			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 Fujairah 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)	An-32A	Trast Aero	ROV	25aug11	probably re-registered just for maintenance in Russia; version now painted as 'An-32A'; canx 28nov12
	4L-OVE (2)	An-32A	Trast Aero	FJR	03feb12	not current on Georgian register 31jan12
	3X-GHJ	An-32A	no titles	LHE	09mar12	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
	EY-324	An-32A	Kush Air	JUB	17nov14	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
	EK-32408	An-32A	Mars Avia	rgd	05apr18	in 2018/2020 register, operating in Chad; canx 10feb20
14 09	CCCP-48979	An-32A	MAP Kom-na-Amu APO	mfd	02dec87	d/d 06jul89; rgd 21aug89; f/n DME 15mar90 in Aeroflot c/s
	RA-48979	An-32A	KnAAPO	IEV	16jun93	in Aeroflot c/s, reported for Komsomolsk Air
	RA-48979	An-32A	ex Filair c/s	Mya	15apr97	no titles
	RA-48979	An-32A	Komsomolsk Air	trf	18aug97	leased to Trans Charter; soc and canx 23apr02 as to Moldova in a non-airworthy condition
	ER-AWU	An-32A		rgd	02may02	canx 01jul02
	T-255 (1)	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			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 centre 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 Denissena; l/n jan23
14 10	CCCP-69321	An-32A	MAP Gorki APO	mfd	18jan88	d/d 04aug89; rgd 10aug89
	RA-69321	An-32A	Sokol Avn Factory	rgd	25jun93	probably in Aeroflot c/s; soc 14jun01 and canx 19jun01 and sold to Moldova in non-airworthy condition
	ER-AWI	An-32A		rgd	02jul01	canx 03aug01
	T-257 (1)	An-32A	Angolan Air Force	no	reports	c/n confirmed in papers; reported in the Namibia FIR feb02 also using call sign D2-FEN
	D2-FEN	An-32A	Air Nave	LAD	jun03	basic Aeroflot c/s with titles vertical on the tail; c/n not checked
	T-257 (1)	An-32A	Angolan Air Force	LAD	02jun05	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	An-32A	MAP Kaluga Motors	mfd	apr88	d/d 18apr89; rgd 23may89
	48115	An-32A	United Nations	MGQ	22dec92	l/n Asmara 29aug93; see next line
	48115	An-32A	Impulse Aero	trf	18mar93	see previous line
	RA-48115	An-32A	United Nations	NBO	17oct93	
	RA-48115	An-32A	Transair Gargo	FIH	05sep95	leased by may95; canx 30oct95 as to Zaire; returned to Russia feb96
	RA-48115	An-32A	Impulse Aero	trf	15apr96	soc 27nov96 and canx same date as to Zaïre
	D2-FAX	An-32A	Alada, n/t	LAD	15apr98	seen LAD 19aug99; l/n LAD 16mar01 in Aeroflot c/s, no titles

	D2-FAX	An-32A	Alada	JNB	10dec02	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	BKA	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	An-32A	MAP Leningrad NPO	mfd	apr88	d/d 17apr89; rgd 27apr89; in Aeroflot c/s; f/n LED 27aug89
	RA-48104	An-32A	Yeniseiski Merid.	trf	22dec95	opb Turinski 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	An-32A	MAP Rostov VPO	mfd	04may88	in Aeroflot c/s; d/d 05apr89; rgd 20apr89; f/n BKA 25sep91
	RA-48983	An-32A	Rostvertol	IEV	29aug93	in Aeroflot c/s; stored ROV 14jul94/14may96; soc 25sep00 and canx 28sep00 as to Moldova
	ER-AEQ	An-32A	Renan, n/t	rgd	15oct00	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
16 04	CCCP-29120	An-32A	MAP Ulan-Ude APO	mfd	19may88	d/d 17apr89; rgd 23may89; f/n DME 12apr91; l/n IEV 16jun93 in Aeroflot c/s; see f/n next line !
	RA-29120	An-32A	Aeroflot	VKO	17may93	
	RA-29120	An-32A	Ulan-Ude AZ	trf	20jul95	opb Ulan-Ude Aviation plant; l/n Ulan Ude-Vostochny 20apr97; CofR renewal 21sep98 with operator as Barguzin
	RA-29120	An-32A	Valan, n/t	HLA	06aug99	in basic ex Aeroflot c/s; leased from Ulan-Ude Aviation plant
	RA-29120	An-32A	African Cargo Al	HLA	20oct99	leased from Ulan-Ude Aviation plant; with red cheatline and titles; l/n HLA 25oct00
	RA-29120	An-32A	Ulan-Ude AZ	SVO	26may01	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
	9L-LFO	An-32A	748 Air Services	rgd	06oct05	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
	EK-32604	An-32A	Exsim Trading	rgd	12dec07	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	Ayk Avia Cargo	BSA	13oct10	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-32120	An-32A	Phoenix Aviation	rgd	28nov11	opb Ayk Avia; f/n 11mar12 in Armenia, all white c/s, no titles; l/n Yerevan Erebuni oct14, same condition
	EK-32120	An-32A	Skiva Air		photo	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 port 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
16 05	CCCP-69309	An-32A	MAP Kazan Motors	d/d	02jun89	rgd 18jul89; in Aeroflot c/s; f/n VKO 08sep89; l/n SVO 29jun92
	RA-69309	An-32A	Kazan Motors	trf	20nov93	
	RA-69309	An-32A	Sukhoi OKB	rgd	16may96	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
16 06	CCCP-69354	An-32A	MAP Irkutsk APO	d/d	20jun89	rgd 19jul89; in Aeroflot c/s; f/n VKO 08jul92; l/n VKO 20aug92
	RA-69354	An-32A	IAPO	KJA	04jul03	no titles, but with 'IAPO' logo
	RA-69354	An-32A	Evenkiya	Kjc	04dec04	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
	RA-69354	An-32A	KrasAvia	IAA	12aug10	in full c/s; l/n Krasnoyarsk-Cheremshanka 11jul16; l/n there 17sep19, stored
16 07	CCCP-69355	An-32A	MAP Irkutsk APO	mfd	23jun88	also given as 20may88; d/d 26may89; rgd 16jun89; in Aeroflot c/s
	RA-69355	An-32A	Taimyr	Kjc	03jun01	leased to Norilsk Aviation Enterprise 10jan00/30jul02; in white c/s with an additional 'NAP' (for Norilskoye aviapredpriyatiye) logo on the nose; leased to Turinskiye Avialinii 07oct02/30jun03 and also in 2005; l/n KJA 20jun06
	RA-69355	An-32A	KrasAvia	trf	2006	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
	RA-69355	An-32A	Air Express	VOZ	24aug19	in all-white c/s with small titles; reported placed in store by Air Express sep21
16 08	CCCP-48107	An-32A	MAP Kharkov APO	d/d	06jun89	rgd 04aug89; f/n IKT 31aug91 in Aeroflot c/s
	OB-1488	An-32A	Aero Tumi	d/d	02nov92	rgd 29dec92
	OB-1488	An-32A	Imperial Air	rgd	29jun93	i/s 13jul93; f/n LIM 15jan94, named 'Constancia'; involved in an incident Lima-Callao 17jul94; l/n LIM 02feb97 in basic Imperial Air colours
	OB-1488	An-32A	T Doble A	rgd	29apr97	f/n IQT aug97 and LIM 23sep97, named 'Maria'; CofA expired 03apr98; canx 16jul01; l/n LIM 15jan02, wfu
16 09	3C-5GE	An-32A	Equat. Guinea AF	d/d	12jun89	f/n ATH jun92; l/n SSG 28nov07; named 'Enrique Nvo Okenve'; w/o 16apr08 when crashed in the sea off Annobon Island, Atlantic Ocean
16 10	307	An-32A	Afghan Air Force	d/d	unknown	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
17 01	S3-ACA/1701	An-32A	Bangladesh AF	d/d	24jul88	opb No. 3 Squadron "Unicorns" 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
17 02	S3-ACB/1702	An-32A	Bangladesh AF	d/d	24jul89	opb No. 3 Squadron "Unicorns" 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
17 03	CCCP-48094	An-32A	MAP Kaluga Motors	mfd	aug88	d/d 28apr89; rgd 23may89
	RA-48094	An-32A	MAP Kaluga Motors	GRQ	24apr94	in Aeroflot c/s
	RA-48094	An-32A	United Nations	no	reports	in basic ex Aeroflot c/s with titles and 'UN' by the nose, which were visible when seen NLO 27sep94
	RA-48094	An-32A	Sankuru Air Serv	NLO	27sep94	in basic ex Aeroflot c/s with titles; leased from Impulse Aero; soc and canx 20oct95 as to Zaïre
	EL-WCB	An-32A	Trans Service			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
	TN-AFQ	An-32A	Air Atlantis	rgd	18jun99	no reports; details from register; not canx until 26apr15
	9Q-CAF	An-32A	Africa One	rgd	14feb01	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
	S9-GBC	An-32A	no titles	IEV	15apr08	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 !
	S9-GBC	An-32A	Trast Aero	TII	24apr09	reportedly flew ROV-SHJ 22apr09; arrived this date and was re-rgd to, see below
	4L-OVE (1)	An-32A	Trast Aero	TII	24apr09	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
	4L-GSI	An-32A	Trast Aero	TII	15jun09	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 'ICS' 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
	3X-GES (2)	An-32A	Trast Aero	ROV	20oct10	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 and 'An-32' on the nose; l/n ROV 23oct10; see c/n 1408
	4L-GSI	An-32A	Trast Aero	FJR	28nov10	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
	3X-GHC	An-32A	GR Avia	rgd	06oct11	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
	EK-32703	An-32A	South Airlines	FRU	13jun14	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 22apr15; registration without hyphen
	EK-32703	An-32A	Mars Avia	rgd	24nov17	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
	TY-AEJ	An-32A	no titles	FRU	15jun21	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
	9U-GSW	An-32A	no titles	ph.	07feb22	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
	TT-AEJ	An-32A	no titles	JUB	25dec22	all white c/s, still with a thin and a thick blue cheatline; opb Black Wings Ltd, first flight Juba to Malakal this date
17 04	CCCP-48976	An-32A	MAP Sukhoi MSZ	mfd	10oct88	d/d 11may89; rgd 06jun89; f/n ZIA 16aug92 in Aeroflot c/s; l/n ZIA 03sep93
	RA-48976	An-32A	Aeroflot c/s, n/t	IEV	22sep94	l/n ZIA 21aug99; canx 13oct00 as to Slovenia
	ER-AEX (2)	An-32A	Tiramavia	rgd	23oct00	canx 14nov00 to Angola; see also c/n 3110
	D2-FDJ	An-32A	Asa Pesada	LAD	22mar01	named 'Atuzembe'
	ER-AXF	An-32A	Tiramavia	rgd	23oct00	same date as ER-AEX above, presumably in error in register ?; canx 02jul03 to Colombia, but f/n TMS jan04 without titles

	HK-4296	An-32A	SAEP	rgd	27jun03	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
	HK-4296	An-32A	Sadelca	rgd	04feb08	see previous line; f/n VVC feb11; seen VVC 07jul15; in register jul15 as suspended, date unknown; seen VVC 11feb18; photo VVC 2021 (N4.162048, W73.620099) in very poor condition and missing the left prop
17 05	CCCP-48095	An-32A	MAP Moskovski OAO	mfd	25aug88	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 mid-air after exceeding VNE and crashed in a swamp 15 km from Semyonovka (Chernigov region), all 5 crew and 4 passengers killed; t/t 381 hours 57 minutes and 209 cycles; canx 29nov90
17 06	CCCP-48103	An-32A	MAP Gorki NPO	mfd	17aug88	d/d 15aug89; rgd 11sep89
	RA-48103	An-32A	Aeroflot	GOJ	22aug95	l/n GOJ 26aug99; reported for Nizhnegorodski Aircraft Factory; soc 13jan00 and canx 17jan00 as to Moldova
	ER-AFH	An-32A		rgd	26jan00	reg flight planned ZIA-VOZ 01feb00; canx 11feb00 as sold to Angola; see An-26 c/n 3901
	D2-MBG	An-32A	Angolan Air Force	ODS	2002	in basic ex Aeroflot c/s, no titles, blue spinner tips and red stripe on the fin, type painted as just 'An-32'; seen LAD 24apr03; l/n LAD 27apr03
	T-253	An-32A	Angolan Air Force	LAD	11may03	in basic ex Aeroflot c/s, no titles; blue spinner tips and red stripe on the fin, type painted as just 'An-32'; c/n from russianplanes.net; repainted all-grey c/s with Angolan flag, no titles, f/n LAD 06aug07 as such; seen in Angola, location withheld, 12nov16, active; seen stored Menongue mid 2019 (S14.66129 E17.72041); still visible on GE image dated 2oaug22
17 07	CCCP-48105	An-32A	MAP Moskovski OAO	mfd	sep88	d/d 14apr89; rgd 03may89
	CCCP-48105	An-32A	Air Cargo Liberia	ABJ	may91	in all-white c/s with 'Air Cargo of Liberia Ltd.' titles on the lower fuselage and 'ACL' logo on tail
	CCCP-48105	An-32A	Aeroflot	DME	20jul91	in Aeroflot c/s
	RA-48105	An-32A	Aeroflot	DME	02sep93	photo proof
	RA-48105	An-32A	Aviatrans	DME	15jan94	in fleet list 28dec94; l/n Myachkovo 25aug97; soc and canx 08aug97 as to United Arab Emirates
	3D-RTC	An-32A	all-white c/s, n/t	PTG	19oct97	for Air Pass
	3D-RTC	An-32A	Air Pass	PTG	07feb98	in white c/s with multi blue coloured tail, engine cowlings and tail logo with titles; l/n HLA 19jun98, without titles
	7Q-YWY	An-32A		PTG	0.jul98	l/n GOM 16aug98
	TL-ACS	An-32A	Centrafrican, n/t	LAD	19aug99	by exception this was a legal TL- registration; still in Air Pass white c/s with multi blue coloured tail, engine cowlings and tail logo; photo exists derelict in Angola, location and date unknown, with registration visible; this is probably the derelict aircraft located at Bié, near Cuemba, Angola (S12.1458014 E18.0906684), the registration is not visible in another photo with damage to the nose and the starboard tailplane/other parts are missing; f/n 29jul12
17 08	CCCP-48109	An-32A	MAP Moskovski OAO	mfd	sep88	d/d 13apr89; rgd 03may89; f/n DME 08aug90 in Aeroflot c/s
	CCCP-48109	An-32A	Air Cargo Liberia	MLA	06may91	in basic ex Aeroflot c/s with 'Air Cargo of Liberia Ltd.' and small emblem on the tail; l/n MLA 26sep91
	RA-48109	An-32A	United Nations		photo	exact date and location unknown; in all-white c/s with 'UN' titles and coded 'UN-483'; see next line
	RA-48109	An-32A	Aviatrans	Mya	24may94	in white c/s with titles and blue logo on the tail, 'UN' just visible under the paint on the rear fuselage; in fleet list 28dec94; l/n Myachkovo 25aug97; soc and canx 08aug97 as to United Arab Emirates
	3D-RTD	An-32A	Air Pass	PTG	19oct97	l/n PTG 11feb98; all-white c/s, no titles; canx as exported; fate ?
17 09	CCCP-48113	An-32A	MAP Moskovski OAO	mfd	29sep88	in Aeroflot c/s; d/d 14apr89; rgd 23may89; f/n DME 24apr89
	CCCP-48113	An-32A	Aviatrans	Mya	07jul92	just a tail logo and no titles; l/n Myachkovo 21aug92
	48113	An-32A	Aeroflot	Mya	10sep92	
	RA-48113	An-32A	Aeroflot	BKA	08apr93	l/n BKA 02sep93
	RA-48113	An-32A	Aviatrans	DME	16jun94	in basic Aeroflot c/s with 'Aviatrans' titles; in fleet list 28dec94; l/n ARN 23mar95
	RA-48113	An-32A	Sibaviatrans	rgd	03oct96	last overhaul completed 25aug00; f/n KJA 04jul03; f/n as An-32A Krasnoyarsk-Cheremshanka 09dec06; offered for sale 22oct08 with t/t 8,130 hours and 3,589 cycles; stored at Krasnoyarsk-Cheremshanka for 4 years, l/n aug10; still current on register nov09, but canx before apr16
17 10	K3055	An-32	Indian Air Force	MLE	17mar89	c/n not confirmed for this serial; w/o 01apr92 near Boothgarh, Ludhiana; opb 48 Sqn; collided with An-32 K2669 after take-off from Ludhiana; all 4 crew killed in both aircraft; Antonov confirm this c/n was wfu or w/o before 12mar07
18 01	K3056	An-32	Indian Air Force	d/d	30dec89	f/n DEL 21oct07; in all-grey c/s, no code; l/n DEL 19aug09
18 02	K3057	An-32	Indian Air Force	d/d	29apr89	c/n not confirmed for this serial; in white c/s with thin blue cheatline, grey undersides; photo exists coded 'P'; f/n Bangalore-Yelahanka 09dec98 coded 'Q', previous code 'P' still visible; l/n JAI dec11 and Begumpet 17mar12
18 03	K3058	An-32	Indian Air Force	d/d	30apr89	c/n not confirmed for this serial; f/n DXB 11oct88; in white c/s with thin blue cheatline, grey undersides; seen DEL pre apr06 in all-grey c/s, no code; l/n DEL 24dec15
18 04	K3059	An-32	Indian Air Force	d/d	29apr89	c/n not confirmed for this serial; in white c/s with thin blue cheatline and grey undersides; f/n DEL 18aug94; seen AGR 07oct07, coded 'P'; seen DEL 28apr08, coded 'P'; seen IXC 02feb11, in all-grey c/s; l/n Bangalore-Yelahanka 18feb15
	KA3059	An-32	Indian Air Force	Plm	20jan23	version not confirmed
18 05	YN-CBU	An-32A	Aeronica	d/d	12apr89	named 'Pancasán' after a mountain in Matagalpa province where a group of FSLN guerrillas were killed by Somoza's National Guard 27aug67; f/n MGA 14dec89; l/n MGA 11jan91
	HK-4052X	An-32A	Iberoamericana	rgd	08nov95	to Copley Holdings Corp.
	HK-4052X	An-32A	CariCarga	BOG	10feb97	l/n VVC 11sep99
	HK-4052X	An-32A	SELVA	VVC	jan01	in white c/s with red and green trim, with titles; named 'Margarita Maria'; l/n EJA 02jul03; still in fleet list dec05
	HK-4052	An-32A	SELVA	VVC	17feb07	in white c/s with red belly and red and green trim, with titles; named 'Margarita Maria'; l/n VVC 18mar09
	HK-4052G	An-32A	SELVA	BOG	14may10	
	HK-4052	An-32A	SELVA	VVC	11mar11	in white c/s with red belly and red and green trim; on an undated photo without titles and stored
	HK-4052	An-32A	Aer Caribe	trf	2012	seen in primer (with the registration taped on) undergoing heavy maintenance at BOG 17mar12; repainted in white c/s with a multi-colour cheatline and purple engines and fin, with titles; f/n as such BOG 21dec12; l/n MED 05mar14
	OB-2120-P	An-32A	AerCaribe Perú	rgd	07dec15	Aerolínea del Caribe Perú SAC; registration without hyphens; in white c/s with a yellow band around the rear fuselage and purple engines and tail, with 'AerCaribe Cargo' titles; f/n LIM 04jul18; w/o 14oct20 on a flight from Lima to Iquitos when touched down about 1,225 metres behind the runway threshold and the crew turned off the 'Props Stop' switch which caused a gradual and uncontrolled turn to the left so that the aircraft veered off the runway to the left some 250 metres after touchdown, crossed a drainage ditch and and came to rest in a heavily vegetated paddock, the right wing and the right main gear broke off and the right propeller cut deep into the fuselage, all 4 crew members were slightly injured
18 06	308	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; f/n TAS 29apr89; wfu or w/o before 12mar07
18 07	309	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; photo KHT 1991 wrecked with a hole in the centre of the fuselage; c/n confirmed as wfu or w/o before 12mar07
18 08	310	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; photo KHT 1991 wrecked; c/n confirmed as wfu or w/o before 12mar07
18 09	YN-CBV	An-32A	Aeronica	mfd	29dec88	d/d 15apr89; f/n SNN 15apr89, named 'Zinica' on delivery from PRG and on to REK; l/n MGA 20aug97
	HK-4132X	An-32A	TAP Colombia	BOG	27jul98	officially canx 02feb99 but l/n BOG 24mar99; registration later a DHC-8 !
	YN-CFQ	An-32A	TAP	MGA	dec00	was an illegal registration, used for arms flights
	YN-CBV	An-32A	all-white c/s, n/t	CCS	29apr02	reported late 2002 as opb Aerosegovia
	YN-CBV	An-32A	Transp. Generales	MGA	apr04	in all-white c/s, 'Transportes Generales' titles on lower fuselage and logo on tail
	HK-4427X	An-32A	Sadelca	rgd	30mar06	rgd to Station Co. Inc; suffix painted as -X; f/n BOG 23dec06; named 'Marianita'; l/n VVC 18feb07
	HK-4427	An-32A	Aer Caribe	BOG	29may07	named 'Marianita', version painted as such; advertised for sale oct12 with t/t 6,108 hours; l/n BOG 31oct14; in register jul15 as cancelled, date unknown
	OB-2098-P	An-32A	Aero. del Caribe	lsd	25sep14	lease signed 28aug14 for five years; rgd 09mar15; full name of operator is Aerolinea del Caribe Peru SAC; retains the same Aer Caribe c/s and the name 'Marianita'; f/n LMA 26jun15; l/n LIM 25jul19
18 10	CCCP-69336	An-32B	MOM "Polyot" Omsk	mfd	19sep89	d/d 16oct89; rgd 24nov89; f/n DME 15mar90 in Aeroflot c/s
	RA-69336	An-32B	Aeroflot	OMS	29aug93	
	RA-69336	An-32B	Aviaobshchemash	trf	12nov93	soc 18sep00 and canx 19sep00 as to Moldova
	ER-AEI	An-32B		rgd	22sep00	canx 26feb01
	D2-FDP	An-32B	Aeroflot c/s, n/t	LAD	22mar01	port propeller broke away in flight en route from Luanda to Cafunfo 04apr01 due to fatigue failure, followed by an engine fire, the aircraft diverted to Malange Airport and landed safely; presumably repaired as according to Russian sources, then became, see next line
	D2-FEO	An-32B	Air Nave			overran on landing Luzamba 11dec01, all six crew survived; c/n wfu or w/o before 12mar07 according to Antonov OKB; wreck reported visible on GE (S9.1077201 E18043574) in 2012; broken up by 2014
19 01	311	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; seen wrecked KHT 17dec06
19 02	312	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; seen wrecked KHT 1991/17dec06
19 03	313 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
19 04	314 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
19 05	315	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; photo taken KHT 04apr91 (when captured by the opposition)
19 06	316	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; seen wrecked KHT 1991/06dec06
19 07	317 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
19 08	318 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
19 09	319 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
19 10	320 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
20 01	321	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; reported wrecked at KHT; c/n confirmed as wfu or w/o before 12mar07
20 02	322	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; photo KHT 1991, in fair condition; seen wrecked KHT 06dec06
20 03	323	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; photo KHT 1991, destroyed with only the rear fuselage remaining; c/n confirmed as wfu or w/o before 12mar07
20 04	324	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; seen wrecked KHT sep05; still present 17dec06
20 05	325 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
20 06	326 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
20 07	327 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
20 08	328	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; f/n KHT 1991, in fair condition; seen wrecked KHT sep05; still present 17dec06
20 09	CCCP-69344	An-32B	MOM "Polyot" Omsk	mfd	30oct89	d/d 07jun90; rgd 05oct90
	RA-69344	An-32B	Aeroflot	KUF	25apr93	

	RA-69344	An-32B	Aviaobshchemash	trf	12nov93	soc and canx 28mar02 as sold to Sudan
	ST-AQU	An-32B	no titles	SHJ	03mar03	c/n from Sudanese CAA
	ST-AQU	An-32B	Trans Attico	SHJ	16feb04	in all-white c/s with two blue cheatlines and titles; l/n SHJ 01mar04; also reported by the UN at GOM 01dec05; canx before jan07
	9L-LFP	An-32B	748 Air Services	rgd	20feb06	c/n confirmed by CAA; in white c/s with blue cheatline and trim, no titles; later repainted in light/dark blue and white c/s depicting a 'bird's head and wings' across the rear fuselage and bottom of the fin; f/n MAK 07aug07; canx 08apr08
	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
	EK-32500	An-32B	Air Armenia	TII	28dec09	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
	EY-330	An-32B	Light Air Services			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-332	An-32B	Asia Sky Lines	ph.	02oct17	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	True Aviation		dec19	operator given as such in official Bangladesh Ministry of Aviation document with regards to the technical clearance by the Bangladesh CAA during visits to the UAE and Malaysia 04/09dec19
	EY-332	An-32B	Sky Star	SZB	mar20	in all-white c/s with dark blue tail and small Sky Star badge and 'Cargo' titles
	EY-332	An-32B	Space Cargo			operating in Libya and appears in video footage at Bani-Walid 25may20; operating for the Haftar Affiliated Forces (HAF) according to UN document dated 08mar21; in all-white c/s with dark blue tail, no titles; canx 20jun20; l/n Al Jufra 22sep20
20 10	K3060	An-32	Indian Air Force	d/d	28jun90	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
	KA3060	An-32RE	Indian Air Force		21jan23	flypast rehearsal over Delhi; in all-grey c/s, no code
21 01	K3061	An-32	Indian Air Force	d/d	28jun90	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
	KA3061	An-32RE	Indian Air Force		21jan23	flypast rehearsal over Delhi; in all-grey c/s, no code; l/n in a flypast over Prayagraj 05oct23
21 02	CCCP-48098	An-32A	MAP Ufa Motors	mfd	29jul89	in Aeroflot c/s; rgd 26jun89; d/d 12sep89
	RA-48098	An-32A	MAP Ufa Motors	BKA	12may94	in Aeroflot c/s, no titles; l/n Myachkovo 16aug99; soc 26apr00 and canx 11may00 to Moldova
	ER-AFO	An-32A		rgd	28apr00	canx 16jun00
	T-252	An-32A	Angolan Air Force	LAD	22mar01	in basic ex Aeroflot c/s; white tail; call sign T-252
	D2-MAX	An-32A	Angolan Air Force	KIV	jul01	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
	T-252	An-32A	Angolan Air Force	LAD	28mar09	in dark grey c/s with light grey undersides; seen LAD 23jul12; l/n LAD 06oct14/aug24 (S8.85061 E13.22998), wfu in poor condition
21 03	CCCP-48972	An-32A	MAP Ufa Motors	mfd	31jul89	d/d 08sep89; rgd 26sep89; f/n BKA 11apr91 in Aeroflot c/s
	RA-48972	An-32A	Ufa Motors	BKA	14jun94	in Aeroflot c/s; soc and canx 22aug00 as to Slovenia
	ER-AWY	An-32A	Trans Charter	rgd	18jul02	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
	ER-AWY	An-32A	AMIS	KRT	27feb06	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
	ER-AWY	An-32A	Air Mark	SIN	14apr07	l/n XSP 26jun07; canx as to Belarus 16jul07
	EW-262TK	An-32A	Air Mark	BPN	31aug07	possibly stored XSP 31may08/16oct08; was offered for sale jan08 owned by Aviakompaniya Grodno; seen SIN 11sep11; still with Air Mark titles; l/n Marculesti 28feb15/2016
	EW-262TK	An-32A	Grodno	ph.	sep17	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 04	CCCP-69306	An-32A	MAP Ufa Motors	mfd	30aug89	was already rgd 26jun89; d/d 14sep89; f/n RVH 16jul91 in Aeroflot c/s
	RA-69306	An-32A	Ufa Motors	BKA	24sep94	in Aeroflot c/s, no titles; soc 25jul00 and canx 26jul00 as to Moldova
	ER-AEH	An-32A		rgd	01aug00	canx 24aug00
	T-251	An-32A	Angolan Air Force	LAD	13nov04	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 aug24 wfu
21 05	CCCP-69310	An-32A	MAP Ufa Motors	mfd	31aug89	d/d 19sep89 in Aeroflot c/s
	RA-69310	An-32A	Ufa Motors	rgd	22jan95	in Aeroflot c/s
	HK-4113X	An-32A	not reported	rgd	23jun97	canx 16mar00, see next line
	RA-69310	An-32A	Ufa Motors	rgd	22jan98	soc and canx 12nov98 as to Moldova
	ER-AET	An-32A	Valan, n/t	rgd	20nov98	f/n LKG dec99, in basic ex Aeroflot c/s with Githu Air titles; seen HLA 26nov01; suffered minor damage somewhere in Logi province, Tanzania, 22jun01, but repaired; l/n HLA 29nov01 impounded; canx 06mar02
	9XR-SN	An-32A	Aeroflot c/s, n/t	HLA	20jun02	white tail; seen HLA 21jun02 when it left; mentioned in an ORD 30mar03 as Sun Air Charter; l/n Rumbek, Sudan 17aug03, still in basic ex Aeroflot c/s, no titles; dbr 01jun04 after performing an emergency landing at Kigali; l/n KGL 15dec04 in a damaged condition
21 06	CCCP-48101	An-32A	MAP Kom-na-Amu APO	mfd	15sep89	d/d 16oct89; rgd 16nov89; f/n LED 26aug91 in Aeroflot c/s
	RA-48101	An-32A	KnAAPO	LAD	28may93	in Aeroflot c/s, reported for Komsomolsk Air; canx 23apr02 as sold to Moldova
	ER-AWT	An-32A	Valan	rgd	30apr02	f/n LAD 24apr03 but officially canx 14jun02
	T-254	An-32A	Angolan Air Force	LAD	06aug07	was reported in the Namibia FIR aug02/aug03 using callsigns ER-AWT and T-254; in all-grey c/s with Angolan flag, no titles; l/n LAD jun14/21nov19 wfu in poor condition
21 07	CCCP-66759	An-32A	NPTs Informatika	d/d	26oct89	rgd 24nov89; f/n SVO 02aug90 in Aeroflot c/s; canx 22nov91
	66759	An-32B	United Nations	ZIA	31aug93	l/n BAK 13apr94; coded 'UN-482'; reported on the Internet for sale for $ 1,600,000 with a t/t of 931 hours
	4K-66759	An-32B	all-white c/s, n/t	BAK	02feb96	l/n FBD jun98; destroyed LKG, Kenya on take-off 14sep98, was opb Avia Trend
21 08	CCCP-66752	An-32A	NPTs Informatika	mfd	29dec89	d/d 24oct89; rgd 24nov89; mfd from Moldovan register; canx 22nov91
	UN-66752	An-32B	United Nations	ZIA	16aug92	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
	4K-66752	An-32B	all-white c/s, n/t	BAK	17may96	not on Azerbaijan register 12dec00
	ER-AEA	An-32B	Renan, n/t	rgd	12sep00	f/n LAD 16mar01, in all-white c/s; version given as such in the Moldovan register; canx 25apr01
	S9-BOH	An-32B		LAD	06feb03	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
	S9-BOH	An-32B	Goliaf Air	no	reports	in feb05 fleet list and rgd 28jul06 according to info from Sao Tome CAA, but see f/n and l/n next line
	T-256	An-32B	Angolan Air Force	LAD	02jun05	in all-white c/s, no titles; l/n LAD 06aug07, as such
	S9-BOH	An-32B	Goliaf Air	LAD	2010	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
	T-256	An-32B	Angolan Air Force	QRA	24jul14	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 Saurimo 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)
21 09	CCCP-66756	An-32A	NPTs Informatika	mfd	17oct89	d/d 24oct89; rgd 24nov89; canx 22nov91
	CCCP-66756	An-32A	United Nations	BUD	28may92	carried code 'UN-975'
	66756	An-32A	United Nations	LAD	aug92	carried code 'UN-975'
	66756	An-32A	United Nations	SHJ	27jan94	l/n BAK apr94
	4K-66756	An-32A	United Nations	BAK	17may96	reported for ECT-Avia
	4K-66756	An-32A	all-white c/s, n/t	IST	23sep97	l/n IST 01nov97; not on Azerbaijan register 12dec00
	ER-AEU	An-32A	Renan, n/t	rgd	29nov00	f/n MLA 15dec00; in-all white c/s; l/n LAD 16mar01; canx 10apr01
	S9-BOI	An-32A	all-white c/s, n/t	HLA	20dec02	left HLA 22dec02 for Luanda, according to flight plan opb Chik Oil; l/n LAD 29apr03, titles not reported
	S9-BOI	An-32A	Goliaf Air	no	reports	in feb05 fleet list
	ER-AZW	An-32A	all-white c/s	rgd	18feb05	f/n AYT 30apr05, with small titles, not reported; l/n KRT 21mar06; current on register 20apr06 as with TepAviaTrans; canx 14sep06 as to Sudan
	ST-NSP	An-32A	El Magal Aviation	KRT	17mar07	already current on register jan07; l/n KRT 04jan08
	ST-NSP	An-32A	not known	sld	01apr08	with t/t 5,183.30 hours and 3,088 cycles; seen KIV 16may08, no titles; l/n Nyala 20apr10, all-white with grey lower fuselage; reportedly owned by Kratol Aviation
	ST-NSP	An-32A	Tarco Air	ELF	20aug11	with titles
	ST-NSP	An-32A	El Magal Aviation	KRT	06apr12	all white, no titles
	EK-32109	An-32A	Ayk Avia	rgd	30jan13	white c/s, n/t; f/n JUB 19jun13; l/n KRT 03mar14; c/n confirmed by CAA
	EK-32109	An-32A	Kratol Aviation	rgd	26may14	opb Skiva Air; CofA no.2217 gives type as An-32A; seen MGQ 01aug14; seen KRT 25may15 all white, no titles; l/n EBB 08nov15
	EK-32109	An-32A	Honesty Air Cargo	ph.	23aug17	in Sudan, location withheld; all white c/s with blue tail logo and 'Honesty Air' titles; info from Armenian CAA; CofR expired 26oct16
	EY-333	An-32A	Honesty Air	Wad	23aug17	c/n confirmed; all white c/s with blue tail logo and titles; l/n JIB 17jan19
21 10	CCCP-64452	An-32A	NPTs Informatika	mfd	31oct89	d/d 20nov89; rgd 24nov89; f/n SVO 22sep90 in Aeroflot c/s; canx 08apr91 as to Bulgaria
	LZ-INL	An-32A	Aeroflot c/s, n/t	ZIA	11aug92	l/n ZIA 16aug92
	64452	An-32A	Aeroflot c/s, n/t	DXB	23oct93	l/n BAK 13apr94, with LZ-INL still visible under the paint
	4K-64452	An-32A	Azerbaijan Al	NBO	02feb99	originally for ECT-Avia; not in 2000 fleet list
	ER-AEV	An-32A	Valan	rgd	22feb00	canx 07apr01 as sold to Angola
	D2-FDQ	An-32A	no titles	LAD	24apr03	in basic ex Aeroflot c/s; l/n LAD 02jun05
	D2-FDQ	An-32A	Guicango	LAD	07aug07	l/n LAD 28mar09
	D2-FDQ	An-32A	Airjet	LAD	02nov11	all-white, titles on forward fuselage; seen LAD feb15; l/n LAD 21sep16, in all white c/s, no titles, in the scrapping area; broken up early 2018
22 01	CCCP-48116	An-32A	MAP Tyumen Motors	mfd	03nov89	d/d 12dec89; rgd 22dec89; in Aeroflot c/s
	RA-48116	An-32A	Sibirinteravia	trf	08jul93	in Aeroflot c/s; f/n Myachkovo 01sep93; l/n TJM 15may95; soc and canx 20apr98 as leased to Georgia
	4L-48116	An-32A		no	reports	reported as such in the Moldovan register

	ER-AFW	An-32A		rgd	17apr00	canx 31may00
	D2-FDG	An-32A	Gira Globo Aeron.	LAD	22mar01	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
	D2-FDG	An-32A	Gira Globo Aeron.	LAD	01may03	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 'Narmanda'; seen Bangalore-Yelahanka 11dec98 without code; l/n as such IXC 22jun00; seen Hasimara early 2006 with code 'B'; opb 43 Sqn at Jorhat-Rowriah; w/o 09jun09 on a flight from Mechuka Advanced Landing Ground to Jorhat-Rowriah when it crashed into Rinchi 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
	KA3064	An-32RE	Indian Air Force	Ban	12feb23	in-all grey c/s, no code
22 06	CCCP-48117	An-32A	MRP Mariski MSZ	mfd	22dec89	d/d 22dec89, same as mfd; rgd 10jan91; canx same date !
	RA-48117	An-32A		no	reports	reported based at Yoshkar-Ola, sold after overhaul, t/t 1,699 hours
	9L-LDO	An-32A	Aerolift Co, n/t	NBO	14mar03	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	An-32A	Air Transp. Office	no	reports	details from 2004 official document
	9Q-CIP	An-32A	Aerolift	rgd	14aug04	mentioned in UN document jul07
	no reg	An-32A	no titles	IEV	05jul07	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
	no reg	An-32A	no titles	IEV	21dec07	in all-grey c/s without any markings, type painted as just 'An-32'
	RDPL-34159	An-32A	no titles	IEV	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 Imtrec 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	An-32A	MVL	mfd	dec89	d/d 27dec89; Mestnyye vozdushnyye linii; f/n HEL 04oct90 in Aeroflot c/s
	CCCP-48118	An-32A	Krylo	rgd	12mar92	in Aeroflot c/s and titles; l/n BKA 10sep92
	RA-48118	An-32A	Aeroflot	SVO	17jul93	
	RA-48118	An-32A	Moscow Airways	trf	27aug93	f/n SVO 22may94; canx 26feb96 as leased to Angola
	3D-DRO	An-32A	AMAP	rgd	late'97	no further details known, see next line
	RA-48118	An-32A		LAD	06feb03	l/n LAD jun03; not on Russian Registers feb04/nov04
22 08	CCCP-69313	An-32A	MAP NovosibirskAPO	d/d	04jan90	rgd 28jan92; f/n Novosibirsk Eltsovka aug95
	RA-69313	An-32A	Novosibirskoye APO			soc feb98 and canx 26feb98 as to Angola
	D2-FRB	An-32A	Alada	LAD	19aug99	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 mar23, this aircraft was probably destroyed KRT 17apr23 during fighting between different factions of the military
22 09	CCCP-48119	An-32A	MMZ Mikoyan	d/d	09jan90	rgd 17jan92
	RA-48119	An-32A	MAPO MiG	ZIA	06jul93	in Aeroflot c/s, no titles; according to Russian register canx 17jan92 !; l/n ZIA 24aug95
	48119	An-32A	RSK MiG	SXF	12may06	carries 'Russian Aircraft Construction Company 'MiG' titles; l/n ZIA 28mar23
22 10	CCCP-26221	An-32B	MVL	d/d	31jan90	Mestnyye vozdushnyye linii; f/n Pushkin 28may90, in Aeroflot c/s and titles
	CCCP-26221	An-32B	MRP NPO "Leninets"	rgd	26dec91	trf 02nov92 to ?
	CCCP-26221	An-32B	Aerolith	Pus	unknown	photo exists
	RA-26221	An-32B	Yunitemp-M OAO	rgd	18may95	photo exists, KUF jun95 still with Aerolith titles; canx 15sep99
	9Q-CMD	An-32B	Malila	rgd	15apr98	f/n SHJ 26may01
	9Q-CMD	An-32B	no titles	SHJ	29jul01	seen SHJ 15sep01; no engines; l/n SHJ 03nov01, being repainted and without registration
	9Q-CMD	An-32B	Malila	FIH	04sep03	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	An-32B	MVL	d/d	09feb90	Mestnyye vozdushnyye linii; f/n Pushkin 28may90, in Aeroflot c/s and titles
	CCCP-26222	An-32B	MRP NPO "Leninets"	rgd	26dec91	trf 02nov92 to ?
	RA-26222	An-32B	Aerolith	Tno	07jul93	l/n Moscow-Tushino 04sep93
	RA-26222	An-32B	Moscow Airways	SVO	22may94	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	An-32B	MVL	d/d	26feb90	Mestnyye vozdushnyye linii; f/n Pushkin 28may90, in Aeroflot c/s and titles
	CCCP-26223	An-32B	MRP NPO "Leninets"	rgd	26dec91	
	RA-26223	An-32B	Aerolith	Tno	07jul93	l/n SVO 11apr94
	RA-26223	An-32B	Moscow Airways	SVO	03jul94	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	An-32B	Royale	NBO	25nov94	in all-white c/s with additional 'Leolines' on the tail
	RA-26223	An-32B	Kudu Air	LUN	10jan96	canx 26feb96 as to Angola
	3D-DRV	An-32B	AMAP	HLA	21mar98	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	An-32B	MVL	d/d	28feb90	Mestnyye vozdushnyye linii; f/n Pushkin 28may90, in Aeroflot c/s and titles
	CCCP-26224	An-32B	MRP NPO "Leninets"	rgd	26dec91	reported for Aerolith; trf 02nov92 to 'F-16'
	RA-26224	An-32B	Aeroflot c/s, n/t	IEV	24jun97	canx 10jun97 as to Moldova
	ST-APV	An-32B	no titles	SHJ	feb99	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	An-32B	MVL	d/d	09mar90	Mestnyye vozdushnyye linii; f/n Pushkin 28may90, in Aeroflot c/s and titles
	CCCP-26225	An-32B	MRP NPO "Leninets"	rgd	26dec91	reported for Aerolith; trf 02nov92 to 'F-16'
	CCCP-26225	An-32B	Aerolith	Pus	unknown	photo exists
	RA-26225	An-32B	Aeroflot c/s, n/t	IEV	24jun97	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
	KA3066	An-32RE	Indian Air Force	ph.	2019	at Bangalore-Hindustan; in all-grey c/s, no code
23 07	K3067	An-32	Indian Air Force	d/d	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
	KA3067	An-32	Indian Air Force	Ban	16feb19	in all-grey c/s, no code
23 08	K3068	An-32	Indian Air Force	d/d	17may91	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 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
24 01	330 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
24 02	331	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; f/n wrecked KHT 1991; still present sep05/08jun06
24 03	332 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
24 04	333 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
24 05	334 ?	An-32A	Afghan Air Force	d/d	03apr91	
24 06	335 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07

24 07	336 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
24 08	337 ?	An-32A	Afghan Air Force	d/d	unknown	wfu or w/o before 12mar07
24 09	338	An-32A	Afghan Air Force	d/d	unknown	c/n not confirmed for this serial; seen dumped at the Pol-e-Charki scrapyard (N34.551675 E69.315417) Kabul 21mar02/feb06
24 10	CCCP-48121	An-32B	Sterkh	mfd	31may91	d/d also quoted as 31may91 to the Vilyuigesstroi organisation; rgd 10jan92; f/n MJZ 02jul92, in Aeroflot c/s with titles; l/n Myachkovo 07jul92
	CCCP-48121	An-32B	United Nations	SHJ	11apr93	l/n SVO 26apr93, still with Aeroflot titles and with Russian flag on tail
	RA-48121	An-32B	United Nations	NBO	oct93	
	RA-48121	An-32B	not reported	SHJ	09nov94	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, 'Policía' titles and a large coat-of arms on the fin; insurance renewed until 23oct22; l/n LIM 13mar24
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; a tender for the replacement of the aircraft was held held aug19 - which was won by an An-178 (sic); l/n LIM 13mar24
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
	KA3071	An-32	Indian Air Force	ph.	25jul21	at Kohlapur; in all-grey c/s, no code; unable to determine exact version
25 05	K3072	An-32	Indian Air Force	d/d	14sep91	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
	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
	KA3074	An-32	Indian Air Force		26mar18	location not known; l/n Pune sep20
25 08	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 Luís 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 'Procer'; 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 !
	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 Santa Maria, Simon Bolivar 25sep24
25 10	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	TGK	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 13mar12; in all-white c/s with small red/brown and black cheatline and 'ATSA' badge on the tail; l/n LIM 31dec12; seen LIM 28nov14 in revised blue/white c/s with bird emblem on the tail and additional 'Cargo' titles; l/n LIM jan20, in all white c/s no tiles, parked in a hangar
	UR-UZQ	An-32A	KSENA LLC	rgd	29aug23	owned by Expedition Aviation (FZC); passed through YHZ 09sep23 and GLA 12sep23; on to Trencin via Karlovy Vary and PZY to be converted for fire fighting duties; in all white c/s, no titles; photo Trencin 18sep23
	UR-UZQ	An-32P	KSENA LLC		10may24	now fitted with red water tanks and 'Stop Fire' titles; type painted as An-32P; l/n Piestany 08nov24
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-Severny 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, see next line
	YA-GAD	An-32A	Balkh Airlines	MZR	summ97	in white c/s with dark blue cheatline, rear of fuselage and tail, with titles and small tail logo; operated on behalf of General Abdul Dostum (hence the personalised registration); Mazar-I-Sharif airport and the airline were under the control of General Abdul Malik Pahlawan (General Dostum's former aide) at the time
	350	An-32A	Afghan Air Force	KBL	03jul03	in white c/s with dark blue cheatline, rear of fuselage and tail, no titles, but still with small tail logo; operated by the Afghan National Army Air Corps (ANAAC) 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; was the last Afghan An-32 and withdrawn from service 17jun11 (replaced by the by C-27A); stored at KBL, seen aug14/dec14; overhauled summer 2022 and impressed into the Islamic Emirate Air Force; repainted in all white c/s with two blue cheatlines and large flag behind the cockpit; video footage exists 2022, active
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 (ANAAC) 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	in Aeroflot c/s
	RA-48082	An-32B	Aeroflot	HEL	10jun93	
	RA-48082	An-32B	Volga-Dnepr	ATH	nov93	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
	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
28 02	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	Malila	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		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
	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

28 09	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; seen LIM 11aug23 derelict, missing engines and rudder, without serial and stripped of paint/in sand c/s; l/n LIM 13mar24
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), but this registration was later known to have been worn by An-2 1G110-36 in 1997/1998
	021	An-32B	Croatian Air Force	AVB	07jul96	c/n checked ZAG 15jun00
	727	An-32B	Croatian Air Force	ZAG	26mar01	initially in basic Aeroflot c/s with a Croatian emblem on the fin, no titles; repainted in light grey c/s with 'Hrvatsko Ratno Zrakoplovstvo' and 'Croatian Air Force' titles; c/n checked IEV 26oct09; seen under overhaul at IEV 28jan11 and painted up again IEV 17mar11; l/n operational Hradec Králové 09sep12; reportedly wfu 01aug13, stored without serial at ZAG since; offered for sale by the state-owned ALAN agency 11nov14, but could not be sold; l/n ZAG 13feb24, still stored without any markings; made airworthy again by Ukrainian technicians who arrived at ZAG 29apr24 and 03jun24
	"36" blue	An-32B	DSNS Ukrayiny	ZAG	06jun24	in grey (ex Croatian Air Force) c/s with Ukrainian roundels and shield and a DSNS badge behind the cockpit; made an engine test run at ZAG 06jun24; delivered from ZAG to CWC 08jun24
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 Ukrayiny 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
	UR-UZH	An-32P	Constanta, n/t	d/d	29dec20	IEV-OZH; seen Nizhyn 07jul21 still in fire-fighting configuration; seen AYT 29oct21; l/n ADB 15jun24 with "Stop Fire" titles, a Turkish flag as well as a Ukrainian flag and the code SAKA-481 on the port stabilizer under the tail fin which was used as its call-sign; l/n Piestany 08mov24
29 02	CCCP-48050	An-32B	AFL/Urals	mfd	nov91	rgd 20dec91; d/d 11feb92
	RA-48050	An-32B	Aeroflot c/s, n/t	BKA	24may94	
	RA-48050	An-32B	Ural	trf	26jul94	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)
	D2-MAJ	An-32B	Aeroflot c/s, n/t	LAD	19aug99	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
29 03	CCCP-48051	An-32B	AFL/Urals	mfd	nov91	rgd 20dec91; d/d 13feb92; trf to Ural Airlines 26jul94; canx 07may96 as to Angola
	D2-FAP	An-32B	Alada	LAD	15apr98	with large 'P' on the nose; l/n IEV 16mar07
	ST-EIB	An-32B	all-white c/s, n/t	IEV	11feb08	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 Aeropuls 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	
	RA-48128	An-32B	Natair	NBO	05sep93	l/n NBO 16oct93; in all-grey c/s; reported for Special Cargo Al end of 1993
	RA-48128	An-32B	Moscow Airways	trf	06jan95	f/n KLF 01may95; all grey, no titles; soc 19nov95
	FAP-326	An-32B	Peruvian Air Force	BTS	19dec95	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-1643; crashed near Andoas 11may96 registration reported as OB-1643, but possibly not worn as such; civil registration officially cancelled 21dec01
29 07	no reg	An-32B	Aviaservice	mfd	dec91	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-48129	An-32B	Moscow Airways	rgd	25dec92	
	RA-48129	An-32B	Natair	NBO	05sep93	l/n NBO 16oct93; in all-grey c/s; reported for Special Cargo Al end of 1993; seen SVO 17jun94, in all-grey c/s, no titles
	RA-48129	An-32B	Moscow Airways	trf	06jan95	in all-grey c/s, no titles; l/n Tushino 29aug95; soc 19nov95
	FAP-324	An-32B	Peruvian Air Force	BTS	19dec95	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; seen LIM 11aug23, in light grey c/s with titles, missing engines; l/n LIM 13mar24, in poor condition
29 08	CCCP-48070	An-32B	Stela	d/d	29jan92	rgd 12mar92; f/n IKT 05jul92 in Aeroflot c/s and titles
	RA-48070	An-32B	Stela	ZIA	03sep93	with titles and tail logo; l/n IKT 06jul94
	RA-48070	An-32B	not reported	FIH	31mar96	
	RA-48070	An-32B	Impulse Aero	trf	28aug96	soc 26aug98; canx 19dec98 as to Congo
	RA-48070	An-32B	Express Aviation			operator from ADB, but registration not given; photographic evidence, however, exists of it derelict at Luremo, Angola (S8.550184 E17.861018)
29 09	CCCP-48071	An-32B	Stela	d/d	31jan92	rgd 12mar92; f/n IKT 05jul92 in Aeroflot c/s and titles
	48071	An-32B	Stela	ZIA	15aug92	l/n ZIA 19aug92
	RA-48071	An-32B	Stela	IKT	06jul94	l/n LNZ 31dec96
	RA-48071	An-32B	Yacco titles	YYR	02jul97	Siberian-Ural Oil Company, en route to Colombia; Yacco is a French sponsor; canx 05may97 as to Colombia
	HK-4117X	An-32B	Sadelca	rgd	18jul97	rgd to Helar Import and Export Corp; f/n VVC 09sep97; l/n BOG 24mar99
	HK-4117X	An-32B	SAEP	BOG	nov99	in full c/s; l/n BOG 21may04
	HK-4117X	An-32B	SELVA	CLO	26aug05	in fleet list dec05
	HK-4117	An-32B	SELVA	VVC	20apr07	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
29 10	48060	An-32B	Krylya Sibiri	d/d	28feb92	f/n OVB 01jul92, in basic Aeroflot c/s with blue fin
	RA-48060	An-32B	Krylya Sibiri	OVB	21apr93	
	RA-48060	An-32B	Sibir	trf	12oct95	soc 03nov00 and canx 22nov00 as to Ukraine
	UR-48060	An-32B	Mexican AF c/s	PRG	08dec00	no titles; arrived in Mexico with 1,808 hours
	FAM-3104	An-32B	Mexican Air Force	NLU	26apr02	l/n NLU 23apr07; c/n must be correct as FAM-3103 confirmed as 3106
	3104	An-32B	Mexican Air Force		sep08	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
30 01	CCCP-48083	An-32B	MAP Kievskoye APO	mfd	27feb92	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
	UR-48083	An-32P	Antonov Des. Bur.	Gos	aug94	converted in 1994; in white c/s with red trim and 'Kiev-Ukraine' titles on the external water tanks; water tanks removed in 1996
	UR-48083	An-32B	Aviant	Gos	14sep02	in all-white c/s, no titles; l/n XSP 06sep03
	UR-48083	An-32B	Air Mark	XSP	20dec03	in Ukraine Air Alliance fleet lists jan04/oct05; l/n LBU 21mar06; offered for sale by SkyBirdHeli 27may06 with t/t 2,774 hours and 1,871 cycles; no longer in Ukraine Air Alliance fleet list nov07

	3010	An-32B	Jordanian AF	IEV	12dec07	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
	UR-CMO	An-32B	Meridian	rgd	05jul16	to Advanced Aviation Technology FZE of the UAE; in all-white c/s, no titles; f/n KGO 28dec16, hangared; ferried CAI-ODS 25dec17; l/n KIV 22may19; new CofR issued 23may19; current on register 13aug22
30 02	CCCP-48075	An-32B	Air Pavelonik	mfd	23mar92	rgd 05jun92; f/n Moscow-Tushino 19aug92; l/n Moscow-Tushino 07sep92
	48075	An-32B	United Nations	BTS	apr93	leased from Air Moldova
	ER-48075	An-32B	all-white c/s, n/t	rgd	20dec93	was already f/n BTS 16jul93; l/n ATH 22dec93
	ER-48075	An-32B	Air Moldova	SLD	04aug94	l/n SLD 10sep94; canx 02apr96
	TS-LCA	An-32B	North African Al	BTS	24mar95	l/n BTS 16jul95; reported arrived in Colombia 06sep95 ?
	FAP-322	An-32B	Peruvian Air Force	BTS	19dec95	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; seen LIM 11aug23 derelict, missing outer wings, tail and undercarriage, without serial and stripped of paint/in sand c/s; l/n LIM 13mar24
30 03	CCCP-48061	An-32B	Avialini. Ukrayiny	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	An-32B	all-white c/s, n/t	HLA	23apr96	opb Valan; l/n HLA 04nov96
	ER-ADC	An-32B	Valan	rgd	12dec96	f/n HLA 15apr97; in all-white c/s, no titles; l/n HLA 21dec97
	ZS-OIT	An-32B		res	24nov98	but not taken up, see below
	ER-AEC	An-32B	Valan	HLA	17jan98	was rgd only by 16aug99; in all-white c/s, no titles; l/n HLA 20oct03; canx 27nov03
	ZS-ORG	An-32B	Aleko Charter CC	res	30oct00	but not taken up, see above
	ZS-PDV	An-32B	Air Million Cargo	rgd	30jan04	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
30 04	CCCP-48062	An-32B	Avialini. Ukrayiny	mfd	24mar92	d/d also quoted as 24mar92; was rgd 12mar92 !; seen in Aeroflot c/s BTS jun92
	48062	An-32B	United Nations	ZAG	24jun92	l/n ASM 29aug93
	48062	An-32B	all-white c/s, n/t	JIB	feb95	
	ALAN-8062	An-32B	ALAN Airlines	JIB	mar95	small sticker only, all-white c/s
	UR-48062	An-32B	all-white c/s, n/t	SHJ	28nov95	small UN logo behind cockpit; l/n DXB 18dec95; operated by Red Sea Airlines; see rgd below !
	ER-ADF	An-32B	Valan	rgd	11nov95	mentioned in UN report as operating in Angola; canx 18nov97; ex registrations given as ER-48062 and UR-48062 in Moldovan register
	ZS-OIU	An-32B		res	24nov98	but not taken up
	48062	An-32B	all-white c/s, n/t	JNB	10dec98	
	D2-FVK	An-32B	Valan, n/t	HLA	16jun99	l/n HLA 22jul99
	ER-AFG	An-32B	Valan, n/t	rgd	16aug99	was already f/n HLA 26jul99; l/n QRA 12nov02
	ZS-ORH	An-32B	Aleko Charter CC	res	30oct00	but not taken up, see above
	ER-AFG	An-32B	Aero Gem Cargo	ACC	10may03	
	ER-AFG	An-32B	Valan	QRA	01sep03	in all-white c/s small titles on the nose only; l/n QRA 17feb04; canx 17feb04
	ZS-PEL	An-32B	Valan	rgd	26feb04	in all-white c/s small titles on the nose only; f/n HLA feb04; l/n QRA 29aug22
30 05	CCCP-48068	An-32B	Orel Avia	d/d	31mar92	rgd 21jul92; f/n BOJ 31jul92 in Aeroflot c/s; canx 22jul92 as to Bulgaria
	--	An-32B	Aeroflot c/s, n/t	BOJ	27jun93	l/n 21sep95 for sale, owner reported as T.K.M Hamburg/Sofia
	LZ-PVM	An-32B	Aeroflot c/s, n/t	RKV	21mar98	passed on delivery to Mexico
	MT-318	An-32B	Mexican Navy	no	reports	
	MP-318	An-32B	Mexican Navy	MEX	19feb01	l/n VER 11mar03; re-serialled 2003 to, see next line
	AMT-214	An-32B	Mexican Navy	VER	26apr07	awaiting overhaul due to corrosion
30 06	CCCP-48069	An-32B	Orel Avia	d/d	31mar92	rgd 21jul92; f/n BOJ 01aug92 in Aeroflot c/s; l/n BOJ 27jun93; canx 22jul92 as to Bulgaria
	--	An-32B	Aeroflot c/s, n/t	BOJ	27jun93	l/n 21sep95 for sale, owner reported as T.K.M Hamburg/Sofia
	LZ-PVN	An-32B	Aeroflot c/s, n/t	RKV	21mar98	passed through on delivery to Mexico
	MT-319	An-32B	Mexican Navy	CZM	30nov98	
	MP-319	An-32B	Mexican Navy	MEX	29nov00	l/n VER 11mar03; re-serialled 2003 to, see next line
	AMT-210	An-32B	Mexican Navy	rgd	2003	l/n MEX 25feb10
	HK-4832X	An-32B	Servicaribe Exp SA	rgd	28mar12	f/n SJO 04apr12; all-white c/s, no titles; seen BOG 26jul13 in primer; l/n BOG 31oct14
	HK-4832	An-32B	Aer Caribe	BOG	06mar15	seen VVC 14jun16; in register 14nov16 as suspended; l/n BOG 01jul17 in new c/s; active; l/n SJE 04jul24 all white with Aer Caribe Cargo titles
30 07	CCCP-48072	An-32B	Avialini. Ukrayiny	rgd	12mar92	d/d 12aug92
	HP-1217AAK	An-32B	Las Americas Cargo	SDQ	apr93	named 'Ciudad David'; photo exists
	HP-1217AVL	An-32B	Las Americas Cargo		nov94	suffix now 'AVL'; stored at PAC, l/n 11apr98
	HP-1217AVL	An-32B	no titles	BOG	24mar99	sold 27sep01; l/n BOG 26oct01, now without suffix 'AVL'
	YN-CGA	An-32B	Aero Charter Cargo	d/d	19dec01	f/n MGA 22apr02; Antonov regard this aircraft as no longer airworthy from 31dec03; l/n MGA 25nov07
	YN-CGA	An-32B	Aer Caribe, n/t	BOG	30mar08	all-white c/s, no titles with Aero Charter tail logo only, Nicaraguan flag; seized by the Colombian authorities; l/n BOG 02may08
	EJC-1147	An-32B	Colombian Army		nov09	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 BOG 11mar24
30 08	CCCP-48080	An-32B	Aviatrans K	d/d	20apr92	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
	UR-48080	An-32B	Aveco	rgd	18jan93	reg applied 09mar93; still on lease to SAA this date; reported for Docas
	UR-48080	An-32B	Khors Air	MST	10jan96	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
	FAM-3102	An-32B	Mexican Air Force	h/o	15aug00	at Santa Lucia Air Base with 2,947 hours; l/n NLU 02may07
	3102	An-32B	Mexican Air Force		sep08	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	An-32B	Tiras Avia	mfd	11apr92	also given as 13apr92, both from the Moldovan register!; d/d 24jul92; rgd 07aug92; in Aeroflot c/s; f/n ZAG nov92
	48073	An-32B	United Nations	ZAG	28nov92	l/n GVA 16jun93
	UR-48073	An-32B	United Nations	RJK	14jul93	leased from Avialiniyi Ukrayiny; later carried a 'BSL' logo on nose; l/n ZAG 24aug94
	ER-ADB	An-32B	Valan	rgd	10nov95	canx 14dec99
	HA-TCL	An-32B	Atlant Aerobatics	rgd	12aug99	registration painted on at BUD 18dec99; l/n BUD 22dec00
	ER-AWM	An-32B	Renan	rgd	06feb02	in all-white c/s, no titles; f/n LAD 06feb03; l/n LAD jun03; canx 18aug03 as sold to Sao Tomé
	S9-DAG	An-32B		no	reports	registration mentioned in Moldovan register
	ER-AWM	An-32B	TepAviaTrans, n/t	rgd	25feb05	f/n KRT 27feb06; canx 05may06 as to Sudan
	ST-AZL	An-32B	AZZA	KRT	17jun06	rgd to Kata; current on register jan07
	ST-AZL	An-32B	Kata Air Transport	KIV	05jul07	in all-white c/s with small titles and tail logo
	ST-AZL	An-32B	not known	sld	01apr08	with t/t 2,668 hours and 1,954 cycles; w/o 11apr08 on the ferry flight from Chisinău via Antalya to Khartoum after maintenance, but had to return to Chisinău 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	An-32B	Tiras Avia	rgd	07aug92	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
	48074	An-32B	United Nations	ZAG	22oct92	all-white c/s, UN titles; l/n ASM 20/29aug93, reported again as UN
	UR-48074	An-32B	United Nations	NBO	16oct93	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	An-32B	Aeroflot	rgd	11jun92	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
	48077	An-32B	United Nations	BTS	30apr93	leased from Air Moldova; l/n BTS may03, full UN colours and titles
	ER-48077	An-32B	all-white	BTS	16jul93	
	ER-48077	An-32B	Virunga Air Char.	KLY	mar96	involved in a landing accident prior to this date, engine and port undercarriage damaged, covered in moss; wfu and not current on register mar04
31 02	RA-48127	An-32B	Aeroflot c/s, n/t	mfd	29may92	reported d/d this date to 'Planet centre', Moscow; rgd 22feb93; f/n ZIA 03sep93 without a registration on; canx 22sep9. (exact year unknown)
	EP-831	An-32B	Peruvian Army	MIA	02dec94	c/n from official source; seen LIM 02aug15, engineless; seen LIM 23apr23, in all-grey c/s with titles; l/n LIM 13mar24
31 03	48136	An-32B	Azerbaijan Al	d/d	29may92	rgd 25dec92; f/n SHJ 27feb93
	4K-48136	An-32B	Azerbaijan Al	BAK	nov93	with 'Azerbaycan Hava Yollari' titles'; l/n LAD 27apr03; current on register 02dec02
	4K-48136	An-32B	Etram Air Wing	LAD	jun03	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	An-32B	Avialini. Ukrayiny	mfd	26jun92	reported d/d the same day; rgd 30jul92; f/n ZIA 31aug93; l/n ZIA 09jul94
	EP-833	An-32B	Peruvian Army	MIA	02dec94	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 13mar24
31 05	48137	An-32B	Azerbaijan Al	d/d	26jun92	rgd 25dec92; with 'Azerbaycan Hava Yollari' titles'; f/n SHJ 05mar93; l/n SXF 19mar93
	4K-48137	An-32B	Azerbaijan Al	BKA	09jul93	with 'Azerbaycan 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	An-32B	Aviatrans, n/t	d/d	02jul92	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
	UR-48081	An-32B	Aveco, n/t	rgd	21jan93	reg applied 02mar93; all-white c/s, no titles; still on lease to SAA this date
	UR-48081	An-32B	all-white c/s, n/t	IST	23jun93	returned from lease to SAA; reported for Docas; with Ukrainian flag
	UR-48081	An-32B	Khors Air	OST	17nov94	in all-white c/s with emblem on tail and titles
	UR-48081	An-32B	Avia Trans	IEV	25jun97	named 'Larisa'; l/n IEV 11sep99
	UR-48081	An-32B	Mexican AF c/s	PIK	15nov00	on delivery to Mexican Air Force; no titles; officially canx 25nov00
	FAM-3103	An-32B	Mexican Air Force	NLU	26apr02	arrived in Mexico with 3,543 hours; c/n confirmed from '48081' on control column; based at BAM 1 at Santa Lucía; 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
31 07	UR-48134	An-32B	SP Aero	d/d	12aug92	possibly without prefix, see next line
	UR-48134	An-32B	Las Americas Cargo	PTY	mar93	named 'Rio de Jesus'; was officially registered in Ukraine 11jan93 and canx 25mar93
	HP-1226AAK	An-32B	Las Americas Cargo	SJO	17oct93	named 'Rio de Jesus'
	HP-1226AVL	An-32B	Las Americas Cargo	PTY	25nov96	sat derelict at PTY, seen apr98/mar08, with the last letters of the previous registration bleeding through
	OB-1907-T	An-32B	Transaer	rgd	17apr09	
	OB-1907-P	An-32B	Transaer Peru	rgd	03sep09	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
	OB-1907-P	An-32B	Aero Transp. SA	lsd	14may12	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 14may24, active
31 08	CCCP-48079	An-32B	Avialini. Ukrayiny	mfd	29may92	d/d 17jul92; rgd 30jul92; f/n IEV 08sep92; l/n ZIA 09jul94
	EP-835	An-32B	Peruvian Army	MIA	02dec94	seen LIM 06mar01; involved in a landing accident at CJA 07apr01 and sustained severe damage to the forward fuselage and landing gear; photos exist CJA feb02, in poor condition without engines showing the 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 13mar24
31 09	UR-48135	An-32B	SP Aero	d/d	12aug92	possibly without prefix, see next line
	UR-48135	An-32B	Las Americas Cargo	PTY	mar93	named 'Kiev'; was officially registered in Ukraine 11jan93 and canx 25mar93
	HP-1227AAK	An-32B	Las Americas Cargo	BOG	20jan94	c/n confirmed in Panamanian register; named 'El Cuco'
	HP-1227AVL	An-32B	Las Americas Cargo	PTY	09mar95	sat derelict at PTY, seen apr98/mar08, with the last letters of the previous registration bleeding through
	OB-1924-T	An-32B	Transaer	rgd	14sep09	
	OB-1924-P	An-32B	Transaer	rgd	04mar10	
	OB-1924-P	An-32B	Aero Transp. SA	lsd	20sep12	f/n LMA 09dec12; l/n LMA 13oct13; reportedly active still mar14; advertised for sale 2014 with t/t 3,109 hours
31 10	CCCP-48076	An-32B	Trans-Charter	mfd	21sep92	d/d 24sep92; mfd according to Moldovan register, but was already rgd 11jun92
	48076	An-32B	United Nations	QRA	06nov93	coded 'UN-481'
	RA-48076	An-32B	Trans Charter	trf	05apr94	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
	ER-AEX (1)	An-32B	Trans Charter c/s	Mya	16aug99	no titles; rgd 10dec99; see c/n 1704
	ER-AEX (1)	An-32B	Renan, n/t	MLA	25dec99	not in fleet list 31dec00; canx 05jan00
	S9-GRJ	An-32B	blue/red c/s, n/t	LAD	15mar01	c/n confirmed in Moldovan register
	ER-AWL	An-32B		rgd	14dec01	f/n LAD 05feb03; l/n LAD 07feb03; reported as Renan in JP-02
	ER-AWL	An-32B	Malift	FIH	11sep03	canx 07nov03 and rgd again 26nov03 to Pocotox; l/n FIH 21feb04
	ER-AWL	An-32B	Air Kasaï	FIH	may05	reported for Trans Charter 25nov05; in Pecotox fleet list dec05
	ER-AWL	An-32B	blue/white/red c/s	KIV	17may06	no titles; returned to Pecotox; in Pecotox fleet list 02nov06
	ER-AWL	An-32B	Air Taxi Sudan	ph.	08dec06	in Sudan, location withheld; carried 'www.airtaxisudan.com' titles; l/n EBD 14mar07; canx 17mar07 as to Sudan
	ST-TKO	An-32B	Air Taxi Sudan	EBB	02may07	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
	EW-506TK	An-32B	Grodno			c/n from airline; flight planned from Marculesti to Samsun Çarsamba 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
32 01	RA-48138	An-32B	Nak Air	d/d	19nov92	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
	UR-48138	An-32B	Ukr Air Alliance	no	reports	registration given in Moldovan Register as previous identity for ER-AEP
	ER-AEP	An-32B		rgd	21nov00	canx 12jan01
	EX-48138	An-32B	basic AFL c/s, n/t	RKT	19mar01	Antonov regard this aircraft as unairworthy from 14apr02
	EX-48138	An-32B	no titles	KND	28jun03	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
	9Q-CMG	An-32B	Great Lakes Bus.	FIH	21feb04	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	An-32B	Columbus Avia	mfd	may92	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
	UR-48130	An-32B	Columbus Avia	rgd	18jan93	f/n SVG 15jan95, on delivery to Expresso Aéreo this date; photo exists at MIA in all-white colours, no titles; officially canx 23jan95
	OB-1610	An-32B	Expresso Aéreo	rgd	27jan95	named 'Corina'; involved in an incident at Esperanza 23jul95
	OB-1610	An-32B	Peruvian Aviation	lsd	12sep96	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
	OB-1610	An-32B	Star Up S.A	lsd	25sep97	named 'Corina'; CofA expired 07jul00; l/n Ayacucho 14jun01; canx 18oct01
	ER-AWK	An-32B	Valan	rgd	23oct01	canx 09jan02
	N6505	An-32B	Skylink Aviation	rgd	10jan02	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
	ER-AWK	An-32B	Valan	rgd	07oct04	in all-white c/s, initially no titles; f/n YYR 17oct04; l/n as such KRT 31mar06; seen KIV 08jul06 with titles and tail logo
	ER-AWK	An-32B	AMIS	KRT	06nov07	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
	356	An-32B	Afghan Air Force	TII	05nov08	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
32 03	RA-48139	An-32B	Natar ?	d/d	19nov92	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
	UR-48139	An-32B	Ukr Air Alliance	AMS	30jan96	c/n checked; in basic 'blue' c/s Aeroflot with white fin; canx 12jul96; l/n LIM 04feb97, without titles
	OB-1669	An-32B	Aerolineas Alpha	rgd	17dec96	see l/n date above; f/n LIM 18sep97
	OB-1669	An-32B	Imperial Air	Gos	11may98	CofA expired 02apr99; seen LIM 21mar00 without titles; canx 26nov02
	HK-4257X	An-32B	Sadelca	rgd	07jun02	to Condor Express Airways Inc.; c/n and version confirmed in register; f/n BOG 25mar04
	HK-4257	An-32B	SAEP	BOG	mar06	
	HK-4257	An-32B	Aer Caribe	BOG	05oct06	in white c/s with reddish brown engines and trim and a cheatline 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; f/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
	AT-532	An-32B	Peruvian Navy	h/o	apr20	opb Escuadrón Aeronaval N° 32 at San Juan de Marcona; in grey c/s; seen LIM 25apr20; l/n LIM 13mar24, with serial worn
32 04	CCCP-48131	An-32B	Columbus Avia	d/d	08jun92	mfd given as oct92 from Russian register; rgd 19oct92
	UR-48131	An-32B	Columbus Avia	rgd	18jan93	from Ukrainian CAA; d/d 21apr93 to JNB for lease to SAA; in basic Aeroflot c/s, no titles; l/n JNB 11mar94
	UR-48131	An-32B	Echo	NBO	25nov94	small titles and European Union tail livery
	UR-48131	An-32B	Columbus Avia n/t	YYR	13jul95	in white c/s with blue tail and blue/orange cheatline, grey undersides; l/n OPF 21sep95/22may96
	OB-1652	An-32B	Expresso Aéreo	rgd	23jul96	f/n LIM 04feb97, reported leased from Columbus Avia
	OB-1652	An-32B	Star Up S.A	trf	23sep97	named 'Star Peru'; l/n IQT 08oct01; canx 05dec01
	HK-4240	An-32B	SELVA	rgd	27nov01	rgd to Helmar Import and Export SA
	HK-4240-X	An-32B	SELVA	VVC	25mar04	named 'Juan Pablo'; suffix painted as -X; seen in a revised scheme EOH 22mar07, still named 'Juan Pablo'; l/n VVC 20apr07
	HK-4240	An-32B	SELVA	VVC	03mar08	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
	RDPL-34162	An-32B				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
	357	An-32B	Afghan Air Force	TII	01nov08	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; overhauled summer 2022 and impressed into the Islamic Emirate Air Force; repainted in all white c/s with two blue cheatlines, photo exists
32 05	RA-48140	An-32B	Krylo	mfd	12jan93	also given as 16dec92; rgd 15jan93; owned by Sigma X; in full Aeroflot c/s including titles; f/n NBO feb93
	RA-48140	An-32B	United Nations	ASM	18aug93	
	RA-48140	An-32B	Warsan Air Serv	NBO	16oct93	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
	ER-ADI	An-32B	Renan	rgd	22may96	seen without titles NLO 12jun96; f/n with titles KIV 15aug97; leased to Africa West of Togo
	ER-AFI	An-32B	Renan	rgd	06may99	in basic Aeroflot c/s, no titles; f/n BUD 29may01; l/n BUD 04aug01
	ER-AFI	An-32B	Afr. Bus. and Trp.	FIH	11sep03	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
	ER-AFI	An-32B	Alok Air	KRT	12nov06	in blue/yellow/green c/s with blue cheatline and a black silhouette of Africa on the fin; canx 17nov06 as to Sudan

	ST-ATF	An-32B	Alok Air	KRT	14mar07	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 Paloich (South Sudan) when the nose wheel collapsed; stored at Paloich awaiting repair, seen jan11/dec12
	UR-JOZ	An-32B	Meridian	rgd	04oct18	to Advanced Aviation Techology FZE of the UAE; already f/n in Sudan (probably at Paloich) 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
32 06	UR-48016	An-32B	Ukr Air Alliance	d/d	27aug93	mfd 1992; f/n NLO 27sep94; l/n CEJ 03jul96
	UR-48016	An-32B	Aviant Kiev Avn.Pl	PRG	26dec96	no titles this day
	MT-316	An-32B	Mexican Navy	MEX	24jun97	photo proof
	MP-316	An-32B	Mexican Navy	CZM	nov01	re-serialled 2003 to, see next line
	AMT-212	An-32B	Mexican Navy		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 hulk reported at the Zombie Adventure facility,San Nicolas Totolapan (N19.246888 W99.243053) Mexico 22apr18
32 07	no reg	An-32B	all-white	mfd	30jan92	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
	RA-48063	An-32B	Vysota AO	rgd	27jul94	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
	FAP-327	An-32B	Peruvian Air Force	BTS	18oct96	d/d 18nov96 from Bratislava, in all-white c/s, no titles with serial painted as 'FAP-'; l/n LIM 04feb97
	OB-1686	An-32B	Peruvian Air Force	rgd	25jul97	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
	FAP-327	An-32B	Peruvian Air Force	LIM	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; seen LIM 22sep23, active; the left main undercarriage collapsed on landing at LIM 17oct23, all 32 passengers and 6 crew were not injured; l/n LIM 13mar24, in the Grupo 8 hangar
32 08	UR-48007	An-32B	Kievski AZ	d/d	03jan95	f/n SHJ 02mar95, all white with Ukraine flag
	UR-48007	An-32B	SAEP	BOG	05apr95	being repainted this day
	HK-4011X	An-32B	SAEP	rgd	jul95	l/n BOG 24mar99; leased from Aviant, leased from Valan; canx 01jul99
	UR-48007	An-32B	not reported	PIK	12jul99	
	CR867	An-32B	Sri Lanka AF	SHJ	16nov00	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
	CR868	An-32B	Sri Lanka AF		05jul15	still preserved at the base museum, Ratmalana and reported painted as such with this fake serial; photo proof; see c/n 3410
	CR867	An-32B	Sri Lanka AF		19jan17	seen Ratmalana Base Museum this date now again with the correct serial; l/n 23jun22
32 09	EK-48026	An-32B		d/d	19jun95	to Yerevan Ministry of Machine Building; f/n BKA 24aug95; l/n 30dec01; operated in full Armenian Airlines c/s
	EK-48026	An-32B	Veteran, a/w, n/t	Erb	23mar02	still in Aviakompany Veteran fleet list 12jan04; canx 16mar06
	ST-PAW	An-32B	Police Air Wing	IEV	12dec06	c/n from CAA; flight planned IEV-ALP 12dec06 as YRY9174; l/n KRT 17mar07 also wearing serial 203; l/n KRT 31mar18
32 10	UR-48132	An-32B	Aveco, a/w, n/t	d/d	14oct92	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
	MT-320	An-32B	Mexican Navy	no	reports	serial surmised but may not have been used
	MP-320	An-32B	Mexican Navy	VER	11mar03	re-serialled 2003 to, see next line
	AMT-215	An-32B	Mexican Navy		dec04	l/n VER 26apr07 awaiting overhaul due to corrosion
33 01	RA-48133	An-32B	Stela	mfd	dec92	d/d 04dec92; rgd 14dec92; canx but date unknown
	HK-3929X	An-32B	SELVA	rgd	08jun94	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	An-32B	Infox, Kiev	d/d	27aug93	
	UR-48017	An-32B	Ukr Air Alliance	CEJ	29jun95	
	UR-48017	An-32B	Kiev Avn Plant	SVG	may96	no titles this day; reported for Aviant; l/n PRG 26dec96
	MT-317	An-32B	Mexican Navy	MEX	23apr97	photo proof
	MP-317	An-32B	Mexican Navy	MEX	20feb01	l/n CZM 20mar03; re-serialled in 2003 to, see next line
	AMT-213	An-32B	Mexican Navy	VER	26apr07	awaiting overhaul due to corrosion; also reported as XB-MKI which could be its radio call-sign
	EX-32100	An-32B	all-grey c/s, n/t	YHZ	11mar12	reportedly operated by Air Manas; small Kyrgyz flag behind the cockpit; l/n BTS 20mar12
	UR-CLZ	An-32B	Lionel Europe Corp	rgd	15aug13	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
	OB-2085-P	An-32B	Amazon Sky	rgd	26may14	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
	OB-2085-P	An-32B	Lionel Air	trf	2019	f/n LIM 11aug23, in white/blue c/s with titles, stored in a dusty condition, registration without dashes; l/n LIM 13mar24 as such
33 03	UR-48019	An-32B	Kievski AZ	d/d	03mar95	Aeroflot c/s, n/t, f/n BOG 05apr95
	HK-4007X	An-32B	Cali Cargo	rgd	10apr95	f/n BOG 27apr95; leased from Aviant
	HK-4007X	An-32B	Sadelca	VVC	11feb97	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
33 04	48000	An-32B	Trans-Charter	d/d	16sep92	mfd 22dec92
	48000	An-32B	United Nations	ph.	jan94	coded 'UN-480', in grey/white c/s
	48000	An-32B	Trans Charter	trf	05apr94	seen HLA 06may94, titles not reported
	RA-48000	An-32B	SAM	NLO	12jun96	l/n Myachkovo 25aug97; soc 25jun98 and canx 26jun98 as to Moldova
	ER-AEL	An-32B		rgd	29jun98	canx 22apr99, fate unknown; according to ADB the airframe was decommissioned and they have no further information after 1999
33 05	RA-48002	An-32B	Aeroflot c/s, n/t	mfd	09apr93	delivered from Kiev 09apr93 to Skytrump Aviation Moscow; f/n ZIA 31aug93
	RA-48002	An-32B	Warsan Air Serv	WIL	18sep94	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
	HK-4021X	An-32B	Cali Cargo	BOG	27apr95	canx 28jan99, with c/n given as 3385
	ER-ACM	An-32B	Renan	rgd	13may96	f/n BUD 09jun98; l/n BUD 03jul98
	ER-AFM	An-32B	Renan	rgd	08jul98	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)
	ER-AFM	An-32B	Alok Air	IEV	28feb07	l/n KIV 28jun07; canx as to Ukraine 03aug07
	OB-1869-T	An-32B	Aero Transp. SA	rgd	27nov07	possibly not taken up; canx 26dec07
	RDPL-34158	An-32B	no titles		16jan08	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)
	355	An-32B	Afghan Air Force	KDH	15mar08	in all-light grey c/s; opb Afghan National Army Air Corps (ANAAC), 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 impressed into the Islamic Emirate Air Force; repainted in all white c/s with two blue cheatlines and large flag behind the cockpit
33 06	UR-48006	An-32B	Aeroflot c/s, n/t	d/d	18may92	to Ukraine Academy of Sciences, INPAP, Kiev, Ukraine; f/n IEV 16jun93
	UR-48006	An-32B	Kont Av Salamandra	IEV	16jul93	Kontakt Avia Salamandra, in basic ex Aeroflot c/s with tail logo; l/n IEV 14nov93; company went bankrupt in 1994
	UR-48006	An-32B	Antonov Airtrack	VIE	feb95	in basic ex Aeroflot c/s still with tail from previous operator; l/n TBS mar96
	UR-48006	An-32B	no titles	IEV	11may98	l/n IEV 11sep99; basic ex Aeroflot c/s; for sale on Internet for $ 850,000 with a t/t of 1,453 hours
	UR-48006	An-32B	Mexican Air Force	PIK	08aug00	on delivery; in dark green/olive c/s no titles
	FAM-3101	An-32B	Mexican Air Force	h/o	15aug00	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 07	YL-LDD	An-32B	Intereks Moscow	d/d	18feb93	
	YL-LDD	An-32B	LAT ALAK AT	rgd	19apr93	in all-white c/s, no titles; f/n RIX 25may93; stored at BTS, seen 16jul93/30mar94; canx 22jul94
	PNP-227	An-32B	Peruvian Police	BTS	30jun94	left for Peru that day; initially in white c/s with dark green trim, light grey belly and 'Policía Nacional del Perú' 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 'Policía' 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; mentioned in an insurance document and again in an insurance tender 19feb24; l/n LIM 12mar24
33 08	YL-LDE	An-32B	Intereks Moscow	d/d	18feb93	
	YL-LDE	An-32B	LAT ALAK AT	rgd	19apr93	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
	PNP-228	An-32B	Peruvian Police	BTS	30jun94	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 09	RA-48015	An-32B	Stela	d/d	08jun93	rgd 05nov93; canx as to Colombia
	HK-3930X	An-32B	SELVA	rgd	08jun94	f/n VVC 04feb95; crashed on approach to Rio-Negro-Jose Maria Cordova in fog, 22dec98; canx 30apr99
33 10	UR-48005	An-32B	Redoubt	d/d	10nov92	operator based at Kiev

	UR-48005	An-32B	Vitair	LUX	04apr95	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
	9A-BAB	An-32B	Croatian Governmt.	ZAG	18jun96	operated by the Croatian Air Force, in white c/s with red cheatline and grey undersides, Croatian emblem on the fin; l/n IEV 25may98
	707	An-32B	Croatian Air Force	ZAG	12feb01	in white c/s with red cheatline and grey undersides, Croatian emblem on the fin; repainted 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; offered for sale by the state-owned ALAN agency 11nov14; l/n ZAG 13feb24, still stored without any markings
	"37" blue	An-32B	DSNS Ukrayiny	d/d	21aug24	in all-grey c/s (ex Croatian Air Force c/s), with Ukrainian shield on the fin and badge behind the cockpit; d/d from ZAG to Chernivtsy with call sign 49587
34 01	RA-48014	An-32B	not known	mfd	01aug93	d/d 11aug93
	RA-48014	An-32B	Trans Charter	trf	01jan94	
	RA-48014	An-32B	Stela	IKT	06jul94	leased from Trans Charter; seen without titles IKT 06jul94; f/n with titles IST 18dec94 (photo proof)
	RA-48014	An-32B	Trans Charter	rgd	10apr96	
	RA-48014	An-32B	Filair	Mya	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
34 02	UR-48020	An-32B	Kievski AZ	mfd	15feb93	d/d 03jan95, Aeroflot c/s, n/t; f/n BOG 05apr95
	HK-4008X	An-32B	Cali Cargo	rgd	10apr95	leased from Aviant
	HK-4008X	An-32B	SELVA	BOG	19jun96	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
34 03	AT-530	An-32B	Peruvian Navy	d/d	28apr94	f/n PRG 28apr94 on delivery; rgd 25apr95 as OB-1612, but no reports; civil reg canx 21dec01; seen LIM 04nov11; seen LIM 02oct14, in dark grey c/s with titles, no external serial carried; l/n LIM sep17, as such; substantially damaged 04oct17 at Mayor Pnp Nancy Flore 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; still visible on GE sep18, but not visible jun22; three Navy An-32s were seen LIM 13mar24, two of which did not carry serials (one in dark grey the other low viz grey c/s), perhaps suggesting this airframe may have been repaired ?
34 04	UR-48012	An-32B	Transavia	d/d	16sep93	
	UR-48012	An-32B	A T white c/s	PDV	10jun95	l/n apr96, seen again KGO 05jul96 and 21mar97
	UR-48012	An-32B	Transavia Ukraine	BTS	05nov98	reported for sale on the internet dec00 for $ 1,400,000 but also reported sold in Mexico in 2000
	MT-321	An-32B	Mexican Navy	no	reports	serial surmised, but may have not been used
	MP-321	An-32B	Mexican Navy	VER	11mar03	re-serialled 2003 to, see next line
	AMT-211	An-32B	Mexican Navy	CUN	20jul08	l/n MEX 16jul10
	HK-4833X	An-32B	Servicaribe Exp SA	rgd	28mar12	f/n SJO 04apr12 all-white c/s, no titles; seen LIM 15mar14, titles not reported; l/n BOG 31oct14
	HK-4833	An-32B	Aer Caribe	BOG	15feb15	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
34 05	UR-48008	An-32B	Ukr Air Alliance	d/d	20dec92	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)
34 06	UR-48003	An-32B	Ukr Air Alliance	mfd	29jun93	factory list says d/d 20dec92 to Renan, Kishinev; f/n KBP 29aug93; l/n CEJ 03jul96, not in 1998 fleet list
	ER-ADA	An-32B	Malu Aviation	rgd	04nov96	f/n BUD 29sep98
	ER-AFA	An-32B	Malu Aviation	BUD	13oct98	in basic ex Aeroflot c/s with Malu Aviation titles and Renan tail logo; l/n BUD 22dec98
	ER-AFA	An-32B	Renan	LKG	apr00	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 07	FAP-325	An-32B	Peruvian Air Force	BTS	16aug96	in all-white c/s, no titles with serial painted as 'FAP-'; l/n LIM 05feb97
	OB-1685	An-32B	Peruvian Air Force	rgd	25jul97	photo exists, in white c/s with red cheatlines/undersides and titles; registration was officially canx 21dec01 and removed before 2002
	FAP-325	An-32B	Peruvian Air Force	LIM	mar02	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 11aug23/13mar24 without engines
34 08	AT-531	An-32B	Peruvian Navy	d/d	28apr94	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; seen LIM 23oct20/19dec22, in dark grey c/s with titles and serial now carried on the tail; two Navy An-32s were seen LIM 13mar24 without serials (one in dark grey the other low viz grey c/s), suggesting one of these was probably this airframe
34 09	UR-48023	An-32B	Kievski AZ Aviant	d/d	26jan95	
	HK-4006X	An-32B	Coral	rgd	27mar95	leased from Aviant; seen MVP 24apr95
	HK-4006X	An-32B	SELVA	BOG	24apr96	leased from Aviant
	HK-4006X	An-32B	Sadelca	VVC	11feb97	reportedly leased from Valan (but Aviant would be more plausible); l/n BOG 24mar99; canx 05may99
	UR-48023	An-32B	Aviant	PRG	16may99	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	An-32B	Avamyal	rgd	16apr07 ?	Avamyal Aviation Services FZE
	7710	An-32B	Sudanese Air Force	KRT	jul08	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
	ST-ATL	An-32B	Sudanese Air Force	ELF	27feb12	in the same c/s as above, but now without serial; seen without registration or serial KRT 02sep12 and 27dec12
	ST-ALM	An-32B	Kush Aviation	no	reports	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
	7710	An-32B	Sudanese Air Force	KRT	29sep14	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	An-32B	Kievski AZ Aviant	d/d	26jan95	
	UR-48022	An-32B	SELVA	BOG	05apr95	
	HK-4009X	An-32B	SELVA	rgd	10apr95	f/n VVC 24apr95
	HK-4009X	An-32B	Caricarga	VVC	23jan96	leased from Aviant
	HK-4009X	An-32B	SELVA	BOG	09feb97	l/n VVC 31jan00; leased from Valan; canx 17aug00
	UR-48022	An-32B	Kievski AZ Aviant	KLV	29aug00	
	CR868	An-32B	Sri Lanka AF	SHJ	14mar01	l/n RML 09may03; see c/n 3208
	SCM3305	An-32B	Sri Lanka AF	RML	13may10	l/n 15jul11, location not reported but probably RML
	SCM-868	An-32B	Sri Lanka AF	CMB	12mar12	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
	SCM-3301	An-32B	Sri Lanka AF	IEV	28jul09	serial with hyphen; opb 2 Heavy Transport Squadron at CMB; in light grey c/s, no titles; l/n RML 11feb11
	SCM-860	An-32B	Sri Lanka AF	CMB	30oct12	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	An-32B	Kievski AZ	d/d	23feb95	the operator was redesignated KiGAZ "Aviant" 27sep95
	UR-48025	An-32B	SAEP	BOG	05apr95	
	HK-4012X	An-32B	SAEP	rgd	10apr95	leased from KiGAZ "Aviant"; in white c/s with blue/white/green cheatline; l/n BOG 24sep97; canx 01jul99
	UR-48025	An-32B	KiGAZ "Aviant"	PIK	17jul99	in basic SAEP c/s with white fin, no titles; l/n PRG 18jul99
	CR869	An-32B	Sri Lanka AF	SHJ	16nov00	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
	SCM3304	An-32B	Sri Lanka AF	IEV	09oct09	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
	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 22nov24
35 05	S3-ACD/3505	An-32B	Bangladesh AF	d/d	09aug95	opb No. 3 Squadron "Unicorns" at Chittagong; in dark green/light green camo c/s with light blue undersides; f/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 YYR 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

	SCM3302	An-32B	Sri Lanka AF	IEV	02nov09	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
	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 22nov24
35 09	CR864	An-32B	Sri Lanka AF	d/d	30jul96	f/n RML 20nov96; l/n RML 15feb05
	SCM3303	An-32B	Sri Lanka AF	RML	13may10	l/n 15jul11, location not reported but probably RML
	SCM-864	An-32B	Sri Lanka AF	CMB	22feb13	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 Lankan 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; probably the following accident relates to this aircraft; an An-32 was damaged 14jun03 at Kankasanturai (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 removed; the forward fuselage was transported and seen close to the museum at RML by sep16; l/n 19jan17; moved again and in use with the fire school at CMB (N7.185592, E79.878700); visible on GE since at least 22oct17; l/n 10may24
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	--	An-32B	bare metal	Ksv	14sep02	and sep04 85% completed on the assembly line; l/n Kiev-Svyatoshino 05sep06
	UR-CFS	An-32B	bare metal	Ksv	17dec07	details confirmed by Ukrainian CAA; canx 06oct08
	3C-4GE	An-32B	Equat. Guinea AF	Ksv	29sep08	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
	3C-TM04	An-32B	Equat. Guinea AF		photo	in dark green and sand camouflage c/s, named 'Col. Cosmo Ondo Nchama' with titles and 'FAGE' on the fin; l/n SSG feb23
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; was 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; seen in grey c/s without markings at Kiev-Svyatoshino 31may21; a contract with DSNS Ukrayiny was finally signed 21dec21
	"101" blue	An-32P	DSNS Ukrayiny	h/o	2023	in white c/s with red trim and 'DSNS Ukrayiny' titles; f/n 20sep24
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
	"31" 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 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 HRK 17aug17; l/n Ovruch 24apr19; contract for prolongation of life-time until 18mar21 signed 06may19; l/n BRE 10dec22
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 HRK 03may18; contract for prolongation of life-time until 15apr21 signed 06may19; l/n ZAG 12may24
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			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		28aug04	reported in BZV FIR; l/n BZV 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			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		ph.	oct22	in white c/s with an overpainted cheatline, grey undersides; seen BEN 02nov23; l/n active in military parade over Benghazi 16may24; operating for the Haftar Affiliated Forces (HAF)
---	5A-HIL	An-32B		SEB	20apr24	white c/s with a grey band around the forward fuselage, dark blue/grey area beneath the cockpit and dark blue tail, no titles; the same aircraft appears in a video early dec23 at BEN, but serial is not visible; probably operating for the Haftar Affiliated Forces (HAF)
---	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 No. 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 incompleted 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 No. 153) at Novosibirsk-Yeltsovka

38.01.001	3810001	An-38-100	Antonov Des. Bur.	OVB	jan94	mfd 22jun94; f/f 23jun94; f/n LBG 08jun95 with exhibition number '352'; l/n ZIA aug95
	RA-41900(1)	An-38-100	NAPO/Aviatrans	rgd	11jun97	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
# 41 02004	--	An-38-200	NAPO	f/f	11dec01	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	An-38-100	Antonov Des. Bur.	mfd	05feb96	f/n IEV 03jul96; l/n ZIA 19aug97
	RA-41900(2)	An-38-100	NAPO/Aviatrans	Ban	11dec98	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
	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
# 16 07003	RA-41900(2)	An-38-120	NAPO/Aviatrans	rgd	02aug02	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
	RA-41900(2)	An-38-120	Layang Layang	BKI	04jan03	l/n Batam Hang Nadim 17jan04; in Russian register feb04 still with c/n 4160381607003, marked as leased for foreign work
	RA-41900(2)	An-38-120	Vietnam Air Serv.	SGN	29aug04	l/n SGN 11jan05
	RA-41900(2)	An-38-120	Hangard	toc	06jul05	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
	RA-41900(2)	An-38-120	Layang Layang	XSP	24nov07	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

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 (izdeliye 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
	RA-41901	An-38-100	Layang Layang	BKI	07jul03	leased from Vostok Airlines
	RA-41901	An-38-100	Vostok	Khm	02jul04	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
	RA-41901	An-38-100	Alrosa	MJZ	31may23	with titles; l/n MJZ 23jul24
# 47 010002	RA-41902	An-38-100	Vostok	mfd	28dec97	rgd 15jan98; named 'Nadezhda' (hope)
	RA-41902	An-38-120	NAPO	Ovy	29sep04	carries 'NAPO im. V.P. Chkalova' titles
	RA-41902	An-38-120	Vietnam Air Serv.	ZUH	31oct04	l/n SGN 04jan05
	RA-41902	An-38-120	Hangard	toc	06jul05	in basic Aeroflot c/s, no titles; f/n MXV 07sep05; started scheduled flights 20sep05; l/n ULN 10sep05
	RA-41902	An-38-120	Vostok	Ovn	08jul07	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
	RA-41902	An-38-120	Alrosa	MJZ	04mar22	still in full Vostok c/s with Alrosa titles; l/n MJZ 10aug24
# 38 010003	RA-41903	An-38-100	Vostok	mfd	08jul98	rgd 19sep98; named 'Lyubov' (a woman's name, meaning at the same time 'love'); seen BKI 16aug00
	RA-41903	An-38-100	Layang Layang	BKI	02feb01	leased from Vostok; l/n BKI 26feb02
	RA-41903	An-38-100	Vostok	KIJ	apr02	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 GDX 17sep12; l/n Khabarovsk-Maly 15aug18, stored
	RA-41903	An-38-100	Alrosa	rgd	02dec21	f/n MJZ 10jan22, in basic Vostok c/s, no titles; seen MJZ 22dec22, now with titles; l/n MJZ 10aug24
# 39 010004	RA-41904	An-38-100	Alrosa	mfd	13jul99	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
# .. 010005	--	An-38-100	all primer	Ovy	18aug14	uncompleted fuselage and wings still sitting in the factory
# .. 010006	--	An-38-100	all primer	Ovy	18aug14	uncompleted fuselage only still sits in the factory
# 20 010007	RA-41907	An-38-100	Alrosa	mfd	24may00	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" (Vistory) titles; l/n MJZ 31aug22 engineless; new CofR issued 20oct22
# .. 020001	--	An-38-100	all primer	Ovy	17aug15	uncompleted fuselage sitting in the factory
# .. 020003	--	An-38-100	all primer	Ovy	aug19	uncompleted fuselage, stored outside

Antonov An-70

The An-70 (izdeliye 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 Lysenko, to whom we, the editorial team of "Soviet Tansports", 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 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 izdeliye number) in spring 2018 in order to circumvent Russian intellectual property rights.

The An-70 c/n consists of the product code (izdeliye 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 No. 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
	UR-NTK	An-70	Antonov Des. Bur.	ZIA	18aug97	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 reflew 05jun01; arrived for modernisation at Svyatoshino 28jul10 and reflew 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
	UR-EXA	An-70	DP "Antonov"	rgd	15apr13	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
	"02" blue	An-70	Ukraine Air Force	QIE	25sep15	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 and still visible there on Google Earth 20sep24

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 No. 473) in Kiev in 1978, but then to relocate it to the KhGAPP (Factory No. 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 turbofans 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 turbofans 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 No. 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
	CCCP-72003	An-74	Antonov Des. Bur.	LBG	13jun87	with exhibition number '324'; had a non-standard 'pelican' nose-cone; in 'polar' Aeroflot c/s; delivered a stationary radio transceiver to Sredni island on the Severnaya zemlya archipelago nov87
	CCCP-72200	An-74	Antonov Des. Bur.	ph.	feb88	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-72003	An-74	Antonov Des. Bur.	Gos	19aug89	reverted to its previous registration; in 'polar' Aeroflot c/s; reported for the Southern Engine Factory; sat wfu at Gostomel (N50.587167 E30.209967) aug02/apr22, in poor condition and missing many parts
002	--	An-72	Antonov Des. Bur.			dynamic test airframe for fatigue tests; became an An-71 static test airframe
02	--	An-71	Antonov Des. Bur.	mfd	1985	static test airframe, reportedly converted from An-72 static test airframe 002; static trials started may85
003	--	An-72	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	31aug77	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				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; destroyed, during the Russian invasion by 14mar22; photos Gostomel apr22/27may22 of the remains
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 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 No. 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 !; 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 engineless 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-Severny
	RA-72991	An-72	Russian Air Force	GDZ	07sep00	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
#720 10 952	no reg	An-72	Antonov Des. Bur.	Kho	24aug87	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
	ES-NOC	An-72-100	Enimex	rgd	26oct98	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; photo apr22, still looks to be largely intact
---	--	An-74	Antonov Des. Bur.	Ksv	03jul19	line # 02-05; static test airframe; photo, bare metal c/s; details from spotters.net.ua
#720 20 337	CCCP-72900	An-72	Soviet AF/AFL c/s	mfd	1987	line # 03-01
	RA-72900	An-72	Russian AF/AFL c/s	SVO	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	An-72	Libyan Air Force	MJI	apr05	in all-white c/s, no titles; former registration '9Q-' (9Q-CQT ?) visible under paint; l/n MJI 05dec06
	5A-DSH	An-72	Allebia	MJI	13oct07	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
	LAF-072	An-72	Libyan Air Force	MJI	31may22	and made a test flight 31may22; in all grey c/s with blue bands on the engines, presumably ex 5A-DSH ?
#720 20 358	CCCP-72901	An-72	Soviet Air Force	mfd	28apr87	line # 03-02
	RA-72901	An-72	Russian Air Force	no	reports	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
	EK-72901	An-72	Air Armenia	no	reports	contrary to some reports, not converted to an An-72-100; leased
	9Q-COB	An-72	MiddlandTracep	rgd	07aug06	see f/n date below
	9Q-COB	An-72	Galaxy Kavatsi	GOM	jul06	l/n GOM 22sep06
	9Q-COB	An-72	Aviatrade Congo	FIH	28jul07	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
	4L-FAS	An-72	TransAviaService	rgd	03apr08	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)
#720 20 362	CCCP-72902	An-72	Soviet Air Force	no	reports	line # 03-03; c/n offered for sale 25oct02, opb mil. unit 94045 at Chelyabinsk
	EK-72902	An-72-100	blue/white n/t	SHJ	22may05	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
	EK-72902	An-72-100	Galaxy Kavatsi	GOM	16jun06	canx 10jan07
	4L-NAS	An-72-100	TransAviaService	rgd	03apr08	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)
#720 20 375	CCCP-72907	An-72	MVD/Aeroflot c/s	mfd	21jan87	line # 03-04; l/n KJA 01jul92
	RA-72907	An-72	MVD/Aeroflot c/s	trf	1992	opb 3 osae on at Chkalovski; f/n CKL 22aug05
	RA-72907	An-72	Russian MVD/VV	CKL	04aug08	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
	RF-72907	An-72	Russian MVD/VV	rgd	17may06	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
	RF-72907	An-72	Rosgvardiya	trf	05apr16	opb 3 osae on at Chkalovski; in basic Rossiya c/s with white top, no titles; named 'Yuri Shatalin'; f/n CKL 06may16; l/n ZIA 22jul21
#720 20 385	CCCP-72903	An-72	Soviet Air Force	mfd	30may87	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	all-white c/s, n/t	rgd	14apr05	to Larton Commercial SA and trf South Airlines; f/n SHJ 25nov05, photo as such
	EK-72903	An-72	South Airlines	IEV	31jul06	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
	D2-MBP	An-72		IEV	20oct07	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
	EK-72903	An-72	South Airlines	IEV	08jul10	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
#720 30 425	CCCP-72904	An-72	Soviet AF/AFL c/s	mfd	23dec86	line # 04-01; f/n Sperenberg 1988; entry ladder with plate for this c/n is with 5A-DSH c/n 36572020337 !
	UN-72904	An-72	Kazakh AF/AFL c/s	ALA	22apr93	still with 'Aeroflot' titles; l/n BXJ 29jun99
	72904	An-72	Kazakh AF/AFL c/s	BXJ	09jun01	l/n active BXJ 01sep02; ferried to ALA feb03 and stored there since, l/n sep03/may04

	UN-72904	An-72-100D	Berkut	ALA	19aug07	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
	UP-AN721	An-72-100D	Berkut	ALA	10oct08	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
	UP-AN721	An-72-100D	KazAirJet	Gos	jun12	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
	EK-72425	An-72-100D	Mars Avia	rgd	26jun18	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
	no reg	An-72-100D		ph.	15sep23	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
#720 30 430	CCCP-72905	An-72	Soviet AF/AFL c/s	mfd	1987	line # 04-02; f/n Sperenberg 06dec90; in Aeroflot c/s with blue tail; opb 25 osae at Krzywa-Osla from 1988, then Legnica and finally Smolensk in 1992
	RA-72905	An-72	Russian AF/AFL c/s	ZIA	31aug93	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
	TL-ABC	An-72	Centrafrican, n/t	LAD	19aug99	c/n from russianplanes.net; l/n RKT 13nov99
	TL-ADF	An-72	Centrafrican, n/t	RKT	21nov99	c/n not confirmed; in all-white c/s with four diagonal blue stripes of different shades on the fin; l/n RKT 14oct00
	TL-ADF	An-72	Centrafrican, n/t	RKT	29dec01	c/n not confirmed; all-white c/s, no titles; l/n RKT 12may03
	TL-ADF	An-72	Libyan Air Cargo	RKT	15sep03	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
	LAAF-723	An-72	Libyan Air Force	KLD	17aug05	c/n not confirmed; in white c/s with green fin and cheatline, no titles or flag; seen 31oct07 outside overhaul Factory No. 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
	no serial	An-72	bare metal	MJI	07oct09	inside overhaul Factory No. 003 and confirmed as originally ex RA-72905
#720 30 447	CCCP-72906	An-72	Soviet AF/AFL c/s	mfd	30may87	line # 04-03; f/n SVO 22jul88; last overhaul completed 30nov99; l/n Ivanovo-Severny 22jun00
	RF-72906	An-72	Russian Air Force	NNM	10jun08	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
	RF-72906	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; l/n without code and without titles Gromovo jun14; received code "42" red and 'VVS Rossii' titles; f/n as such Gromovo 11aug14; repainted by aug18 in all-grey c/s with Russian flag, 'VKS Rossii' titles and still carrying code "42" red; l/n OVB 20aug22
#470 30 450	CCCP-74010	An-74T	Antonov Des. Bur.	d/d	24feb87	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
	UR-74010	An-74T	Antonov Des. Bur.	Gos	28aug93	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
	UR-74010	An-74T-200	Antonov Des. Bur.	f/f	04apr94	converted to the prototype of this version
	UR-74010	An-74T	DP "Antonov"	rgd	19mar10	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
#720 30 455	CCCP-72910	An-72S	Soviet AF/AFL c/s	SVO	29aug88	line # 04-05; probably Strategic Rocket Forces in fact; photo exists in Aeroflot c/s and titles with blue fin
	RA-72910	An-72S	Russian AF/AFL c/s	no	reports	probably Strategic Rocket Forces in fact; see next line
	RF-90338	An-72S	Russian Air Force	trf	01jun10	seen Ivanovo-Severny 09nov11, in basic Aeroflot c/s with blue fin, no titles; seen in 308 ARZ at Ivanovo-Severny 30mar12, still with 'RA-72910' on the wing; seen oct14, location withheld, opb 929 GLITs l/n CKL 2021
#720 30 460	CCCP-72911	An-72	Soviet AF/AFL c/s	no	reports	line # 04-06
	RA-72911	An-72	Russian AF/AFL c/s	Bkr	oct94	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
	"07" red	An-72	Kazakh Air Force	Tgr	23nov12	based at ALA; in white/turquoise c/s with 'KAZAKHSTAN' titles, roundels under the wings; l/n NQZ 27nov22
#720 30 468	"58"	An-72	KGB/Border Guards	no	reports	line # 04-07; c/n and code from the factory
	RF-72014	An-72	FSB	GOJ	apr10	opb 1 ottap 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
#720 30 470	"01" red	An-72	Soviet Air Force	mfd	1987	line # 04-08; c/n and code from the factory; possibly had CCCP-72912 allocated
	"01" red	An-72	Russian Air Force	ZIA	19aug05	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
	RF-95953	An-72	Russian Air Force	Ik2	17nov16	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
#720 30 477	CCCP-72913	An-72	Soviet AF/AFL c/s	Ola	may90	line # 04-09; in Aeroflot c/s with blue tail
	RA-72913	An-72	Russian AF/AFL c/s	Spr	05jun93	in Aeroflot c/s with blue tail
	RA-72913	An-72	Russian Air Force	CKL	19aug01	in basic Aeroflot c/s with blue tail, no titles; l/n CKL (N55.882104 E38.034730) sep08/jun18 wfu
#720 30 479	CCCP-72914	An-72	Soviet AF/AFL c/s	mfd	30nov87	line # 04-10; f/n Oranienburg 26jan89
	RA-72914	An-72	Russ. Navy/AFL c/s	OSF	24aug95	l/n OSF 28aug03, in Aeroflot c/s with blue tail
	RA-72914	An-72	Russian Navy	OSF	28mar06	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
	RF-72029	An-72	Russian Navy	OSF	21jul14	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
	"41" blue	An-72	Russian Navy	OSF	08mar16	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	CCCP-72915	An-72	Soviet AF/AFL c/s	mfd	14sep87	line # 05-01; f/n SVO 22jul88; seen OSF 09jul00; l/n OSF 31mar01 seemingly wfu
	RA-72915	An-72	Russ. Navy/AFL c/s	SVO	15sep02	l/n OSF 28aug03, in basic Aeroflot c/s with blue tail
	RA-72915	An-72	Russian Navy	OSF	02jul06	opb 46 otap (renamed 7055 AvB in 2010) at OSF; in basic Aeroflot c/s with blue tail, no titles; seen 2007 without engines; l/n OSF 2022 as such, poor condition
#720 40 525	"02" red	An-72	Soviet Air Force	no	reports	line # 05-02; opb 8 GNII VVS at Akhtubinsk
	CCCP-72916	An-72	Soviet AF/AFL c/s	Spr	20oct89	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
	RA-72916	An-72	Russian AF/AFL c/s	ZIA	20aug99	opb 929 GLITs at Akhtubinsk; l/n CKL 04aug08
	RA-72916	An-72	Russian Air Force	CKL	22feb09	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)	An-72	Soviet AF/AFL c/s	mfd	29dec87	line # 05-03; f/n Sperenberg 20oct89
	RA-72917(1)	An-72	Russian AF/AFL c/s	Spr	06jul93	flew from Rostov-na-Donu-Tsentralny to Sperenberg 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 otsap 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-Privolzhski, 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	An-72	Soviet AF/AFL c/s	mfd	30dec87	line # 05-04; f/n CKL 09apr91; in Aeroflot c/s with blue tail; l/n Sperenberg 15jul93
	RA-72918	An-72	Russian AF/AFL c/s	Spr	25nov93	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; mentioned in ICAO/BV document jun08 as owned and opb South Airlines; still registered 01jan09; l/n KBL jun11
	EK-72101	An-72-100	Sky	TII	27mar09	l/n KBL 27jul10, all-white c/s with titles
	EK-72101	An-72-100	South Airlines	FJR	09dec10	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	An-72	KGB/Aeroflot c/s	mfd	30dec87	line # 05-05; f/n LED 04sep88; photo PRG oct88, in Aeroflot c/s with blue tail
	RA-72909	An-72	FSB	SVO	15mar96	pb 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	An-72	MVD/Aeroflot c/s	mfd	15dec87	line # 05-06; in Aeroflot c/s with blue tail, l/n LED 29jun90
	RA-72922	An-72	Russian MVD/VV	trf	1992	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-Bezymyanka 24mar16
	RF-72922	An-72	Rosgvardiya	trf	05apr16	opb 3 osae on at Chkalovski; in basic Rossiya c/s with white top, no titles; f/n KJA 21may16; l/n ZIA 13mar23
#720 40 563	CCCP-72925	An-72	Soviet AF/AFL c/s	SVO	25may91	line # 05-07; in Aeroflot c/s with blue tail; l/n SVO 19mar93
	RA-72925	An-72	Russian AF/AFL c/s	SVO	14sep93	in Aeroflot c/s with blue tail; l/n Samara-Bezymyanka 13aug99; stored since 2000

	RA-72925	An-72	Russian Air Force	Sae	23oct12	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; still visible on GE may23, but a subsequent aerial photo suggests it has now been moved and is likely to scrapped, exact location and date unknown
#720 40 565	CCCP-72919	An-72	Soviet AF/AFL c/s	rgd	16feb89	line # 05-08; in full Aeroflot c/s with blue tail
	RA-72919	An-72	Russian AF/AFL c/s	Spr	13sep93	based at Chkalovski; in full Aeroflot c/s with blue tail; l/n CKL aug96
	RA-72919	An-72	Russian Air Force	CKL	19aug01	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-Severny 05oct16, light grey c/s with 'VVS Rossii' titles and Russian stars on the fin, also carrying code "19" red; l/n Ivanovo-Severny 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	An-72	Soviet AF/AFL c/s	CKL	09apr91	line # 05-09; in Aeroflot colours, blue tail
	RA-72920	An-72	Russian AF/AFL c/s	CKL	25aug03	
	RA-72920	An-72	Russian Air Force	CKL	23jul07	in basic Aeroflot c/s, blue tail no titles; l/n Taganrog-Tsentralny 22nov12, in not too good condition and awaiting overhaul
	RF-72920	An-72	Russian Air Force	CKL	jan17	same basic Aeroflot c/s, blue tail still no titles; l/n OVB 10sep22
#720 40 581	CCCP-72921	An-72S	Soviet AF/AFL c/s	Koz	23aug90	line # 05-10; opb 25 osae at Krzywa-Osla from 1988, then Legnica and finally Smolensk in 1992
	RA-72917(2)	An-72S	Russian AF/AFL c/s	Iva	30mar02	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-Severny
	RA-72917(2)	An-72S	Russian Air Force	CKL	15aug02	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-Severny 30jan12/22aug12
	RF-72917(2)	An-72S	Russian Air Force	Bai	nov13	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	An-72	MVD/Aeroflot c/s	mfd	13jan88	line # 06-01; f/n 26jul92; in Aeroflot c/s with blue tail; l/n SVO 26sep92
	RA-72923	An-72	Russian MVD/VV	trf	1992	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
	RF-72923	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 jun13; l/n CKL jul15
	RF-72923	An-72	Rosgvardiya	trf	05apr16	opb 3 osae on at Chkalovski; in basic Rossiya c/s with white top, no titles; f/n OVB 08jul16; l/n LED 21sep22
#720 60 600	RA-72924	An-72	MVD/Aeroflot c/s	mfd	28jan88	line # 06-02; in Aeroflot c/s with blue fin; f/n SVX 20apr93; l/n GOJ 22aug95
	RA-72924	An-72	Russian MVD/VV	trf	1992	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
	RF-72924	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 22aug08; l/n CKL 03jan15
	RF-72924	An-72	Rosgvardiya	trf	05apr16	opb 3 osae on at Chkalovski; in basic Rossiya c/s with white top, no titles; f/n GOJ apr17; l/n CKL 28aug19
#720 60 610	"24" ?	An-72	Soviet Air Force	no	reports	line # 06-03; all-grey c/s; became, see next line
	"03" red	An-72	Russian Air Force	ZIA	21aug97	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' 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
#720 60 620	CCCP-72926	An-72	KGB/Aeroflot c/s	mfd	1988	line # 06-04; f/n Sperenberg 04may89; in Aeroflot c/s with blue tail
	RA-72926	An-72	FSB/Aeroflot c/s	LED	11jul94	in Aeroflot c/s with blue tail
	RA-72926	An-72	FSB	SVO	06may95	in basic Aeroflot c/s with blue tail and without red stripe, no titles; l/n SVO 07aug00
	RF-72015	An-72	FSB	MCX	12sep08	opb 1 ottap at Yoshkar-Ola-Danilovo; 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-Severny 21jun11; seen VKO aug19; c/n only mentioned in a tender 11mar20 for repairs/overhaul; l/n 21oct24, location withheld
#720 60 625	CCCP-72927	An-72	KGB/Aeroflot c/s	Spr	01nov89	line # 06-05
	RA-72927	An-72	FSB	TBS	mar96	in basic Aeroflot c/s with blue tail and Russian flag, no titles or red stripe on the fin; l/n SVO 2003
	RF-72016	An-72	FSB	GOJ	26feb07	opb 1 ottap at Yoshkar-Ola-Danilovo; in basic Aeroflot c/s with red stripe on fin, no titles; l/n Yoshkar-Ola-Danilovo 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 OVB jul22
#720 60 640	CCCP-72928	An-72	Soviet AF/AFL c/s	mfd	27aug88	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
	RA-72928	An-72	Russian AF/AFL c/s	CKL	15aug96	opb military unit 15565 at Chkalovski; c/n offered for sale by the Russian privatisation agency 06aug01 and sold 05apr02
	4L-AAL	An-72	not known	LAD	24apr03	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
	4L-AAL	An-72	Air Van	SHJ	11jan04	in white c/s with blue trim, no titles; l/n SHJ 12jan04
	4L-AAL	An-72	iAP	SHJ	08feb04	in white c/s with blue trim, titles on the left side only; l/n SHJ 23nov05
	EK-72102	An-72	Air Armenia	rgd	07sep05	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
	UR-CFI	An-72-100	Veteran	rgd	05feb08	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
	EK-72928	An-72-100	not known	OSF	09sep13	registration with hyphen; in all-white c/s, no titles; l/n OSF 04dec13
	EK-72928	An-72-100	Air Armenia	JUB	20jul14	in all-white c/s, now with titles
	EK-72928	An-72-100	Maritime Air	rgd	04feb16	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
	EK-72928	An-72-100	Mars Avia	JUB	07apr17	in 2017 register; in all-white c/s, no titles; canx 12jul17
	EY-331	An-72-100	Asia Sky Lines	JUB	13oct17	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	An-72	Soviet AF/AFL c/s	Kln	1999	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
	RA-72936	An-72-100	all-white c/s, n/t	BKA	11aug03	l/n BKA 23aug04
	4L-SAS	An-72-100	all-white c/s, n/t	FJR	26jan05	c/n confirmed from Georgian source; with small TransAviaService email address on fuselage; l/n OSF 02jul06
	ST-BDK	An-72-100	Badr Airlines	AER	27sep06	c/n confirmed; in all-white c/s with 'Badr' logo on fuselage; flew AER-KRT 27sep06; l/n KRT 26oct06
	ST-BDK	An-72-100	AMIS	KRT	18mar07	African Union Mission in Sudan; opb Badr
	ST-BDK	An-72-100	Badr Airlines	ELF	28aug08	in all-white c/s with 'Badr' logo on fuselage; l/n KRT 07oct10
	ST-PRK	An-72-100	Sudan Government	KRT	17jan11	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	An-72	Ukraine Air Force	mfd	1988	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
	EY-512	An-72-100	Asia Airways	no	reports	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
	T-708	An-72-100	Angolan Air Force	RAI	27dec14	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
#470 60 649	CCCP-74000	An-74	AFL/Yakutiya	f/f	03jun89	line # 06-09; the first production An-74; d/d 30aug90; mfd 31aug90; toc 30nov90; rgd 18nov91 to Yakutavia; f/n YKS 03jul92
	RA-74000	An-74	Aeroflot	SVO	07sep93	
	RA-74000	An-74	Polyarnyye Avial.	trf	21apr94	soc 27sep00 and canx 28sep00 as to Slovenia
	ER-AEO	An-74	not known	rgd	04oct00	canx 02nov00 as sold to Angola
	T-700	An-74	Angolan Air Force	LAD	22mar01	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
	D2-MBF	An-74	Angolan Air Force	LAD	08may03	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
	T-700	An-74	Angolan Air Force	LAD	23jul12	in dark grey c/s with light grey undersides; l/n LAD 07nov12
	D2-MBF	An-74	Angolan Air Force	UYL	18oct13	in dark grey c/s with light grey undersides
	T-700	An-74	Angolan Air Force	LAD	feb16	in dark grey c/s with light grey undersides; l/n 14dec20 during a ceremony somewhere in Angola
#720 60 653	CCCP-72929	An-72	Soviet AF/AFL c/s	mfd	1988	line # 06-10; f/n Legnica 23apr92; in Aeroflot c/s with blue tail; l/n CKL 04jun92
	RA-72929	An-72	Russian AF/AFL c/s	CKL	15aug96	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
	RA-72929	An-72	Libyan Air Cargo	BKA	29jun03	in white c/s with green fin and cheatline, no titles with a Libyan flag behind the cockpit; l/n OSF 28aug03
	3C-QTA	An-72	Libyan Air Cargo	MLA	24oct03	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

	LAAF-724	An-72	Libyan Air Force	MJI	apr05	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 No. 003 at Mitiga, awaiting overhaul; said to be opb Libyan Air Cargo with 5A- registration upon completion; see next line
	no serial	An-72	bare metal	MJI	07oct09	inside overhaul Factory No. 003 and confirmed as originally ex RA-72929
#470 70 655	CCCP-74001(1)	An-74	AFL/Yakutiya	mfd	31aug90	line # 07-01; late mfd, see ST-BDS below; toc 12sep90; f/n DME 12apr91; rgd only 18nov91 to Yakutavia; see c/n 36547098943
	RA-74001(1)	An-74	Polyarnyye Avial.	trf	21apr94	converted to An-74T-100
	RA-74001(1)	An-74T-100	Respublika Sakha	rgd	21aug02	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 'ESYaTK' 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
	ST-BDS	An-74TK100	Badr Airlines	BKA	26aug10	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
	RA-74001(1)	An-74TK100	Sakha Avia School	OSF	mar14	rgd 01apr14; opb Shar Ink, in all-white c/s. with small Shar Ink badge; l/n IAR 28apr19; canx 08jul19 as sold abroad
	UP-AN741	An-74TK100	East Wing	CIT	23feb20	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
	UR-UZO	An-74TK100	Constanta Airlines	rgd	17feb22	f/n Marculesti 17aug22; seen QRA 04oct22, in all-white c/s, no titles; l/n Trencin 02sep24
#720 70 678	CCCP-72930	An-72S	Soviet AF/AFL c/s	mfd	aug88	line # 07-02; rgd 16dec88; f/n Sperenberg 04jan90; all-passenger VIP aircraft with four-abreast seating in the back
	RA-72930	An-72S	Russian AF/AFL c/s	PEE	23aug95	in Aeroflot c/s with blue tail; l/n Engels aug97
	RA-72930	An-72S	Russian Air Force	CKL	23jul07	in basic Aeroflot c/s with blue tail, no titles; with additional 'Transneft 2013 Silk Way' sticker, ASF 11jul13; l/n CKL 09sep16
	RF-72930	An-72S	Russian Air Force	CKL	25mar17	in all-grey c/s with Russian flag type cheatline, no titles; seen CKL sep18 with 'VKS Rossii' titles; l/n CKL 18aug20
#470 70 682	CCCP-74002	An-74	ANTK im. Antonova	mfd	03jan89	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
#720 70 688	CCCP-72937	An-72	Soviet AF/AFL c/s	mfd	31aug88	line # 07-04; An-72S ?; opb 978 otap 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
	ER-AWQ	An-72	not known	rgd	09apr02	canx 22apr02
	D2-FEP	An-72	Angolan Air Force	LAD	24apr03	c/n confirmed in Moldovan register and by Russian customs data base; in all-white c/s, no titles; l/n LAD 06aug07
	D2-FEP/T-703	An-72-100	Angolan Air Force	LAD	01mar08	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
#470 70 690	CCCP-74003	An-74	AFL/Yakutiya	d/d	31aug90	line # 07-05; toc 21sep90; rgd 18nov91 to Yakutavia; f/n YKS 03jul92, operated by Tshersk Aviation Plant
	RA-74003	An-74	Aeroflot	SVO	04jul93	
	RA-74003	An-74	Polyarnyye Avial.	trf	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	An-72	Soviet AF/AFL c/s	Kir	02jul92	line # 07-06; probably not Air Force, but NBC protection forces (VRKhBZ); in full Aeroflot c/s with blue fin
	RA-72938	An-72	Russian AF/AFL c/s	CKL	15aug99	in fact not Air Force, but NBC protection forces (VRKhBZ); opb 395oiae 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 wite fin, VRKhBZ badge behind cockpit; l/n Ivanovo-Severny 11dec13
	RF-95690	An-72	Russian Air Force	Iva	08may15	c/n from russianplanes.net; in all-grey c/s with Russian stars and 'VVS Rossii' titles, also carrying "11" red; l/n OVB sep18
#720 70 695	CCCP-72931	An-72	Soviet AF/AFL c/s	mfd	1988	line # 07-07; f/n Sperenberg jun91; in Aeroflot c/s with blue tail; l/n PKV 20aug95
	ES-NOB	An-72	Enimex, n/t	BRE	21apr96	in basic ex Aeroflot c/s with blue tail, no titles
	ES-NOB	An-72-100	Enimex	TLL	28oct96	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	An-72-100	United Nations	DXB	25dec03	seen DXB 08jan04 coded 'UNO-215'; l/n DXB 13nov06, as such
	ES-NOB	An-72-100	Enimex	TLL	aug07	all-white no titles; 'UN' titles still visible under paint; canx date unknown
	D2-MBT	An-72-100	no titles	KLD	feb08	c/n not confirmed or version; all-white, previous 'UN' titles still visible under paint
	D2-FGE	An-72-100	Servis Air	LAD	28mar09	c/n and version confirmed from Ukrainian customs database
	D2-FGE	An-72-100	Angolan Air Force	ODS	feb10	in dark grey c/s with light grey undersides, no titles; seen ODS 19dec11
	T-706	An-72-100	Angolan Air Force	LAD	20jul12	details from russianplanes.net; in dark grey c/s with light grey undersides
	D2-FGE	An-72-100	Angolan Air Force	ph.	25aug13	location withheld; in dark grey c/s with light grey undersides
	T-706	An-72-100	Angolan Air Force	IAR	16may15	in dark grey c/s with light grey undersides; seen LAD 21sep16, active; l/n LAD oct21/03jan23, stored
#720 70 696	CCCP-72932	An-72	Soviet AF/AFL c/s	mfd	28dec88	line # 07-08; no reports
	ER-72932	An-72	Moldovan Air Force	trf	1992	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	An-72	Soviet Air Force	mfd	28dec88	line # 07-09; no reports
	ER-72933	An-72	Moldovan Air Force	KIV	21sep94	in basic ex-Aeroflot colours, blue tail and Moldovan flag; l/n KIV 08jul96
	ER-AFZ	An-72	Vichi Air Company	rgd	02jan00	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	An-72	Moldovan Air Force	PDV	sep03	c/n painted on the tail; no titles
	ER-AFZ	An-72	Aerop. Marculesti	rgd	11mar04	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; the prototype of the SAR version (and the sole one built); not on Soviet register; underwent state trials with 3-ye upravleniye GK NII VVS at Kirovskoye (Crimea), but the trials were not completed; in grey c/s with a small Soviet flag on the fin; f/n Gostomel 08sep92
	"15" blue	An-72PS	Ukraine Air Force	Kke	apr95	in white c/s with yellow und blue trim, version painted on as such; l/n as such Kirovskoye 24aug97; offered for sale by SkyBirdHeli 27may06 with t/t 430 hours and 273 cycles, but could not be sold; seen Kirovskoye sep08, c/n quoted as 08-01, in the same but very faded c/s with the code overpainted; sat wfu at Kirovskoye, seen aug10/jan15; was to be returned by Russia from the Crimea to Ukraine within the second installment of aircraft in spring 2014, but this did not happen
#720 80 777	CCCP-72934	An-72	Soviet AF/AFL c/s	mfd	apr89	line # 08-02; rgd 28jul89; f/n Legnica 15jul92
	RA-72934	An-72	Russian AF/AFL c/s	BOJ	jun98	canx but date unknown
	3D-RTV	An-72	Air Cess, n/t	RKT	12aug98	
	TL-ACV	An-72	Centrafrican, n/t	RKT	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	An-72	not known	res	27aug03	ntu; no further details; reg allocated 30jun06 to a Bell 47G-5A
	9XR-RV	An-72	Regional Intl A.S.	no	reports	c/n not confirmed; overflew Malta en route BEN-MOW 10may04, using call-sign LAAF-722
	LAAF-722	An-72	Libyan Air Force	MJI	apr05	c/n confirmed; in white c/s with green fin and cheatline, no titles; seen 31oct07 in Factory No. 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
	LAF-722	An-72	Libyan Air Force	ph.	06jul13	in all light grey c/s, with titles and named 'AL HANE 26/11 19/11'
#720 80 778	CCCP-72935	An-72	Soviet AF/AFL c/s	mfd	01apr89	line # 08-03; rgd 28jul89; f/n CKL 09apr91, in Aeroflot c/s with blue tail
	RA-72935	An-72	Russ. Navy/AFL c/s	OSF	16may99	seen OSF jul00/aug01 wfu; in Aeroflot c/s with blue tail; canx but date unknown; seen 17aug05 at Ivanovo-Severny (308 ARZ) and still there 30aug07; seen Ivanovo-Severny (308 ARZ) 17jan12, undergoing overhaul in a hangar
	RF-72935	An-72	Russ. Navy/AFL c/s	OSF	18jun13	in basic Aeroflot c/s, no titles; l/n OSF 18aug13
	RF-73022	An-72	Russian Navy	EIK	27nov13	in basic Aeroflot c/s with 'MA VMF Rossii' titles; l/n Ivanovo-Severny 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	An-72	Soviet AF/AFL c/s	mfd	29apr89	line # 08-04; rgd 28jul89; f/n Sperenberg 17sep91, in Aeroflot c/s with blue tail; l/n Sperenberg 11mar93
	RA-72939	An-72	Russian AF/AFL c/s	Spr	29apr94	in Aeroflot c/s with blue tail; canx 22jan97

	ES-NOK	An-72-100	Enimex	rgd	21feb97	f/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	An-72-100	United Nations	FNA	10jul03	coded 'UN-090'; l/n TLL 22apr06, as such
	ES-NOK	An-72-100	Enimex, n/t	TLL	27aug06	in all-white c/s, no titles
	ER-AVE	An-72-100	Pecotox Air	rgd	01sep06	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	An-72-100	Angolan Air Force	TLL	27jun08	in all-white c/s, no titles; l/n TLL 08jul08
	T-704	An-72-100	Angolan Air Force	LAD	28mar09	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 Sperenberg 15oct92
	RA-72940	An-72	Russian AF/AFL c/s	CKL	15aug96	canx but date unknown
	72940	An-72	Russian AF/AFL c/s	CKL	25aug03	in Aeroflot c/s and titles with blue tail; l/n CKL 21aug17
#720 80 783	CCCP-72941	An-72	Soviet AF/AFL c/s	no	reports	line # 08-06
	RA-72941	An-72	Russian Air Force	TYA	23may08	in fact not Air Force, but NBC protection forces (VRKhBZ); opb 395oiae 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
	RF-95691	An-72	Russian Air Force	URS	15sep17	in all-grey c/s with 'VVS Rossii' titles and Russian stars on the fin, also carrying code "12" red; c/n from russianplanes.net; l/n CKL 18aug20
#720 80 786	CCCP-72942	An-72S	Soviet AF/AFL c/s	mfd	31may89	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
	ES-NOG	An-72-100	Enimex	rgd	10sep97	f/n FRA 18sep97; l/n HHN 29apr02
	ES-NOG	An-72-100	United Nations	DXB	02aug02	coded 'UNO-211'; l/n DXB 06feb05
	ES-NOG	An-72-100	Enimex	rgd	16feb05	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
	ER-AVD	An-72-100	all-white c/s, n/t	rgd	01nov06	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 to Angola 19oct07
	D2-MBS	An-72-100	Angolan Air Force	TLL	03dec07	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-FGF	An-72-100	Servis Air	LAD	17feb09	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	Angolan Air Force	ODS	12aug10	in dark grey c/s with light grey undersides with small flag on tail, no titles; seen Nyala 14aug10; l/n ODS 26sep12
	T-707	An-72-100	Angolan Air Force	LAD	08nov12	details from russianplanes.net; in dark grey c/s with light grey undersides and titles
	D2-MBS	An-72-100	Angolan Air Force	LAD	06jun13	colour scheme not reported
	T-707	An-72-100	Angolan Air Force	LAD	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	An-72	Soviet AF/AFL c/s	Ola	06oct90	line # 08-08; in Aeroflot colours with blue tail; l/n CKL 09apr91
	RA-72943	An-72	Russian AF/AFL c/s	CKL	05aug00	titles not reported; probably Russian Space Forces in fact
	RA-72943	An-72	Russ. Space Forces	VKO	22jul06	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-Severny 11aug18, in all grey c/s with 'VKS Rossii' titles, Russian stars and carrying code "47" red; l/n 2021, location withheld
#720 80 789	CCCP-72004	An-72	MOM Yuzhny KB	mfd	jun89	line # 08-09; rgd 28jul89; canx but date unknown
	ES-NOL	An-72	Enimex	DNK	05jul96	l/n IST 12aug98
	ES-NOL	An-72	all-white c/s, n/t	CPH	11feb99	used Enimex call-sign
	ES-NOL	An-72	Enimex	TLL	27jun99	l/n RKT 09apr00; report at TLL 05apr02 in error or restored ?, see below
	ES-NOL	An-72	Cen-Sad	TIP	jun00	
	EL-ALL	An-72	Cen-Sad	rgd	08aug00	f/n RKT 26nov00; l/n RKT 14dec00; canx 01may01 by the new Liberian CAA
	3C-QQS	An-72	West Africa Air	rgd	14may01	in basic ex Cen-Sad c/s, no titles; f/n RKT 29dec01
	5A-DNL	An-72	ex Cen-Sad c/s n/t	MJI	05dec06	c/n not confirmed; with white tail; registration used before on an Il-76 c/n 0033447357
	LAAF-721	An-72	Libyan Air Force	MJI	31oct07	c/n confirmed, see two lines down; in overhaul Factory No. 003, being overhauled and stripped down; said to be opb Libyan Air Cargo with 5A- registration upon completion, but see below
	no serial	An-72	Libyan Air Force	MJI	07oct09	inside overhaul Factory No. 003, in all light grey c/s, without serial or markings, c/n not checked
	LAF-721	An-72	Libyan Air Force	BKO	21jan11	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
#720 80 793	CCCP-72953	An-72	Russian AF/AFL c/s	ZIA	22aug95	line # 08-10; in Aeroflot c/s with blue fin and titles; seen Ivanovo-Severny 21jun11 still as CCCP-, reportedly opb Strategic Rocket Forces; l/n Ivanovo-Severny 01aug11 undergoing maintenance
	RF-90453	An-72	Russian Air Force	Iva	30mar12	in 308 ARZ; in basic Aeroflot c/s, no titles; seen OVB aug18; photo mar21, location unknown
#720 90 795	CCCP-72954	An-72	Strat.Rocket Force	no	reports	line # 09-01
	RA-72954	An-72	Strat.Rocket Force	OVB	02jul03	probably opb 349 oae at Yermolino; in basic Aeroflot c/s with blue tail, no titles; seen Yermolino 17aug03
	RA-72954	An-72	Russian Air Force	trf	01jun10	in basic Aeroflot c/s with blue tail, no titles; l/n Ivanovo-Severny 09aug14
	RF-90315	An-72	Russian Air Force	ph.	jun18	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
#720 90 796	CCCP-72944	An-72	Soviet AF/AFL c/s	Mil	06oct90	line # 09-02; in Aeroflot c/s with blue tail; l/n Sperenberg aug92
	RA-72944	An-72	Russian AF/AFL c/s	BOJ	jun98	
	3D-RTW	An-72	Air Cess, n/t		1998	in official register
	TL-ACW	An-72	Centrafrican, n/t	RKT	20sep99	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
#720 90 799	CCCP-72945	An-72	Soviet AF/AFL c/s	Spr	22nov89	line # 09-03; operator may have been the Strategic Rocket Forces; l/n Sperenberg 22apr93
	RA-72945	An-72	Strat.Rocket Force	Spr	09aug93	in full Aeroflot c/s with blue tail
	RA-72945	An-72	Russ. Space Forces	trf	2001	
	RF-90372	An-72	Russ. Space Forces	rgd	2009	
	RF-90372	An-72	Russian Air Force	trf	01jun10	f/n 2011, photo, location withheld; in basic Aeroflot c/s with Russian flag and blue tail, no titles; seen Omsk-Severny 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
#720 90 801	CCCP-72946	An-72	MVD/Aeroflot c/s	mfd	1990	line # 09-04; in Aeroflot c/s with blue fin; f/n Sperenberg 04may91; l/n Sperenberg 29apr93
	RA-72946	An-72	MVD/Aeroflot c/s	trf	1992	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
	RF-72946	An-72	Rosgvardiya	trf	05apr16	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
#720 90 803	CCCP-72947	An-72	Soviet AF/AFL c/s	Spr	09sep92	line # 09-05
	RA-72947	An-72	Russian AF/AFL c/s	CKL	05aug00	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
#720 90 805	"02"	An-72	Soviet Air Force	no	reports	line # 09-06; c/n and code given as just "2" by the factory
#720 90 807	CCCP-72955	An-72	Soviet AF/AFL c/s	mfd	29sep89	line # 09-07; f/n OVB 30jul92; l/n Kubinka 03sep93
	RA-72955	An-72	Russ. Navy/AFL c/s	OSF	26aug95	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
	RF-72031	An-72	Russian Navy	ph.	28sep13	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
#760 90 808	"04"	An-72P	KGB/Border Guards	no	reports	line # 09-08; c/n and code given as just "4" by the factory
	"04" blue	An-72P	FSB/Border Guards	SVO	02jul95	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
	"04" red	An-72P	FSB	SVO	18aug03	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
	RF-72017	An-72P	FSB	GOJ	jul08	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
#720 90 809	CCCP-72951	An-72	Soviet AF/AFL c/s	ph.	1991	line # 09-09; at Baikanur-Krainii; in Aeroflot c/s with blue tail; l/n VKO 16jul93
	RA-72951	An-72	Russian AF/AFL c/s	no	reports	reported as based at Plesetsk, so probably Space Forces
	72951	An-72	Russian AF/AFL c/s	ph.	14nov11	at Baikanur-Krainii; no titles and faded Russian flag
#760 90 810	"23" blue	An-72P	KGB/Border Guards	mfd	29jun90	line # 09-10; c/n and code from the factory
	"23" blue	An-72P	FSB	PKC	mar04	opb 5 oao at PKC; in olive drab/dark brown/medium brown camo c/s with light grey undersides
	RF-72019	An-72P	FSB	UUS	11sep07	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
#720 91 815	CCCP-72948	An-72	Soviet AF/AFL c/s	no	reports	line # 10-01
	"948" black	An-72	Russian Air Force	Spr	14apr93	c/n confirmed; in basic Aeroflot c/s with Red Stars, no titles; l/n CKL 07may15
	RF-72948	An-72	Russian Air Force	CKL	mar18	in all-grey c/s with Russian flag type cheatline and Russian flag on the fin, no titles; l/n CKL 12aug18
#720 91 818	CCCP-72949	An-72S	Soviet AF/AFL c/s	mfd	1989	line # 10-02; all-passenger VIP aircraft with four-abreast seating in the back; opb 223 osap at Chkalovski; f/n Sperenberg 1990
	"949" black	An-72S	Soviet Air Force	SQZ	13jul91	opb 223 osap at Chkalovski; in basic 'blue' Aeroflot c/s with Red Stars, no titles; l/n FRA 29jul91
	"949" black	An-72S	Russian Air Force	trf	1992	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
	RF-72949	An-72S	Russian Air Force	CKL	20dec12	in light grey c/s with 'Russian flag' cheatline and 'VVS Rossi' titles and a Russian flag on the fin; l/n Rostov-na-Donu-Tsentralny apr21
#720 91 819	CCCP-72950	An-72	Soviet AF/AFL c/s	mfd	30dec89	line # 10-03; f/n Sperenberg 1990
	"950" black	An-72	Russian Air Force	CKL	08sep93	l/n Sperenberg 16sep93

	RA-72950	An-72	Russ. Navy/AFL c/s	OSF	09jul00	l/n OSF 28aug03
	RA-72950	An-72	Russian Navy	OSF	02jul06	in basic Aeroflot 'blue' c/s, no titles; opb 46 otap (renamed 7055 AvB in 2010) at OSF; stored since 2010, seen OSF may16, as such; photos OSF 22nov24, active and may have performed a test flight this date; departed OSF 25nov24, probably the last Russian Navy fixed wing aircraft to depart Ostafyevo which officially closed dec23
#720 91 823	CCCP-72952	An-72	Soviet AF/AFL c/s	no	reports	line # 10-04
	RA-72952	An-72	Russian AF/AFL c/s	ph.	oct94	in fact Space Forces or Roskosmos; f/n at Baikonur-Kraini 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
	72952	An-72	Kazakh Air Force	ALA	10sep09	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
	"08" red	An-72	Kazakh Air Force	h/o	25nov12	based at ALA; in white/turquoise c/s with 'KAZAKHSTAN' titles, roundels under the wings; already seen in 325 ARZ at Taganrog 12sep12/21nov12; l/n Nur Khan AFB, Pakistan 30aug21
#760 91 825	"22"	An-72P	KGB/Border Guards	mfd	30sep90	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
	"24" blue	An-72P	FSB	SVO	30aug93	c/n not checked; seen PKC 08jul94 in camo c/s; opb 15 oap (redesignated 5 oao) at PKC; photo GRV autumn95, 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
	RF-72020	An-72P	FSB	PKC	19dec11	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
#760 91 827	"26"	An-72P	KGB/Border Guards	mfd	feb91	line # 10-06; c/n and code from the factory
	"26" blue	An-72P	FSB/Border Guards		photo	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
	RF-72021	An-72P	FSB	UUS	18dec07	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
#760 91 830	"22"	An-72P	KGB/Border Guards	mfd	21dec90	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
	"22" blue	An-72P	FSB	PKC	08jul94	c/n not confirmed; opb 15 oap (redesignated 5 oao) at PKC; in camo c/s; see also c/n 36576096915
	"27" blue	An-72P	FSB	SVO	1995	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
	RF-72022	An-72P	FSB	YKS	28oct08	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 2024
#720 91 831	CCCP-72962	An-72	Soviet AF/AFL c/s	mfd	1990	line # 10-08; probably opb 226 osap at Sperenberg; f/n Sperenberg 1991; l/n Sperenberg 22nov92
	RA-72962	An-72	Russian AF/AFL c/s	SVO	13apr93	based at CKL
	RA-72962	An-72	Russian Air Force	CKL	25jul07	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)
	RF-72962	An-72	Russian Air Force	Rzd	31jul18	in all-grey c/s with Russian flag type cheatline and Russian flag on the fin, no titles; l/n OMS 2021
#720 91 835	--	An-72R	--	Ksv	25mar07	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
#720 91 837	CCCP-72967	An-72	Strat.Rocket Force	OMS	12jun94	line # 10-10; in Aeroflot c/s
	RA-72967	An-72	Strat.Rocket Force	Erm	17aug03	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-Dvoyevka 11oct11
	RF-90318	An-72	Strat.Rocket Force	res	2009	see previous and next line; may have been trf to the Air Force 01jun10
	RA-72967	An-72	Russian Air Force	Lev	11feb12	in basic Aeroflot c/s, no titles; l/n Levashovo 24sep14, with 'VVS Rossii' titles on the fin
	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 Rossii' titles, also carrying "45" red; l/n LED 12nov22
#720 92 838	CCCP-72968	An-72	Strat.Rocket Force	no	reports	line # 11-01
	RA-72968	An-72	Strat.Rocket Force	Erm	17aug03	probably opb 349 oae at Yermolino; in Aeroflot c/s with Russian flag on the fin; l/n Yermolino 25aug04
	RF-90452	An-72	Russian Air Force	trf	01jun10	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 Rossii' 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 GOJ jun22
#720 92 841	CCCP-72958	An-72	KGB/Aeroflot c/s	LED	03oct91	line # 11-02; l/n LED 13jul94
	RA-72958	An-72	FSB/Aeroflot c/s	SVO	11may96	opb OAOSN at SVO; l/n SVO 15aug05
	RF-72011	An-72	FSB	SVO	06jul06	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 22jun24
#720 92 845	CCCP-72963	An-72S	Soviet AF/AFL c/s	mfd	28aug90	line # 11-03; f/n FRA 27jan92; l/n Sperenberg 26mar93
	RA-72963	An-72S	Russian AF/AFL c/s	CKL	15aug96	l/n CKL 20aug07
	RA-72963	An-72S	Russian Air Force	CKL	09apr09	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 Rossii' titles on the fin; f/n as such AAQ 20jun12; l/n CKL may16
	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 'VKS Rossii' titles on the fin; f/n as such Kubinka 28aug20; l/n Kubinka 19aug22
#720 92 847	CCCP-72966	An-72	ANTK im. Antonova	Gos	08sep92	line # 11-04; in Aeroflot c/s
	72966	An-72	ANTK im. Antonova	ZIA	04sep93	carried a Ukrainian flag
	72966	An-72	Uzbekistan Airways	TAS	23apr94	leased from ANTK im. Antonova
	72966	An-72V	ANTK im. Antonova	Gos	22sep94	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
	UR-72966	An-72V	ANTK im. Antonova	rgd	unknown	dbr 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	An-72	Strat.Rocket Force	no	reports	line # 11-05
	RA-72969	An-72	Strat.Rocket Force	Erm	17aug03	probably opb 349 oae at Yermolino; in Aeroflot c/s; seen OMS 12mar08 still with prefix 'CCCP-' under the wing; l/n OVB 28mar09
	RF-90371	An-72	Russian AF/AFL c/s	trf	01jun10	photo 24dec12, still with Aeroflot titles
	RF-90371	An-72	Russian Air Force	Omv	aug15	in all-grey c/s with Russian flag type cheatline and Russian flag on the fin, no titles; l/n CKL 12feb18
#760 92 850	"01"	An-72P	KGB/Border Guards	mfd	1991	line # 11-06; c/n and code from the factory
	"01" red	An-72P	Kaz Border Guards	ALA	23apr93	c/n not confirmed for this sighting but 99 % certain; in basic Aeroflot c/s with blue fin, no titles
	UN-72850	An-72-100	Kaz Border Guards	Mtp	07oct05	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
	UP-72850	An-72-100	Kaz Border Guards	IEV	14feb14	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
	72850	An-72-100	Kaz Border Guards	ALA	16feb19	no prefix; large 'Kazakhstan' titles; l/n Zhetigem 07may22
#720 92 853	CCCP-72956	An-72	Soviet AF/AFL c/s	mfd	31aug90	line # 11-07; based at Klin; f/n Klin-5 airbase 1999; l/n Klin-5 airbase 2001
	RF-72956	An-72	Russian Air Force	Gmv	29sep07	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
	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 Rossii' 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	An-72	Soviet AF/AFL c/s	mfd	30sep90	line # 11-08; based at Klin; f/n Kurilsk-Burevestnik 14dec90; l/n Klin-5 airbase 09jul94
	RA-72957	An-72	Russian AF/AFL c/s	Iva	14jun04	in 308 ARZ; seen there again 17aug05, titles not reported; last overhaul completed 21sep05
	RF-72957	An-72	Russian Air Force	Gmv	23jun07	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
	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 without code and without titles CKL apr14; received code "41" red and 'VVS Rossii' titles; f/n as such Gromovo 12oct14; seen OVB 17oct14; underwent overhaul at 325 ARZ from 06may15, was with mil. unit 49719 (Levashovo); seen BZK 07jul17, all grey c/s with Russian stars and 'VVS Rossii' titles; l/n CKL 2020
#720 92 858	CCCP-72959	An-72	KGB/Border Guards	mfd	1990	line # 11-09; h/o 24dec90; no reports
	UR-72959	An-72	Avialini. Ukrayiny	trf	1992	f/n SIP 02jun93; in full c/s with titles; opb mil. unit 9997 at Odesa-Tsentralny (Ukraine Border Guards) since h/o according to Ukrainian legal documents dated 30jun20; l/n IEV 16jun93
	72959	An-72	Ukr Border Guards	IEV	11may98	l/n IEV 04aug02
	"15" blue	An-72	Ukr Border Guards	IEV	22may04	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-Zhulyany, probably in early 2008 and stored there since; seen IEV 29may08; 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
	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

	3C-LLQ	An-72	Equat. Guinea AF	LBR	24jan11	c/n confirmed; in all-white c/s with thin grey stripes, no titles; opb Ministry of Defence, Equatorial Guinea
	3C-CMN	An-72	Equat. Guinea AF	IEV	16jan14	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
	3C-LLQ	An-72	Equat. Guinea AF			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
	3C-TM10	An-72	Equat. Guinea AF	SSG	feb23	c/n not confirmed, but in identical c/s to 3C-LLQ/CMN with titles and 'FAGE' on the tail; l/n 02mar23
#760 92 859	"02"	An-72P	KGB/Border Guards	mfd	dec90	line # 11-10; c/n and code given as just "2" by the factory
	"02" red	An-72P	Kaz Border Guards	BXJ	23apr93	c/n not confirmed, but very likely; in basic Aeroflot c/s, no titles; l/n BXJ 01sep02
	UN-72859	An-72-100	Kaz Border Guards	KBP	10jun05	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
	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	An-72	Soviet AF/AFL c/s		05jun92	line # 12-01; seen at Paris-Villacoublay; in standard Aeroflot c/s; l/n STR 24nov92
	RA-72964	An-72	Russian AF/AFL c/s	Spr	17may93	in standard Aeroflot c/s; l/n CKL 21aug03
	RA-72964	An-72	Russian Air Force	Tgr	21aug05	no titles; l/n Taganrog-Tsentralny 30jun11 as such; seen Taganrog-Tsentralny dec11, with additional 'VVS Rossii' 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
	RF-72964	An-72	Russian Air Force	CKL	20aug19	in all-grey c/s with Russian flag type cheatline and Russian flag on the fin, no titles; l/n Rostov region 2021
#720 93 863	CCCP-72965	An-72	Soviet AF/AFL c/s	SVO	18jul91	line # 12-02; in standard Aeroflot c/s; l/n Sperenberg 08feb93
	RA-72965	An-72	Russian AF/AFL c/s	Spr	14jun93	in standard Aeroflot c/s; l/n Ivanovo-Severny 27aug04
	RA-72965	An-72	Russian Air Force	CKL	19sep08	in basic Aeroflot c/s, no titles; l/n CKL 09sep16
	RF-72965	An-72	Russian Air Force	ph.	feb20	in all-grey c/s with Russian flag type cheatline and Russian flag on the fin, no titles; l/n LED 30jul22
#720 93 865	CCCP-72960	An-72	KGB/Aeroflot c/s	SVO	08apr91	line # 12-03; l/n SVO 27aug93
	RA-72960	An-72	FSB/Aeroflot c/s	SVO	22may94	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	CCCP-72961	An-72	KGB/Aeroflot c/s	SVO	08apr91	line # 12-04; l/n SVO 28aug93
	CCCP-72961	An-72	FSB/Aeroflot c/s	SVO	17jul94	opb OAOSN at SVO
	RA-72961	An-72	FSB	SVO	06may95	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
	RF-72012	An-72	FSB	SVO	mar09	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 oct24, location withheld
#760 93 868	"21" blue	An-72P	KGB/Border Guards	no	reports	line # 12-05; c/n and code from the factory
	"21" blue	An-72P	FSB	UUS	26sep07	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
	RF-72023	An-72P	FSB	PKC	23jul09	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
#760 93 870	CCCP-72970	An-72P	KGB/Border Guards	no	reports	line # 12-06; in full Aeroflot c/s
	CCCP-72970	An-72P	FSB/Border Guards	UUS	07jul94	opb ? oap (mil. unit 2199) at UUS; in full Aeroflot c/s
	RA-72970	An-72P	FSB	UUS	19jun06	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
#720 93 872	"70"	An-72	Soviet Air Force	no	reports	line # 12-07; c/n and code from the factory
	"70" red	An-72	Strat.Rocket Force	Erm	17aug03	in grey c/s with Red star; c/n not confirmed for this sighting; seen again Yermolino 13aug06
	"70" red	An-72	Russian Air Force	trf	01jun10	in grey c/s with Red star; l/n Yermolino 11aug12/09jul16, stored with starboard engine missing
	RF-90316	An-72	Russian Air Force	Erm	23aug17	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	An-72	Strat.Rocket Force	mfd	1991	line # 12-08; probably opb 349 oae at Yermolino; in Aeroflot c/s; f/n Yermolino 17aug03
	RA-72971	An-72	Russian Air Force	trf	01jun10	in basic Aeroflot c/s with Russian flag on fin, no titles; f/n Yermolino 30jul12; l/n Yermolino 11aug12
	RF-90317	An-72	Russian Air Force	ph.	18mar15	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-Baltimor 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-Baltimor 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"	An-72	Soviet Air Force	mfd	16may91	line # 12-10; c/n and code from the factory
	"35" blue	An-72	Russian Air Force	Kln	1999	c/n not confirmed; in all-grey c/s with Red Star on fin; l/n Klin-5 airbase 20aug01; c/n offered for sale by Russian privatisation agency 06aug01; opb mil. unit 45157 at Klin and sold at auction 12oct01
	ER-AWS	An-72	Tiramavia	rgd	30apr02	c/n confirmed and reported on Moldovan register as ex RA-93876; canx 14mar03
	T-702	An-72	Angolan Air Force	Wtk	19apr03	reported in the Namibian FIR mar02/nov04
	D2-MAQ	An-72	Angolan Air Force	HLA	03dec04	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	An-72	Angolan Air Force	LAD	13may10	in dark grey c/s with light grey undersides, no titles
	D2-MAQ	An-72	Angolan Air Force	ODS	jul11	reportedly ferried 26may11 AQJ-ODS; in dark grey c/s with light grey undersides, no titles; l/n UYL 03aug11
	T-702	An-72	Angolan Air Force	LAD	23jul12	in dark grey c/s with light grey undersides, no titles; l/n LAD 03may13
	D2-MAQ	An-72	Angolan Air Force	LAD	06jun13	
	T-702	An-72	Angolan Air Force	ph.	nov14	at SAFAT maintenance base, north of KRT; in dark grey c/s with light grey undersides, no titles; l/n TUN 28may20
#720 94 877	CCCP-72973	An-72	Soviet AF/AFL c/s	mfd	31may91	line # 13-01; no reports
	RA-72973	An-72	Russ. Navy/AFL c/s	OSF	26aug95	seen Severomorsk-3 10apr12, active; opb 46 otap (renamed 7055 AvB in 2010) at OSF; l/n OSF mar13
	RF-72033	An-72	Russian Navy	OSF	20feb14	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	An-72	Soviet AF/AFL c/s	mfd	27jun91	line # 13-02; f/n Kubinka 01sep93; l/n Kubinka 04sep93
	RA-72974	An-72	Russ. Navy/AFL c/s	Kac	07jul96	
	RA-72974	An-72	Russian Navy	OSF	15jul08	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
	RF-72034	An-72	Russian Navy	OSF	may14	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	An-72P	KGB/Aeroflot c/s	HRK	1991	line # 13-03; version in factory documents as such; black and white photo exists, in Aeroflot c/s with (blue) tail
	RA-72908	An-72P	FSB/Aeroflot c/s	SVO	29aug95	c/n and version in tender as such; l/n TBS 16may96
	RF-72018	An-72P	FSB	SVO	feb08	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	An-72	Soviet AF/AFL c/s	mfd	27jun91	line # 13-04; f/n Kubinka 01sep93
	RA-72972	An-72	Russ. Navy/AFL c/s	FFD	20jul96	l/n OSF jul00/26mar07 wfu
	RA-72972	An-72	Russian Navy	AAQ	03sep08	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
	RF-46546	An-72	Russian Navy	TGK	may14	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	An-72	MVD/Aeroflot c/s	mfd	29aug91	line # 13-05; probably never painted up like this
	"976" black	An-72	Soviet MVD/VV	ORY	nov91	
	"976" black	An-72	Russian MVD/VV	trf	1992	opb 3 osae on at Chkalovski; f/n VIE 22jun94; in basic Aeroflot c/s with Red Stars, no titles; l/n CKL 25aug03
	RA-72976	An-72	Russian MVD/VV	CKL	22aug05	opb 3 osae 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
	RF-72976	An-72	Russian MVD/VV	rgd	17may06	opb 3 osae on at Chkalovski; in basic Rossiya c/s with white top, no titles; seen CKL 27may15
	RF-72976	An-72	Rosgvardiya	trf	05apr16	opb 3 osae on at Chkalovski; in basic Rossiya c/s with white top, no titles; f/n CKL 17jul18
#760 94 885	"58"	An-72P	KGB/Border Guards	mfd	27sep91	line # 13-06; c/n and code from the factory
	"58" red	An-72P	FSB	UUS	07jul94	opb 6 oao at UUS; in basic Aeroflot c/s with Russian flag on the fin; l/n UUS 19jun06; last 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	An-72	Valeologia	mfd	20dec91	line # 13-07; rgd 26dec91
	72975	An-72	Valeologia	ZIA	aug93	
	ER-72975	An-72	Natar	rgd	29dec94	in Aeroflot c/s, no titles; f/n RTM 18feb95; l/n NLO 05sep95
	ER-72975	An-72	Renan	GRX	30dec95	with Rwandan flag on both sides; l/n FIH 01apr96
	ER-ACF	An-72	Renan	OST	04oct97	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
	'ER-AER'	An-72	Renan	rgd	29dec97	fake registration, used to cover up the loss of ER-ACF; canx 16feb01
#720 94 889	CCCP-72977	An-72	Soviet Air Force	mfd	05may91	line # 13-08; no reports
	CCCP-72977	An-72	Valeologia	rgd	26dec91	painted in basic Helitaxi Colombia c/s without titles and seen as such PRG 28nov92 on delivery to Colombia
	HK-3808X	An-72	Helitaxi Colombia	rgd	dec92	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
	ER-72977	An-72	Valeologia	ATH	28dec93	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
	ER-ACA	An-72	no titles	IEV	28jun95	in basic Helitaxi Colombia c/s; rgd 02may95 to Renan ?, see ER-AEJ two lines below
	ER-ACA	An-72	Renan	FIH	01apr96	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
	ER-AEJ	An-72	Renan	rgd	02may95	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
	ER-AEJ	An-72	Shemair	KIV	03apr03	CofA expired 23jan03
	ER-AEJ	An-72	Aerop. Marculesti	Ksv	25mar07	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
#470 94 890	CCCP-74004	An-74	AFL/Krasnoyarsk	mfd	25mar92	line # 13-09; the first series-production An-74; in 'polar' c/s; toc 02apr92; rgd 08jun92; opb Norilski OAO
	RA-74004	An-74	Aeroflot	NSK	13may95	in 'polar' c/s
	RA-74004	An-74	Norilsk Avn Ent.	trf	22dec95	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
	RA-74004	An-74	2nd Sverdlovsk AE	rgd	25jul05	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
	RA-74004	An-74	not known	rgd	14aug14	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	An-74	Yakutavia	mfd	23apr92	line # 13-10; d/d 24apr92; rgd 16jun92
	RA-74005	An-74	Nadym Gazprom	KRR	19sep94	leased from Gazpromavia; l/n OSF 21aug99
	RA-74005	An-74TK100	Gazpromavia	OSF	01aug02	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	FMBA Rossii	trf	2009	Federalnoye mediko-biologicheskoye agenstvo 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"	An-72P	KGB/Border Guards	mfd	28dec91	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
	"59" red	An-72P	FSB	UUS	07jul94	in basic Aeroflot c/s with Russian flag on the fin; l/n SVO 24par97, 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 Kolymo-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 UGMK (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 Kuzbassrazrezugol 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 LYR 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; c/n confirmed by the Kazakhstan CAA; flight planned Aqaba-Odessa this date, as a technical flight for maintenance with the type given as An-72; seen ODS 29sep21 in all white c/s; 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-Severny 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 10sep20/21aug24
#760 95 899	"02"	An-72P	KGB/Border Guards	mfd	25mar92	line # 14-04; c/n and code given as just "2" by the factory; no reports
	"60" red	An-72P	FSB	UUS	07jul94	opb 6 oao at UUS; in basic Aeroflot c/s with Red Star on the fin; l/n UUS 19jun06
	RF-72027	An-72P	FSB	UUS	11sep09	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)	An-74	Kharkov Avn Plant	mfd	29apr92	line # 14-05; d/d 29apr92; rgd 12may92; see c/n 3654701221089
	UR-74008(1)	An-74	Antonov Des. Bur.	rgd	22jan93	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)	An-74T-100	Severgazprom	UCT	sep97	
	RA-74008(1)	An-74T-100	Gazpromavia	rgd	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
	EK-74008(1)	An-74T-100	Mars Avia	rgd	06nov17	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
	TY-AEG	An-74T-100			photo	at MGQ; in basic Gazpromavia c/s, no titles
	UR-UZN	An-74T-100	Constanta	rgd	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	An-74	Business Airlines	AGP	nov93	leased from KhGAPP; 'UR-' prefix ?
	UR-74007	An-74	NARO Ukraine	d/d	nov93	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	An-74	Aviakor	mfd	20may92	line # 14-07; d/d already 13may92; mfd from a 1995 incident report
	RA-74025	An-74	Aviakor	ZIA	03sep93	in white/dark c/s with 'Aviacor' titles
	UR-74025	An-74	not known	Gos	22sep94	probably received the prefix 'UR-' just for overhaul, see next line

	RA-74025	An-74	Aviakor	rgd	12nov96	f/n Samara-Bezymyanka 30aug97; soc and canx 07dec00 as to Latvia
	YL-RAF	An-74TK100	RAF-Avia	rgd	30apr01	An-74TK-100; in white c/s with very dark blue trim and many logos on the fin; f/n already VLC mar01
	UR-CAE	An-74TK100	RAF-Avia	BTS	10oct01	c/n confirmed by the Ukrainian CAA; l/n BTS 30oct01; canx 04jan02
	YL-RAF	An-74TK100	RAF-Avia	rgd	23jan02	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	An-74TK100	Cavok Air	IEV	28feb12	in stylish orange/black c/s with titles on the fin; l/n MSQ 28jun12
	UR-CKC	An-74TK100	Cavok Air	rgd	07aug12	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 03sep24
#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	An-72V	Peruvian Air Force	LIM	oct95	seen without 'Fuerza Aérea del Perú' titles mar96/sep97
	OB-1485	An-72V	Colibri Airlines	LIM	23mar00	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	Goliaf 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 Goliaf 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 26jul23, active, all grey, no titles
#720 95 908	RA-72979	An-72	MVD/Aeroflot c/s	mfd	22jun92	line # 14-09; f/n LED 27jun96; l/n CKL 19aug01
	RA-72979	An-72	Russian MVD/VV	CKL	20aug07	opb 3 osae on at Chkalovski; repainted in basic Rossiya c/s with white top, no titles; f/n as such CKL 20aug07
	RF-72979	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 04aug08; l/n CKL 23may15
	RF-72979	An-72	Rosgvardiya	trf	05apr16	opb 3 osae 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	An-72		rgd	02jun94	canx 29sep94
	S9-GRE	An-72	Aeroflot c/s, n/t	MLA	22aug99	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	An-72	Centrafrican, n/t	RKT	01apr00	in all-white c/s with four diagonal blue stripes of different shades on the fin; l/n RKT 26apr00
	EL-ALX	An-72	Centrafrican, n/t	RKT	29oct00	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	An-72	Enimex	rgd	29jun02	f/n TLL 31jul02
	ES-NOH	An-72-100	Enimex	rgd	29apr03	version from register aug05
	ES-NOH	An-72-100	United Nations	FKI	15nov04	op for UN as UNO-804; l/n TLL 22apr06
	ES-NOH	An-72-100	Enimex, n/t	LPL	30may06	in all-white c/s, no titles; l/n TLL 21jul06
	ER-AVG	An-72-100	Pecotox Air	rgd	01sep06	in all-white c/s, no titles; version as such in fleet list 02nov06; f/n SXF 09may07; l/n TLL 10jun08
	D2-MBX	An-72-100	Angolan Air Force	TLL	27jun08	all-white c/s, no titles; l/n ODS 08jul08
	T-705	An-72-100	Angolan Air Force	LAD	28mar09	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
#720 96 911	OB-1486	An-72V	Aero Tumi	d/d	sep92	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
	OB-1486	An-72V	Peruvian Air Force	LIM	07may94	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, l/n 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
#720 96 912	"02"	An-72S	Soviet Air Force			line # 15-02; c/n and code given as just "2" by the factory; never delivered
	OB-1487	An-72V	Aero Tumi	rgd	29dec92	c/n confirmed, but the aircraft was never delivered; CofA expired 21sep93; see next line
	RA-72983	An-72V	Aero Tumi	ZIA	03sep93	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 !
	"002" black	An-72V	Ukrainian MVS	IEV	20mar97	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; l/n IEV 04jul99
	"02" black	An-72V	Ukrainian MVS	IEV	02jun02	
	"02" blue	An-72V	Ukrainian MVS	IEV	jun03	in white/light grey c/s with wavy yellow/blue cheatline and Ukrainian flag on fin; stored at IEV from 2004, awaiting overhaul, seen many times between 2004 and jul13
	"02" blue	An-72V	Ukraine Nat.Guard	trf	2014	based at IEV; 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; f/n IEV 17jan15; l/n Deblin 14may22/ 08mar23
#720 96 914	RA-72982	An-72	TsSKB "Progress"	mfd	02nov92	line # 15-03; in Aeroflot c/s; order for delivery signed 29sep92; f/n SVO 25aug93
	RA-72982	An-72-100D	TsSKB "Progress"	IEV	03jul96	opb Aviaobshchemash, no titles; l/n Gostomel 19mar97; mentioned in an incident report at Samara-Smyshlyayevka 07mar00; soc 09apr01 as leased to Kyrgyzstan
	3C-QQO	An-72-100D	San Air, n/t	rgd	23apr01	owned by TsSKB "Progress" and leased to Shar Ink. Ltd. 05mar01 (h/o date); f/n RKT 15apr01; l/n OSF aug03
	ES-NOI	An-72-100D	Aeroflot c/s, n/t	TLL	03may04	owned by TsSKB "Progress" rgd 05may04 to Shar Ink. Ltd/Enimex; arrived at CVT 06may04
	ES-NOI	An-72-100D	Atlantic Airlines	CVT	10may04	owned by TsSKB "Progress" and leased to Shar Ink. Ltd. 24may04/ 31mar07; into service 11may04; l/n TLL 25mar06
	ES-NOI	An-72-100D	Enimex	OST	16may06	owned by TsSKB "Progress" and leased by Shar Ink. Ltd.; in all-white c/s, no titles; l/n SNN 09mar07
	ES-NOI	An-72-100D	Atlantic Airlines	CVT	17aug07	owned by TsSKB "Progress"; illegally retained by Shar Ink. Ltd. 01apr07/01dec08; in all-white c/s with titles and tail logo; canx but date unknown
	ST-PAM	An-72-100D	Police Air Wing	IEV	11feb08	owned by TsSKB "Progress"; in white c/s with green, red and black trim, no titles; reportedly flew KRT-IEV-Bila Tserkva 25jul08 (opb AZZA Air) and IEV-LXR 27nov08; Russian court orders dated 19dec08 and 20apr09 required Shar Ink. Ltd. to return the aircraft to TsSKB "Progress" and paint it in TsSKB "Progress" c/s
	ST-PRM	An-72-100D	Police Air Wing	KBP	19may10	c/n confirmed; seen IEV 21aug20 departing to Sudan; l/n KRT 09mar23; destroyed KRT as of 21apr23 during fighting between different factions of the military
#760 96 915	"22"	An-72P	KGB/Border Guards	mfd	21aug92	line # 15-04; c/n and code from the factory
	"07" red	An-72P	KGB/Border Guards	FAB	06sep92	c/n confirmed; in basic Aeroflot c/s with red stripe on the fin and Ukraine flag on the fin, no titles, carried a black 'watchdog' badge on the left-hand side of the fuselage below the engine; l/n FAB 13sep92; this aircraft was not operated by the Border Guards of Ukraine
	"22" blue	An-72P	FSB		1993	c/n confirmed; in basic Aeroflot c/s with red stripe on fin, no titles; seen KHV may94 with a 'watchdog' badge on the left-hand side of the fuselage below the engine; photo also exists taken at Elmendorf AFB, Alaska, date unknown; l/n UUS 26apr07, but not confirmed as the same aircraft this date, see also c/n 36576091830
	RF-72024	An-72P	FSB	VVO	15aug08	c/n confirmed; opb 5 oao at PKC; in basic Aeroflot c/s with Russian flag and red stripe on fin, no tiles; last overhaul completed 21aug07; t/t 2,851 hours by 2007; seen PKC 23apr14 with engine covers marked "22"; l/n OVB 22may15; c/n only mentioned in a tender aug16 for extension of service life; repainted in FSB c/s with light grey undersides and fin, Russian flag and red stripe on the fin, no titles; f/n YKS 06aug17; l/n KHV 23may24
#470 96 918	RA-74024	An-74	Aeroflot	d/d	27nov92	line # 15-05; f/n VKO 17may93, operated by Stary Oskol Metalworks
	RA-74024	An-74	Polyot	BKA	14jun94	l/n BKA 09jul94; in Aeroflot 'polar' c/s, no titles
	RA-74024	An-74	Vostsibaero	trf	21feb95	seen OSF 16may99, titles not reported
	RA-74024	An-74	Kupol Avia	rgd	04may00	f/n AAQ 06sep00; l/n OSF 17aug01
	RA-74024	An-74	Proton	OSF	27aug02	confirmation of titles welcome; l/n OSF 02sep04, Proton c/s titles not read off; soc 12nov04 as to Sudan
	ST-PRB	An-74	Sudan Government	OSF	12apr05	ex ID '74024' also on engine covers; l/n IEV 04dec18/2019; arrived IEV 19aug20 for overhaul; l/n KRT 09mar23
#470 96 919	CCCP-74026	An-74	Motor Sich	mfd	16nov92	line # 15-06; rgd 11nov92; d/d 16nov92; painted in basic Helitaxi Colombia c/s without titles and seen as such PRG 28nov92 on delivery to Colombia; canx but date unknown
	HK-3810X	An-74	Helitaxi Colombia	rgd	dec92	leased from Motor Sich; in white c/s with gold/blue cheatlines and a logo on the red 'polar' fin; f/n BOG jan93; returned to Ukraine 19may93; canx 13dec93
	CCCP-74026	An-74	Motor Sich	ph.	jan94	in basic Helitaxi Colombia c/s, no titles
	UR-74026	An-74	Motor Sich	PRG	09feb94	in basic Helitaxi Colombia c/s, no titles; l/n as such PRG 09feb94; f/n with a 'Motor Sich' logo on the fin KHV 07jul94
	UR-74026	An-74	Romoco Cargo	HLA	02nov95	leased from Motor Sich; l/n HLA 12feb96
	UR-74026	An-74	Air Mark	HND	06sep96	leased from Motor Sich
	UR-74026	An-74	Mandala	SIN	28may97	leased from Motor Sich; l/n XSP 04jun97; converted to, see next line
	UR-74026	An-74TK200	Motor Sich	OZH	06may98	now with passenger windows; l/n BUD 05aug04

	UR-74026	An-74TK200	United Nations	Krn	19aug04	operated by Motor Sich in Sudan for UNMIS, based at KRT; in full all-white UN c/s; seen EBD 21mar07 with code 'UN502'; l/n Gostomel 26sep08
	UR-74026	An-74TK200	Motor Sich	SHJ	29dec09	in all-white c/s; new CofR issued 26aug11; l/n without titles NUE 31may12; f/n with titles IEV 09jul12; arrived for heavy maintenance with KhGAPP 22nov17; l/n PAD 02nov20; current on register 13aug22
#470 96 920	RA-74027	An-74	Musa Motors	mfd	21dec92	line # 15-07; d/d 21dec92; rgd 14dec92 to Liana
	UR-74027	An-74	Antonov Des. Bur.	Gos	29jun95	
	UR-74027	An-74	Vitair	PRG	04oct95	l/n CEJ 03jul96, titles not reported
	UR-74027	An-74	no titles	BUD	13feb98	l/n BUD 22may98; in Ukraine Air Alliance fleet list 1998
	RA-74027	An-74-200	Yamal	ZIA	19aug99	seen DME 12aug05 with additional 'Alliance Avia' titles and logo
	RA-74027	An-74-200	Spec. Flight Serv.	KRT	17jan06	seen KRT 21mar06 without titles
	RA-74027	An-74-200	all-white c/s, n/t	OSF	20may07	offered for sale by Transavia in 2007 with t/t 3,662 hours; l/n OSF 02jun07
	EK-74027	An-74-200	Geleon Trade, n/t	KRT	24jun08	opb Ayk Avia; mentioned in ICAO/BV document jun08; reported arrived FJR 16aug08 opb El Magal Aviation; l/n FJR 14sep08; all-white c/s, no titles; reported on ground FJR 01nov08; still registered 01jan09; later offered for sale with 4,042 hours and 1,657 cycles
	EK-74027	An-74-200	Alfa	TII	08may09	seen KBL 23sep09 with the titles scrubbed out or faded; l/n KBL 31may10/20feb21 with serious damage to the top of the tail caused by an overnight rocket attack on the airport; officially canx 18jan11
#470 96 923	UR-74043	An-74-200	Ukraine flag, n/t	d/d	28dec92	line # 15-08; reported for Ukraine Air Alliance; opb Vitair; f/n SXF 31may95; l/n PRG 04dec98
	RA-74043	An-74-200	Yamal	rgd	12jul00	
	RA-74043	An-74-200	Alliance Avia	OST	03oct00	leased from Yamal 01dec00/01dec03; l/n VVO 01aug01
	RA-74043	An-74-200	Yamal	rgd	19aug03	f/n SVO 19aug03
	RA-74043	An-74-200	Spec. Flight Serv.	KRT	17jan06	in all-white c/s, grey undersides with titles in Arabic on the starboard side and in English on the port side; offered for sale by Transavia in 2007 with t/t 3,026 hours; l/n OSF 18aug07
	EK-74043	An-74-200	Geleon Trade, n/t	KRT	24jun08	opb Ayk Avia; mentioned in ICAO/BV document jun08
	EK-74043	An-74-200	Vega Aviation	ELF	24oct08	in all-white c/s with grey undersides and titles; on register 01jan09 as opb Ayk Avia; l/n KRT 16dec09
	EK-74043	An-74-200	Ayk Avia	KDH	15oct11	in all-white c/s with grey undersides, no titles; l/n OSF 25jun12; seen MZR 02aug13, in white c/s with a broad light red stripe on the tail, no titles
	EK-74923	An-74-200	Skiva Air	rgd	25jul14	f/n JUB 11nov14, in white c/s with a broad light red stripe on the tail, no titles; l/n JUB 22mar15
	EK-74923	An-74-200	Tor Air Aviation	JUB	15feb17	in white c/s with a broad light red stripe on the tail with titles on the starboard side; l/n JUB 31mar17
	EK-74923	An-74-200	Mars Avia	rgd	28jul17	current in 2018 register; f/n OSF 26aug17; in white c/s with a broad light red stripe on the tail, no titles on the port side, Tor Air Aviation titles on the starboard side; canx from the Armenian register 20nov19, with operator still as Mars Avia; continued operating illegally after this date in South Sudan; l/n JUB 13apr22, still in the same c/s and titles; c/n only mentioned in ADB documents mar23/jul23 with valid CofA until 28aug24
	9T-TAG	An-74-200	DR Congo Air Force	FIH	15oct23	in all white c/s; c/n from russianplanes.net; l/n FIH 27nov23
#470 96 924	RA-74041	An-74	Aviakor	d/d	29dec92	line # 15-09; mfd reported as 25feb93 !
	RA-74041	An-74	Liana	VKO	25aug93	leased from Aviakor; in white c/s with grey undersides, red/blue cheatlines and trim, large titles and registration
	RA-74041	An-74	Aviakor		photo	damaged on landing at Bilibino-Keperveem 16jun95 on a flight from Igarka, forward fuselage badly damaged after nose gear collapsed; repaired
	RA-74041	An-74-200	Sibaviatrans	rgd	03oct96	f/n KJA 12aug99; seen BKA 09jun03 named 'Yenisei'; soc 08jul03 as to Ukraine, according to MGA document, but presumably restored; seen BKA 04jul04 with additional 'Shar Ink' badge; l/n KRT 25oct05
	RA-74041	An-74-200	Badr Airlines	KRT	26oct06	in all-white c/s with 'Badr' badge on fuselage
	RA-74041	An-74-200	AMIS	OSF	26mar07	in all-white c/s with large AMIS (African Mission in Sudan) titles; l/n OSF aug07
	ST-BDX	An-74-200	AMIS	KRT	25oct07	opb Badr Airlines; seen KRT 24jun08; l/n BKA 23jan09, white with titles
	ST-PRD	An-74-200	Sudan Government	DME	25dec09	in all-white c/s, no titles; ex ID '74041' also on engine covers; seen KRT 08feb15; l/n OSF may16, all white c/s no markings or registration; identity from russianplanes.net; photo exists KRT mar23 with additional serial '7714' on the fin; destroyed KRT 17apr23 during fighting between different factions of the military
#760 96 926	"14" blue	An-72P	Ukr Border Guards		photo	line # 15-10; h/o 27nov96; in basic Aeroflot c/s, no titles
	UR-72984	An-72P	Ukr Border Guards	HRK	30sep97	in basic Aeroflot c/s with red stripe on fin, no titles; l/n ODS 24may02
	72984	An-72P	Ukr Border Guards	ph.	2002	in basic Aeroflot c/s with red stripe on fin, no titles
	"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	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
	"17" blue	An-72P	Ukr Border Guards	ODS	20oct05	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	An-72P	Ukr Border Guards	ODS	27aug06	in basic Aeroflot c/s with red stripe on fin, no titles
	"17" blue	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
	"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
#470 97 930	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, N° 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-Bezymyanka, seen jul10; new CofR issued 18aug10; overhaul ordered by Aviatsiya 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	f/n OSF 21aug99
	RA-74044	An-74-200	Gazpromavia	rgd	28dec00	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-74TK100	Gazpromavia	VKO	30jun02	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 BGF 2018 with the code 'UNO-302P'; seen BKO 03mar20 with the code 'UNO-052P' and still used that flight number 03aug20; damaged beyond repair 03aug20 on a flight from Bamako to Gao when the generators of both engines failed 70 minutes after

						take-off (due to poor maintenance), 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 (at N16°44'54" W00°00'21"), 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 and another crew member seriously, all others just slightly); t/t 13,302 hours 22 minutes and 6,496 cycles
#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 Stroitelnaya 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 Stroitelnaya 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-issledovatelski institut izmeritelnykh 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 01mar24
#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	An-74D	Uktus Airport	trf	jul11	still all white, no titles; l/n FRU 30sep21; canx 23sep21 as sold abroad
	EX-74001 (2)	An-74D	Sapsan	rgd	29sep21	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
	EX-74001 (2)	An-74D	Bu Shames	no	reports	mentioned on their website, but registration not given
#470 98 944	RA-74052	An-74	ShAR Ink	mfd	18jan94	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
	EK-74052	An-74-200	Mars Avia	rgd	05jun18	in 2018 register; canx 20nov19
	TR-OLG	An-74-200	Eagle Enterprise	JUB	20nov21	in basic ex Yamal c/s, no titles; seen JUB 15nov22; l/n JUB 06oct23, with registration painted over but visible
#470 98 946	UR-74053	An-74	Ukrainian MVS ?	mfd	11mar94	line # 17-03; in white c/s with green/blue tail, no titles; f/n CEJ 29jun95; seen FIH 01apr96; l/n SHJ 26oct97
	UR-74053	An-74	Yacco	OST	21jan98	Yacco was a French sponsor; l/n BUD 12jun98
	LZ-MNM	An-74	Air Scorpion	BUD	22aug98	in white c/s with green and dark blue trim, no titles; l/n BUD 03oct99; not in fleet list dec99
	UR-BYH	An-74	Khoriv-Avia	OST	03oct00	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
	"01" blue	An-74	Ukrainian MVS	BUD	06jul04	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
#470 98 947	--	An-74				line # 17-04; went to Omsk and became c/n 47181011
#470 98 950	RA-74037	An-74-200	Vostsibaero	mfd	28apr95	line # 17-05; f/n BKA 22aug95, titles not reported; a photo dated 11dec96 shows that it carried titles; dbr 10dec96 on a flight from Mirny to Irkutsk with defective thrust reverse when the right engine suddenly went into reverse shortly after lift-off, the aircraft banked steeply to the right, causing the right wing to strike the runway, then the aircraft veered off the runway, the left wing struck a technical building and the aircraft caught fire, all 9 crew and 3 passengers escaped unhurt; t/t 369 hours and 176 cycles; hulk still extant 24aug22
#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
---	--	An-74				line # 17-07; went to Omsk and became c/n 47136012
#470 98 956	RA-74058	An-74-200	Gazpromavia	mfd	28sep95	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
	RA-74058	An-74-200	ShAR Ink	trf	sep09	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
	9Q-CXZ	An-74-200	Rolkan Investment	VKO	24jan10	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 Vnukovo; in basic ex Gazpromavia c/s
	4L-EAS	An-74-200	Euroline	KBL	09jun10	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
	EX-74201	An-74-200	Rolkan Investment	rgd	11jan11	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	An-74-200	Astoria A/c Lsg	rgd	11jan12	registration assigned this date; CofA expired 31jan15 and was probably never painted as such
	EK-74956	An-74-200	RUS Air	rgd	04may15	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
	EY-304	An-74-200		OSF	jun19	c/n not confirmed, but in the same basic ex Gazpromavia c/s with partly overpainted cheatline, no titles
#470 98 957	RA-74030	An-74	Aeroflot c/s, n/t	mfd	10jun94	line # 17-09; d/d 30jun94; rgd 27jul94 to Novokuibyshevskoye AP; trf to Salyut Air 16nov94; f/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 10sep97; 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	An-74-200	Ababeel Aviation	FJR	27jul06	seen DXB 17jan07 with 'Liwa' and 'Ababeel' titles; l/n SHJ 29jan07
	RA-74013(2)	An-74-200	UTair Cargo		25apr08	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 UFA 30jul24
#470 98 961	UR-74031	An-74-200	Vitair	mfd	03aug94	line # 18-02
	UN-74031	An-74-200	Aero Eko	GRX	30dec95	
	UN-74031	An-74-200	Aeroservice Cargo	SHJ	03jun96	rgd 21nov97 to Gazpromavia
	RA-74031	An-74-200	RDS avia	MST	26mar98	
	RA-74031	An-74-200	Gazpromavia	MST	04mar99	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	An-74	Vitair	d/d	19oct94	line # 18-03; reported sold and seen as, see next line
	UR-74032	An-74	Ukraine flag, n/t	ZTR	28jun95	
	RA-74032	An-74TK100	Gazpromavia	rgd	25jun96	f/n VIE 30aug96; l/n OSF 17feb12, reportedly opb UTair; ex Gazpromavia c/s, no titles
	RA-74032	An-74TK100	UTair Cargo	UFA	09mar12	all-white, with UTair titles; l/n jul12, location withheld;
	RA-74032	An-74TK100	United Nations	BKO	10aug13	all white with large United Nations and UN titles and coded UN0-051P; 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	An-74-200	Nadym Gazprom	d/d	20dec94	line # 18-04
	RA-74035	An-74TK100	Gazpromavia	trf	26may95	f/n OSF 09jul00; l/n OSF 09mar12
	RA-74035	An-74TK100	UTair Cargo	UFA	30mar12	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
	RA-74035	An-74TK200	UTair Cargo	KJA	15jul23	all white, no titles
#470 98 965	RA-74036	An-74-200	Nadym Gazprom	mfd	28apr95	line # 18-05
	RA-74036	An-74-200	Gazpromavia	trf	18nov95	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-Bezymyanka, 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
	T-710	An-74-200	Angolan Air Force	no	reports	reportedly acquired in late 2022, details from russianplanes.net, see previous line
#470 98 968	RA-74014	An-74-200	Bashkirian Al	mfd	26jan97	line # 18-07; f/n UFA 29aug97; mfd also reported as 03nov97 !; l/n SXF 06jun99; with titles
	RA-74014	An-74-200	Bashk. c/s, n/t	UFA	18aug99	l/n SHJ 13nov99; titles removed
	RA-74014	An-74-200	Intl. Red Cross	DIL	07dec99	
	RA-74014	An-74-200	Bashkirian Al	DME	25apr00	last overhaul completed 27jun01; seen DUS 25jul04 with small 'Instone Air' titles; l/n BKA 23aug04
	RA-74014	An-74-200	Badr Airlines	ADD	30may05	the titles were in Arabic; l/n KRT 25oct05, titles not reported; soc 30oct05 as to Sudan
	ST-BDA	An-74-200	Badr Airlines	KRT	19jun06	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	An-74-200	Bashkirian Al	mfd	05nov97	line # 18-08; rgd 11feb99; f/n SHJ 04may00; l/n IST 28sep00
	RA-74015	An-74-200	UGP	DXB	21mar04	with titles ?; l/n HHN 15apr04 in basic Bashkirian c/s, no titles
	RA-74015	An-74-200	ShAR Ink	HHN	15apr04	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	VSV	Gos	23feb07	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
	RA-74015	An-74D	Jet 2000, n/t	LED	04feb09	in the same red/white/blue c/s, with golden ornament in stylish letters on the tail/engines; CofR renewal 12dec22; l/n LED 06dec24
#470 98 970	--	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 98 971	--	An-74				line # 18-10; went to Omsk and became c/n 47195014
#470 98 973	--	An-74TK200	primer	Krn	17sep06	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
	"17" blue	An-74TK200	Turkmen Air Force	Krn	10sep11	in sand/brown camo c/s with light grey undersides; d/d sep11 ?; l/n SVO 10nov21
---	--	An-74				line # 19-02; went to Omsk and became c/n 47195015
#470 98 976	--	An-74TK200	primer	Krn	sep07	line # 19-03; An-74TK-200S; originally built for Libya; far from completion by sep07 and still incomplete by sep10
#470 98 977	UR-CES	An-74T200A	KhGAPP	f/f	28apr05	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	An-74T200A	Egyptian Air Force	h/o	16sep05	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
	SU-BPM/1255	An-74T200A	Egyptian Air Force	Cal	13sep07	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
#470 98 979	--	An-74T200A	primer	Krn	sep06	line # 19-05; An-74T-200A; seen again 07jun07; almost complete by sep07
	SU-BPN/1256	An-74TK200	Egyptian Air Force	f/f	27nov09	in sand/ochre camo c/s with light blue undersides; ferried Kharkiv-Cairo-Almaza 22dec09, using call sign 'EGY2301'; l/n HRK 30may17
#470 98 980	--	An-74T200A	primer	Krn	07jun07	line # 19-06; An-74T-200A; far from completion by sep07

	SU-BPO/1257	An-74T200A	Egyptian Air Force	Krn	18sep10	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 DME 01sep24
#470 98 981	--	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
#470 98 982	--	An-74TK300	primer	Krn	sep06	line # 19-08; almost complete by sep07
	RDPL-34020	An-74TK300	Laos Government	f/f	17sep09	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
	UR-AWB	An-74TK300	Ukraina	rgd	02mar23	An-74TK-300D; to DP "Antonov"
#470 991005	RDPL-34018	An-74TK100	Laos Government	VTE	oct98	line # 20-01; reportedly went into storage jan07; l/n VTE 07nov09
	RDPL-34177	An-74TK100	Laos Government	Sae	11mar11	no titles; seen VTE nov15; l/n ABA 04jun16, ferry flight to Yaroslavl for maintenance and reported became RA-74051 09jun16
	RA-74051	An-74TK100	UTair Cargo	rgd	01aug16	CofA issued 02dec16; see c/n 47136012
	RA-74051	An-74TK100	United Nations	ASF	23feb17	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; seen 19nov21 location and code unknown; l/n KJA 14jan24 with small UTair titles
#470 991012	--	An-74TK300	primer	Krh	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	An-74T-200	Iranian RGC AF	d/d	1997	line # 20-06; in all-white c/s, no titles; f/n on TV 28dec03; l/n THR feb09
	EP-GOQ	An-74T-200	Yas Air	trf	may09	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 cowlings; f/n THR 19nov09; l/n DXB 10jan11
	15-2252	An-74T-200	Iranian RGC AF	BND	10sep13	in white c/s with green cheatline and trim, no titles; l/n THR 04nov20
#470 991034	RA-74016	An-74TK100	Gazpromavia	mfd	02oct00	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	An-74TK100	UTair	trf	2011	seen PWE 17aug11 still in Gazpromavia c/s; seen SVX 18sep11 with titles; l/n NNM 08apr13
	RA-74016	An-74TK100	United Nations	TOM	30aug13	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	An-74TK100	UTair	KJA	18jun15	white c/s with UTair titles, no UN markings
	RA-74016	An-74TK100	United Nations		25sep15	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
	RA-74016	An-74T-100	UTAir	YKS	02may23	all white, no titles; l/n GDX 18oct23
#470 991038	15-2253	An-74T-200	Iranian RGC AF	d/d	1998	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 THR 27mar24
#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
	15-2256	An-74T-200	Iranian RGC AF	THR	20nov15	in white c/s with green cheatline and trim, no titles; l/n THR 28jan20
#4701211050	15-2257	An-74T-200	Iranian RGC AF	d/d	1998	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	An-74TK200	Iranian RGC AF	d/d	1998	line # 21-04; in all-white c/s, no titles; f/n THR 03mar99; l/n THR 02feb11, see next line
	EP-...	An-74TK200	Iran Air Tour			photos of 15-2259 feb09/nov09 show titles just visible under the paint
	EP-PUA	An-74TK200	Pouya Air	rgd	08jan14	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	An-74TK200	Iranian RGC AF	THR	jan10	in white c/s with green cheatline, no titles or logo on the fin; l/n THR 19nov11
	EP-PUC	An-74TK200	Pouya Air	rgd	08jan14	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	An-74TK200	Iranian RGC AF	d/d	jul99	line # 21-06; in white c/s with green cheatline and trim, no titles; f/n THR oct02; l/n THR 26aug10
	EP-PUM	An-74TK200	Pouya Air	rgd	08jan14	in white c/s with green and red cheatlines, with titles plus logo on the fin; f/n THR 26apr15; l/n THR 17oct17
---	--	An-74				line # 22-01
---	--	An-74				line # 22-02
#4701211080	UR-PAV	An-74TK300	KhGAPP	Krn	19nov03	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
	5A-CAA	An-74TK300	Libyan CAA	Gos	22apr09	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 ATH 23jun24
#4701221082	--	An-74T200A	primer	Krn	sep07	line # 22-04; An-74T-200A; originally built for Egypt; seen on the assembly line sep07/sep11
	"15" black	An-74T200A	primer	f/f	apr14	f/n HRK 29apr14, test-flying
	74082	An-74T200A	Kaz Border Guards	h/o	21may14	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	--	An-74TK200	primer	Krn	sep07	line # 22-05; some sections only by sep07; l/n still under construction 17sep11
	"19" blue	An-74TK200	Turkmen Air Force	r/o	22may12	in sand/brown camo c/s with light blue undersides; l/n HRK 02oct15
---	--	An-74T-200	primer			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
---	--	An-74TK300	primer	Krn	sep07	line # 22-07; some sections only by sep07; was reported for Uktransleasing
#4701221089	"15" black	An-74TK200	Kazakh Nat. Guard	f/f	mar13	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
	74008(2)	An-74TK200	Kazakh Nat. Guard	h/o	26apr13	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
---	--	An-74				line # 22-09; not seen Kharkiv-Sokolniki sep07; was reported for Sudan Airways; l/n under construction 18sep10
---	--	An-74				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 No. 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 CofR issued 18aug10; overhaul ordered by Aviatsiya Kolymy jun22
	RA-74050	An-74	Aviatsiya Kolymy	rgd	31jan23	ferried to GDX 28apr23; l/n SVX 05jul24
471 36 01 2	RA-74034	An-74P	MChS Rossii	mfd	20jan95	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
	"210" red	An-74P	MChS Rossii	Kjc	14apr05	opb 235 osae at Krasnoyarsk-Cheremshanka; named 'Alexander Belyakov'; l/n Krasnoyarsk-Cheremshanka 25jul05
	RF-31210	An-74P	MChS Rossii	Kjc	nov05	opb 235 osae at Krasnoyarsk-Cheremshanka; named 'Alexander Belyakov', '210' on the engine covers
	RF-31122	An-74P	MChS Rossii	Kjc	20jun06	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 ZIA 16aug24
471 36 01 3	--	An-74	white/grey c/s	ZIA	24aug95	Kharkov line # 18-09 checked this date; no titles; see mfd next line
	RA-74011	An-74	Gazpromavia	mfd	28feb96	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 CofR issued 03nov16; current on register 12jul17; l/n 27apr24
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 CofR 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; l/n KIV 16sep21, flying
	UR-UZP	An-74TK100	Constanta	rgd	09jun22	to EKA Grupp Pvt. Ltd. of Estonia; f/n Marculesti 2022 (probably aug22); all white no titles; l/n Trencin 02sep24, same scheme
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; l/n HTA 06oct09; excluded from the operator's certificate of Rossiya 19mar10; dbr on take-off for a test flight from Ivanovo-Severny 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 Sergiyevo-Posadski Vtormet 25oct11, but still seen at Ivanovo-Severny 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; l/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-Severny; in all-grey c/s with Russian flag type cheatline, GLITs 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, GLITs 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 Baikonur-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
---	--	An-74	primer		31aug22	destroyed this date at Kharkiv-Sokolniki during a Russian missile attack on Kharkiv State Aviation Production Company; photo exists, was in an advanced stage of construction (airframe basically complete)
---	"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; l/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	l/n EVN 16may96, 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; l/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

---	EP-MHA	An-74TK200	Mahan Air		photo	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)
---	EY-793	An-74-200	DR Congo Air Force	JUB	15nov22	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
---	TT-PAI	An-74-200	Chad Air Force	ph.	jul22	in all white c/s, no titles with type painted as such; seen Yaounde 19sep22; l/n 04jun23; see also An-12 c/n 4341906
---	TT-WAE	An-72	not reported		27apr22	made a test flight from Marculesti this day
---	--	An-174	primer	Krn	may03	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

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 outsize 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 No. 473) at Kiev-Svyatoshino from 1982 to 2003

19530501001	?	CCCP-680125	An-124	MAP Kiev	r/o	24oct82	line # 01-01; f/f 24dec82 in Aeroflot c/s; 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; damaged during hostilities sometime between 18/21mar22
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 HKG 01nov24
19530501006		CCCP-82008	An-124	Soviet AF/AFL c/s	mfd	31dec86	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
		CCCP-82008	An-124	Antonov Des. Bur.	SXF	08sep92	with large 'Ruslan' with Ukraine 'blue/yellow' stripes across the tail, no titles; l/n HEL 06feb93; see rgd next line
		UR-82008	An-124-100	Antonov Des. Bur.	rgd	30dec92	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 PIK 10dec24
19530501008		CCCP-82009	An-124	ADB/Aeroflot c/s	mfd	26mar87	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
19530502002		CCCP-82021	An-124	Soviet AF/AFL c/s	mfd	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 15dec06)
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 DWC 12dec24
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 TLV 04apr24
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	sld	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 'Ruslan 003'
	5A-DKN	An-124-100	Libyan Air Cargo	sld	early02	in full c/s; named 'Sabrata' after a port city in western Libya; f/n Gostomel 31may02; offered for charter by FLATAM (Franco-Libyenne d'Affrètement 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	An-124	natural metal	f/f	06oct03	line # 03-03; the last Kiev-built An-124; construction started in 1991; mfd 30dec03
	UR-CCX	An-124-100	Experts Com.Agenc.	h/o	04feb04	Experts Commercial Agencies; in all-white c/s with a UAE flag on the fin; f/n AUH 05feb04; l/n AUH 27feb04
	UR-ZYD	An-124-100	Experts Com.Agenc.	DXB	22mar04	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
	UR-ZYD	An-124-100	Maximus Airlines	OSL	04mar07	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; seen SZX 24apr24; ferried BJY-LEJ 29apr24 according to flight trackers; seen 05jun24, with some parts missing and markings overpainted; l/n LEJ 21jun24 as such; test flown LEJ 16aug24 after maintenance, with titles and tail logo; l/n ALA 19nov24

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

# 4 5 16003	CCCP-82005	An-124	Soviet AF/AFL c/s	f/f	30oct85	line # 01-07; f/n YXX jul86; l/n FAB 02sep86; rgd only 03apr91, see date below
	"08" black	An-124	Soviet Air Force	KUO	03aug89	c/n confirmed; opb 556 vtap at Seshcha
	"08" black	An-124	Russian Air Force	SHJ	02dec95	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
# 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	An-124	Volga-Dnepr	rgd	06sep91	in full c/s; f/n BRU 13nov91; l/n DUS 10sep92; canx 22jan92 as to Ukraine !
	RA-82010	An-124	Russian AF/AFL c/s	Sec	23aug95	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
	RF-50614	An-124	Russian Air Force	rgd	03aug10	see above and next line
	RA-82010	An-124-100	Russian Air Force	ULY	feb17	224 LO badge on tail fin; carries An-124-100 marks; l/n PVG 27dec22
# 4 6 16023	CCCP-82011	An-124	Soviet AF/AFL c/s	mfd	1986	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	An-124	Volga-Dnepr	rgd	06sep91	leased from the Soviet Air Force; in full c/s; f/n AMS 13jul92; canx 22jan92 as to Ukraine
	RA-82011	An-124	Russian Air Force	ret	early93	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
	RF-82011	An-124-100	Russian Air Force	ULY	18oct17	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; seen KLD 08aug23 active with line # 0110 painted on its tail; l/n ULY 26jun24, active
# 2 7 32028	CCCP-82012	An-124	Soviet AF/AFL c/s	mfd	30jun87	line # 05-01; f/n STR 10dec88; rgd only 03apr91; l/n MUC 06aug92
	RA-82012	An-124	Russian AF/AFL c/s	Spr	15may94	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	An-124	Soviet AF/AFL c/s	mfd	29sep87	line # 05-02; f/n FRA 15dec88; rgd only 03apr91
	RA-82013	An-124	Russian AF/AFL c/s	ph.	mar94	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
	RA-82013	An-124-100	Russian Air Force	h/o	21sep10	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
	RA-82013	An-124-100	Russian Air Force	OVB	2020	once again with large '224' logo on fin; l/n Paramaribo 18jul21
# 4 7 32039	CCCP-82014	An-124	Soviet AF/AFL c/s	mfd	30nov87	line # 05-03; opb 566 vtap at Seshcha; f/n PRG 06jun89; rgd only 03apr91; l/n SNN 29sep91
	RA-82014	An-124	Russian AF/AFL c/s	ULY	27aug97	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 AB 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; seen BOM 23feb22 with additional '50th anniversary 1971-2021' badge behind the cockpit; intercepted over the Baltic States feb23 by German Air Force Eurofighters, from Amari Air Base, Estonia; l/n LED 09jul24
# 4 7 32045	CCCP-82030	An-124	Soviet AF/AFL c/s	mfd	30dec87	line # 05-04; opb 566 vtap at Seshcha; f/n SXF 22nov89; rgd only 03apr91
	RA-82030	An-124	Russian AF/AFL c/s	Spr	17jul94	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; l/n ZUH 21nov24
# 1 8 32049	CCCP-82031	An-124	Soviet AF/AFL c/s	rgd	14dec88	line # 05-05; f/n SNN 21dec88
	RA-82031	An-124	Russian AF/AFL c/s	Spr	05sep94	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	An-124	Soviet AF/AFL c/s	mfd	30jun88	line # 05-06; opb 566 vtap at Seshcha; rgd 14dec88; f/n LBG 23jun89
	RA-82032	An-124	Russian AF/AFL c/s	ULY	27aug97	opb 566 vtap at Seshcha; in 224 LO fleet list jun95
	RA-82032	An-124-100	Russian AF/AFL c/s	Sec	09aug99	An-124-100VTA; opb 566 vtap at Seshcha
	RA-82032	An-124-100	Russian Air Force	CKL	26aug02	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
	"21" black	An-124	Soviet Air Force	AMS	02aug91	with just NII VVS imeni V.P. Chkalova 70 let' (70 years Soviet Air Force Research Institute) and Soviet flag on tail
	CCCP-82033	An-124	Soviet Air Force	DXB	29oct91	also wearing "21" black; also reported wearing just "21" black at DXB 05nov91; not rgd until 17jan92
	CCCP-82033	An-124	Transaero	AVV	24oct92	small titles in red below the cheatline, '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
	RA-82033	An-124	Transaero	AMS	02sep93	mentioned in documents sep93 with regards to illegal arms flights between Chkalovski and South Africa; l/n AMS 01nov94
	RA-82033	An-124-100	Russian Air Force	Gos	03jul96	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
# 3 8 32057	CCCP-82034	An-124	Soviet AF/AFL c/s	mfd	mar88	line # 05-08; rgd 14dec88; opb 566 vtap at Seshcha; f/n NRT 28dec88; l/n AMS 07jul91
	RA-82034	An-124	Russian AF/AFL c/s	Spr	10jul94	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 VKO 05jan24
# 4 8 32061	CCCP-82035	An-124	Soviet AF/AFL c/s	rgd	26apr89	line # 05-09; opb 566 vtap at Seshcha; f/n GVA 18sep89
	RA-82035	An-124	Russian AF/AFL c/s	Spr	16feb94	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	An-124-100	Russian Air Force	ULY	aug13	in basic Aeroflot c/s, no titles but large '224 LO' badge on fin and Russian flag
	RF-94305	An-124-100	Russian Air Force		2014	was allocated with this registration, but was not taken up
	RA-82035	An-124-100	Russian Air Force	KLD	apr14	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	An-124	Soviet AF/AFL c/s	mfd	mar89	line # 05-10; rgd 21jul89; f/n CGN 14oct89
	CCCP-82036	An-124	Transaero	JNB	19jan93	l/n CDG 13aug94
	RA-82036	An-124	Russian AF/AFL c/s	Sec	23aug95	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	An-124	Soviet AF/AFL c/s	rgd	16aug91	line # 06-01; f/n BSL 20dec91; l/n FRA 14may92
	RA-82037	An-124	Russian AF/AFL c/s	GMP	12nov93	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
	RA-82037	An-124-100	Russian Air Force	Tgr	dec13	in basic Aeroflot c/s, no titles with large '224 LO' badge on the fin; l/n VKO 20aug16
# 4 9 55077	"09" black	An-124	Soviet Air Force	mfd	29dec89	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 MEL 01dec90
	CCCP-82038	An-124	Antonov Airlines	Kub	11apr92	with titles and small registration only below the code "09" black
	"09" black	An-124	Russian Air Force	Kub	10mar93	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	An-124-100	Russian Air Force		2014	was allocated with this registration, but was not taken up
	RA-82038	An-124-100	Russian Air Force	ULY	06jul14	freshly painted with large '224 LO' badge on tail
	RF-82038	An-124-100	Russian Air Force		07may16	over Moscow, now with VVS Rossii titles and red star on tail; l/n LED 29may16
	RA-82038	An-124-100	Russian Air Force	CKL	jun17	with Russian flag, red star and 'VVS Rossii' titles removed; l/n CKL 23feb23
# 2 0 55082	CCCP-82039	An-124	Soviet AF/AFL c/s	mfd	29jun90	line # 06-03; opb 566 vtap at Seshcha; rgd only 26aug91
	RA-82039	An-124	Russian AF/AFL c/s	Spr	23jul94	in 224 LO fleet list jun95; operated jointly with Aerofrakht may99/jun03; l/n SNN 22feb01
	RA-82039	An-124	Russian Air Force	LGK	13oct01	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	An-124	Soviet AF/AFL c/s	mfd	31oct90	line # 06-04; rgd 16jun92; opb 235 vtap at Seshcha
	RA-82040	An-124	Russian AF/AFL c/s	ULY	27aug97	in 224 LO fleet list jun95; l/n SHJ nov99; operated jointly with Aerofrakht may99/jun03
	RA-82040	An-124	Russian Air Force	DME	28jun05	in basic 'blue' Aeroflot c/s with a '224 LO' badge on the fin, no titles; l/n PED 23sep05
	RA-82040	An-124-100	Russian Air Force	ULY	28jan08	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; reflown 28dec21; l/n OVB 15apr22
# 4 0 55089	CCCP-82041	An-124	Soviet AF/AFL c/s	mfd	08feb91	line # 06-05; opb 235 vtap at Seshcha; rgd 22oct91; f/n IST 05nov91
	RA-82041	An-124-100	Russian AF/AFL c/s	Grd	25may94	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	An-124	Volga-Dnepr	STN	25apr93	in full c/s with additional 'Heavylift' titles plus a small logo on the fin
	RA-82042	An-124-100	Volga-Dnepr			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	An-124	Volga-Dnepr	TLS	24nov92	in full c/s with additional 'Heavylift' titles and a small tail logo; l/n STN 10feb93
	RA-82043	An-124-100	Volga-Dnepr			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 29oct24, 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	An-124	Volga-Dnepr	AMS	31dec92	in full c/s with additional 'Heavylift' titles and a small tail logo; l/n STN 25feb93
	RA-82044	An-124-100	Volga-Dnepr			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 CIT 10oct24
# 2 2 55113	CCCP-82045	An-124	Volga-Dnepr	mfd	29apr92	line # 06-09; rgd 12may92; f/n ULY 09jun92; l/n DAC 03nov18
	RA-82045	An-124	Volga-Dnepr	JNB	21jan93	in full c/s
	RA-82045	An-124-100	Volga-Dnepr	STN	07may95	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 HHN 01sep10 and PKC 18sep11; new CofR issued 09nov16; seen LEJ 28jan22 impounded; l/n 29oct24, still impounded
# 2 2 55117	CCCP-82067	An-124	Volga-Dnepr	mfd	10jul92	line # 06-10; f/n ULY 25aug92, reported for 'Air Transport School'
	RA-82067	An-124	Volga-Dnepr	DUS	20jan93	
	RA-82046	An-124-100	Volga-Dnepr	ULY	12mar93	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 29oct24, still impounded
# 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 BOM 04oct24
# 4 2 59124	CCCP-82069	An-124-100	primer	ULY	09mar93	line # 07-02; mfd 06aug93; c/n given in Russian register as 0702, full c/n from the MGA listing
	RA-82069	An-124-100	Orel Avia	ULY	aug93	in full c/s
	RA-82069	An-124-100	Aeroflot - RIA	SVO	11apr94	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	An-124-100	primer	mfd	18aug93	line # 07-03; seen ULY 11sep93; toc or rgd 14sep93
	RA-82070	An-124-100	Aeroflot	SVO	01may94	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)
	RA-82070	An-124-100	Aeroflot c/s, n/t	MST	11jan01	owned by Air Foyle; titles painted out 11jan01 and flag painted out 15jan01
	82070	An-124-100	Aeroflot c/s, n/t	MST	17jan01	owned by Air Foyle; prefix painted out 17jan01
	UR-82070	An-124-100	Aeroflot c/s, n/t	MST	31jan01	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	An-124-100	Aeroflot c/s, n/t	MSE	15apr03	finally left MSE 23apr03 after storage; sold to Polet oct04
	RA-82068	An-124-100	Polet	rgd	21dec04	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-82068	An-124-100	Volga-Dnepr	rgd	29oct15	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; opb 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/Rossiya	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; flew RZE-LEJ 21mar24 according to flight trackers; l/n LEJ 21jun24, undergoing heavy maintenance with many parts missing; returned to service 06sep24; l/n LEJ 29oct24
# 4 3 59139	RA-82073	An-124-100	primer	mfd	14jan94	line # 07-06; seen ULY sep93
	RA-82073	An-124-100	Russ. Gvt/Rossiya	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 blue cheatline/fin and full titles; CofR renewal 19mar10; repainted in late 2014 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 Collaterised 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
	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
# 4 5 59153	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; seen KHV 17mar24 arrived SVO 01may24 and still present 07jul24; l/n 15nov24 overflying ALA
# 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-EXK	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 Svyatoshino 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 "Faraaz" (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 aviatrassy, 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 No. 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	--	An-140	KhGAPP	f/f	11oct99	line # 01-04; titles said 'first production aircraft'
	UR-PWO	An-140	Kharkov APO	ZIA	13aug01	l/n ZIA 17aug01; was for Ikar Airlines, but not delivered
	UR-14001(1)	An-140	Odessa Airlines	d/d	04mar02	line # 01-04 confirmed; owned by Uktransleasing; carried additional small 'Uktransleasing' 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 Uktransleasing; in white/orange c/s, carried additional small 'Uktransleasing' titles; f/n DME 14aug02; l/n as such MXP jun03; titles then changed to 'Aeromost 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 'Uktranslizing' titles; f/n BTS 05mar03; l/n LED 05sep04
	UR-14004	An-140	Uktranslizing	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 Uktranslizing; 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	Aeromost 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	Uktranslizing	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 missong 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 Al	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 horisons (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 ar Kharkiv-Sokolniki 17sep06
#253 07 041	4K-AZ49	An-140-100	Azerbaijan Al	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 Al	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 Al	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 No. 18) at Samara-Bezymyanka 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)	An-140	Samara	r/o	25dec03	not delivered, never even flew like this
	41250	An-140	Yakutiya	Sae	13jul05	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 Yakutia; 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	An-140-100	primer	f/f	29nov14	l/n Samara-Bezymyanka 29nov14
	RF-08853	An-140-100	Russian Navy	h/o	25dec14	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	An-140-100	primer	f/f	19feb13	l/n Samara-Bezymyanka mar13
	RA-41259	An-140-100	Russian Air Force	h/o	05apr13	opb 929 GLITs at CKL; f/n CKL apr14; l/n 2020, location withheld
12A008	no reg	An-140-100	primer	f/f	08nov12	
	"07" black	An-140-100	Russian Navy	h/o	17dec12	in grey c/s with 'MA VMF Rossii' titles and Russian flag on fin
	RF-08851	An-140-100	Russian Navy	Sae	19feb13	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	An-140-100	primer	f/f	01nov13	f/n Samara-Bezymyanka 01nov13
	RF-08852	An-140-100	Russian Navy	h/o	21dec13	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	An-140-100	primer	f/f	16mar16	f/n Samara-Bezymyanka 16mar16; l/n Samara-Bezymyanka 22mar16
	RF-08854	An-140-100	Russian Navy	Sae	15apr16	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-Knevichi; l/n OVB sep24
07A012	--	An-140-100	primer	Sae	oct06	the first Samara-built An-140-100; seen on the assembly line oct06
	RA-41251	An-140-100	primer	r/o	24jul07	ground trials started sep07; f/f 05oct07
	RA-41251	An-140-100	Yakutiya	mfd	27dec07	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	--	An-140-100	primer	ph.	20jun08	on production line, almost complete by jun08
	RA-41252	An-140-100	Yakutiya	f/f	aug09	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	An-140-100	primer	f/f	17may12	l/n Samara-Bezymyanka 23may12
	RA-41258	An-140-100	Russian Air Force	h/o	21jun12	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	Safiran	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	--	IrAn-140	HESA	mfd	dec02	assembled from parts of 36525302009/02-03; f/f 17mar03
	EP-SFE	IrAn-140	Safiran	h/o	10oct03	commenced scheduled services 29nov04; f/n KIH 18jan05
	HESA 90-02	IrAn-140	Iran Police Avn	d/d	sep07	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	Safiran	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 'Safiran' titles and logo on the fin; f/n IFH 18oct07; l/n THR 22oct07; returned to HESA
	HESA 90-03	IrAn-140	HESA	ret	unknown	seen THR 13jul08 without Police Aviation markings; later re-delivered again to Police Aviation
	HESA 90-03	IrAn-140	Iran Police Avn	d/d	07oct08	carried 'Police Aviation' titles; l/n THR 08nov08
	2202	IrAn-140	Iran Police Avn	THR	dec08	l/n THR 30jan14; reported wfu, location uncertain but probably in the Police Aviation hangar at THR
90-04	HESA 90-04	IrAn-140	HESA	f/f	jan07	IrAn-140-100; assembled from parts of 36525305016/03-01
	HESA 90-04	IrAn-140	Iran Police Avn	d/d	unknown	was returned to HESA after only one month
	HESA 90-04	IrAn-140	HESA	ret	unknown	in white/light grey c/s with blue cheatline and fin, no titles; f/n THR 08may08
	HESA 90-04	IrAn-140	Iran Air Tour	sld	oct08	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
90-05	HESA 90-05 ?	IrAn-140	Iran Air Tour	f/f	18mar08	IrAn-140-100; assembled from parts of 36525305018/03-02; never taken on charge; reportedly sold oct08
	EP-GPA	IrAn-140	Sepahan Airlines	d/d	jan11	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 No. 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 No. 135) at Kharkiv-Karotish

An-148 production aircraft built by KiGAZ "Aviant" (former Factory No. 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 30dec10; 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	f/n IEV 05sep14; l/n MUC 19feb22; current on the register 13aug22
03 05	--	An-148-100	primer	Ksv	jul18	built with F3 section line # 41-05 from VASO; seen abandoned on the assembly line jul18/sep20
03-08	--	An-148-100	primer	f/f	11nov12	An-148-100B; seen on the assembly line 08feb12
	P-671	An-148-100	Air Koryo	r/o	20dec12	f/n Kiev-Svyatoshino 21dec12; ferried from Kiev via Omsk and Irkutsk to Pyongyang 04/05feb13; l/n FNJ 09oct24
04-01	--	An-148-100	primer			seen on the assembly line 24apr13
04-02	--	An-148-100	primer			An-148-100B; seen on the assembly line 08feb12/24apr13; was reported to be a cancelled order for Air Koryo, but see next line
	P-672	An-148-100	Air Koryo	Ksv	26jan15	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 09oct24
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; l/n HAV 10apr24
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	jul13	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; seen engineless HAV 31jan22; l/n HAV 19dec23, starboard engine at least attached
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 Ukrgazbank 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 Ukrgazbank 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 Ukrgazbank 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 Ukrgazbank 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 Ukrgazbank 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; l/n ARH operational 04apr15; wfu 14apr15 for economical reasons; stored at LED, l/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; l/n DME 24feb18; stored Saratov since 18dec18; seen sep20; l/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); l/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; l/n operational LED 19mar15; wfu 14apr15 for economical reasons; stored at LED, seen jun16; ferried to Voronezh-Pridacha for repainting, l/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; l/n 25dec17, location withheld; stored at Voronezh-Pridacha since mar18; l/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; f/n Voronezh-Pridacha 31jul10
	RA-61705	An-148-100	Rossiya	Vox	16aug10	h/o at Voronezh-Pridacha 23aug10; ferried to LED 01sep10; rgd 03sep10; l/n operational LED 09apr15; wfu 14apr15 for economical reasons; stored at LED, seen jun16; l/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; l/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	f/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; l/n operational LED 07apr15; wfu 14apr15 for economical reasons; stored at LED, l/n feb17
	RA-61706	An-148-100	Saratov Airlines	ROV	16mar17	reported to have flown LED-ROV this date for painting for Saratov Airlines; l/n LED 26feb18; stored Voronezh-Pridacha since mar18; l/n 30sep20; visible on Google Earth image may22
---	--	An-148-100	--			line # 40-10; dynamic test airframe for fatigue trials
27015040007	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, l/n oct11; converted by VASO in 2014 to, see next line
	RA-61707	An-148-100	FSB	Vox	20nov14	An-148-100EA; opb 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; l/n KHV 30sep22
---	--	An-148-100	--			line # 41-02; F3 section only; delivered to Aviant for line # 03-02
27015040008	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; l/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; l/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 (Alekseyevka 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; l/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; l/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; l/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 'TsSKA' logo on the fin; f/n as such AYT 02sep12; l/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; l/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 25jun21/11oct21
27015041011	61711	An-148-100	primer	f/f	04oct11	line # 41-07; An-148-100E; f/n Voronezh-Pridacha 06oct11; l/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; l/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; l/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; l/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; l/n IEV 11jan22; Air Ocean Airlines ceased operations 15jan22 and stored IEV since 16jan22; resumed service 17feb22; l/n IEV 20feb22; current on the register 13aug22
---	--	An-148-100	--			line # 41-08; F3 section only; delivered to Aviant
27015041012	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; l/n Voronezh-Pridacha 07oct12; converted in 2014/15 to, see next line
	RA-61712	An-148-100	FSB	Vox	19mar15	An-148-100EA; opb oao sn FSB at VKO; in white/light grey c/s with Belavia-style blue cheatline, no titles; ferried to VKO 31mar15; rgd 17apr15; l/n VKO 05dec24
27015041013	61713	An-148-100	primer	f/f	22mar12	line # 41-10; An-148-100E; l/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; l/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; l/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; l/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; l/n IEV 26dec21; Air Ocean Airlines ceased operations 15jan22 and stored IEV since 16jan22; l/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; l/n ZIA 17apr13
	RF-32815	An-148-100	MChS Rossii	rgd	18apr13	f/n ZIA 16may13; l/n ZIA 29sep13, named 'Aleksander Pokryshkin'
	RA-61715	An-148-100	MChS Rossii	ZIA	30oct13	new CofR issued 11dec15; l/n LED 16feb17, still named 'Aleksander Pokryshkin'; canx between 13sep17 and 24oct17
	RF-32815	An-148-100	MChS Rossii	RVI	12dec17	l/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; l/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; l/n VKO 07mar24
27015042017	61717	An-148-100	primer	f/f	24may13	line # 42-04; An-148-100EM quick-change ambulance version; l/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; l/n LED 28apr17; canx between 13sep17 and 24oct17
	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 KHV 27sep24
27015042018	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 VKO 05sep24
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
	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
27015042022	61722	An-148-100	primer	f/f	19mar14	line # 42-09; An-148-100E; l/n Voronezh-Pridacha 02apr14
	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
27015042023	61723	An-148-100	primer	f/f	04jul14	line # 42-10; An-148-100E; l/n Voronezh-Pridacha 15jul14
	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
27015042024	61724	An-148-100	primer	f/f	16oct14	line # 43-01; An-148-100E; l/n Voronezh-Pridacha 21oct14
	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
27015042025	61725	An-148-100	primer	Vox	25mar15	line # 43-02; An-148-100E
	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
27015043026	61726	An-148-100	primer	f/f	21aug15	line # 43-03; An-148-100E; l/n Voronezh-Pridacha 04sep15
	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
27015043027 ?	61728	An-148-100	primer	f/f	10mar16	line # 43-04; An-148-100E; l/n Voronezh-Pridacha 10mar16
	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
27015043028 ?	61729	An-148-100	primer	f/f	11jul16	line # 43-05; An-148-100E; l/n Voronezh-Pridacha 12jul16
	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
27015043029	61727	An-148-100	primer	f/f	06nov15	line # 43-06; An-148-100EA
	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 LED 26jul24
27015042030 ?	61730	An-148-100	primer	f/f	26sep16	line # 43-07; An-148-100E; f/n Voronezh-Pridacha 10sep16; l/n Voronezh-Pridacha 07oct16
	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
27015042031	61731	An-148-100	primer	Vox	feb17	line # 43-08; An-148-100E
	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
27015042032	61732	An-148-100	primer	f/f	06nov17	line # 43-09; An-148-100E; seen on the assembly line 15apr17
	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
27015042033	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 outsized cargo, until its demise at the start of the conflict between Russia and Ukraine.

2 An-225s built by KiGAZ "Aviant" (former Factory No. 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, hangered